

WAYZATA PLANNING COMMISSION

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street

Monday, June 3, 2019

6:30 PM

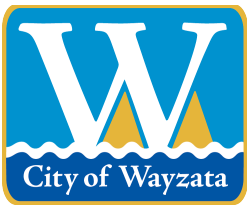
1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Consent Agenda**
 - a. Table the Consideration of the Development Application for Wayzata Woods Density and Non-Conforming Use Variances at 240 Central Avenue North
5. **Old Business Items**
 - a. Consider the Recommendation to Submit the 2040 Comprehensive Plan to the Metropolitan Council
6. **Public Hearing Items**
 - a. ~~Consider the Development Application for the Highcroft North Two Lot Subdivision at 153 Peavey Lane~~
(Withdrawn June 3, 2019)
 - b. Consideration of Development Application for the Boatworks Redevelopment Planned Unit Development Concept Plan, Shoreland Impact Plan/Conditional Use Permit, and Zoning Ordinance Text Amendments at 294 Grove Lane East.
7. **Other Items**
 - a. Review of Development Activities
 - b. May 21st City Council Meeting Report
8. **Adjournment**

Upcoming Meetings:

City Council - June 11, 2019 & June 18, 2019

Planning Commission - June 17, 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: June 3, 2019	AGENDA ITEM: 4.a.
TITLE: Table the Consideration of the Development Application for Wayzata Woods Density and Non-Conforming Use Variances at 240 Central Avenue North	
PREPARED BY: PeggySue Imihy, Planning Consultant	
REVIEWED BY: Eric Zweber, Planning Consultant	
60 DAY DEADLINE: August 28, 2019	

BACKGROUND:

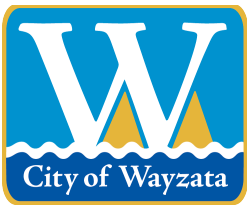
The applicant has requested this item be tabled to the June 17, 2019 Planning Commission agenda to allow time to provide additional information.

ACTION REQUESTED:

Table the Public Hearing to the June 17, 2019 Planning Commission meeting.

ATTACHMENTS:

None



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 3, 2019	AGENDA ITEM: 5.a.
TITLE: Consider the Recommendation to Submit the 2040 Comprehensive Plan to the Metropolitan Council	
PREPARED BY: Stephanie Falkers, Planning Consultant	
REVIEWED BY: Eric Zweber, Planning Consultant	
60 DAY DEADLINE: N/A	

BACKGROUND:

On May 20, 2019, the Planning Commission conducted a public hearing for the 2040 Comprehensive Plan. Following the public hearing, the Planning Commission discussed a number of topics including affordable housing and density. The Planning Commission tabled the consideration of the 2040 Comprehensive Plan to conduct a work session to review and discuss these topics in further detail.

On May 29, 2019, the Planning Commission conducted a work session to review the 2040 Comprehensive Plan in further detail. Discussion focused on:

- density ranges for the Central Core Residential, Medium Density Residential, and Mixed-Use Residential/Commercial land use designations;
- what portion of the Lake Effect project are led by the City and led by the Conservancy; and
- correct the references to the Sustainability Commission, the Parks Master Plan, Lake Street, and population to employment ratios.

Those changes have been included in the attached 2040 Comprehensive Plan.

Stephanie Falkers of SRF will be at the Planning Commission meeting to provide an overview and summary of the Comprehensive Plan and the next steps in the approval process.

ACTION REQUESTED:

City staff recommends that the Planning Commission recommend to the City Council the submittal of the Wayzata 2040 Comprehensive Plan to the Metropolitan Council.

ATTACHMENTS:

1. Planning Commission Workshop Memo
2. Wayzata 2040 Comprehensive Plan Draft_May2019

To: Wayzata Planning Commission

From: Stephanie Falkers, Senior Associate

Date: May 30, 2019

Subject: Wayzata 2040 Comprehensive Plan

Comprehensive Plan Status

The draft Wayzata 2040 Comprehensive Plan was reviewed by the Planning Commission at the May 20th hearing. Various questions and concerns were raised by Planning Commissioners and the public during the public hearing. A motion was passed to table action on the draft Comprehensive Plan to the June 3rd Planning Commission meeting. A workshop was held on May 29th with the Planning Commission and staff where changes and questions were discussed. A number of updates to the Comprehensive Plan were proposed by the Planning Commission through the workshop. These changes were addressed, and are described below.

Comprehensive Plan Updates

Following the Planning Commission hearing and workshop, updates were made to the draft plan to respond to comments received. These changes are intended to be forwarded to the City Council for consideration before submittal to the Metropolitan Council.

- **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)*
 - Updates to the discussion of the Sustainability Commission to reflect the establishment of goals and future action steps. *(Page 1-7)*
 - Removed reference to a daily workforce population of 1.5 times the population. *(Page 1-1)*
- **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)*

- The following density ranges were modified for residential land uses within the chapter. Changes were made throughout figures, tables, and narrative.
 - Central Core Residential – 3 to 8 (previous) | 3 to 6 (proposed)
 - Medium Density Residential – 8 to 12 (previous) | 6 to 12 (proposed)
 - Mixed-Use Commercial/Residential – 14+ (previous) | 10+ (proposed)
- **Chapter 4 – Housing**
 - The narrative supporting the Affordable Housing Allocation was updated to reflect the modified residential densities for the Medium Density and Mixed-Use Commercial/Residential categories. *(Page 4-9)*
- **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)*
 - Updated the limits of the Lake Street project limits from “Barry” to “Ferndale”. *(Pages 5-9, 5-18, and 5-23)*
- **Chapter 8 – Community Facilities**
 - The description of the proposed regional trail connection improvements was updated. *(Page 8-18)*
 - Added a description of the proposed funding split of Lake Effect. *(Page 8-16)*
 - Added “Proposed” in reference to the recommendations identified in the Park and Trail Master Plan discussion. *(Pages 8-18 and 8-23)*

These changes have been addressed in the most recent draft of the Comprehensive Plan and will be reviewed during the June 3rd hearing.



City of Wayzata 2040 Comprehensive Plan

May 2019 | DRAFT



Acknowledgements

City Council

Ken Willcox, Mayor
Jeffrey Buchanan
Dan Koch

Johanna McCarthy
Alex Plechash
Steven Tyacke (Ret.)

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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 workforce population to the community on a daily basis. 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 would create an opportunity for Wayzata to determine its sustainability goals and take steps to achieve them. The creation of such a committee to guide this effort 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. 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.

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 Act¹ 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

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

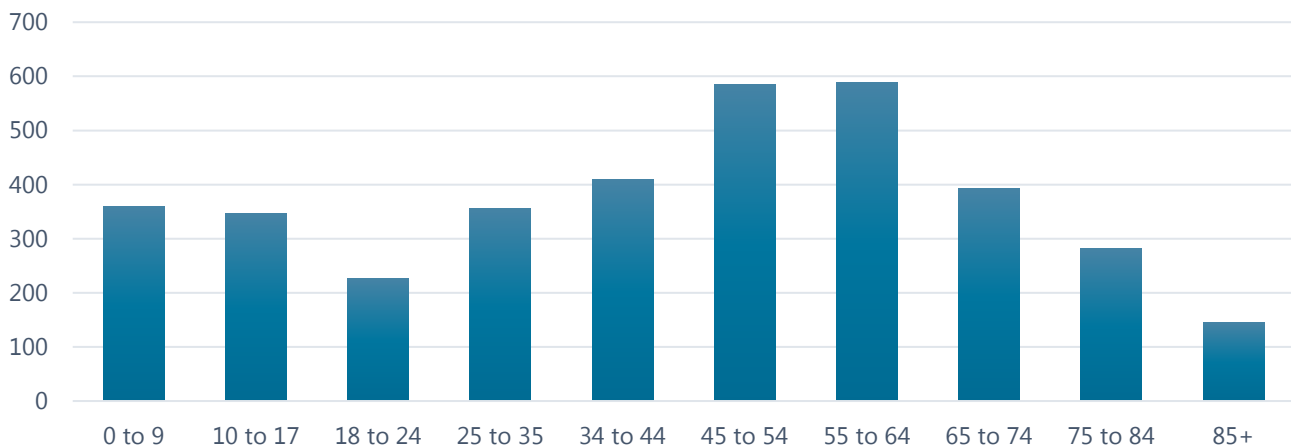


Table 5: Population by Age, 2000-2010

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 to nearly 70 percent of all land uses (see Table 1). The Vacant and Open Space categories were used to identify only 44 acres or 2.9 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	559	35.9%
One Acre Single Family Residential	115	7.4%
Low Density Residential	230	14.8%
Central Core Residential	103	6.6%
Medium Density Residential	36	2.3%
High Density Residential	43	2.7%
Mixed-Use Residential/Commercial	76	4.9%
Central Business District	33	2.1%
Downtown Mixed Use	14	0.9%
Institutional/Public	90	5.8%
Semi-Public/Private	153	9.8%
Park	60	3.8%
Public Open Space	31	2.0%
Vacant	14	0.9%
Total	1,556	100.0%

A total of 14 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 represents 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 Residential category represents the single-family home developments within and in close proximity to the community core. 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 6 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 and apartments. Densities within this category range from 6 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 at least 12 units per acre. 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 outside of the Lake Street corridor 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/Public category represents publicly owned buildings and properties that typically provide a community service. This can include schools, churches and government buildings.
Semi-Public/Private	The Semi-Public/P 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 jurisdictions. 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.



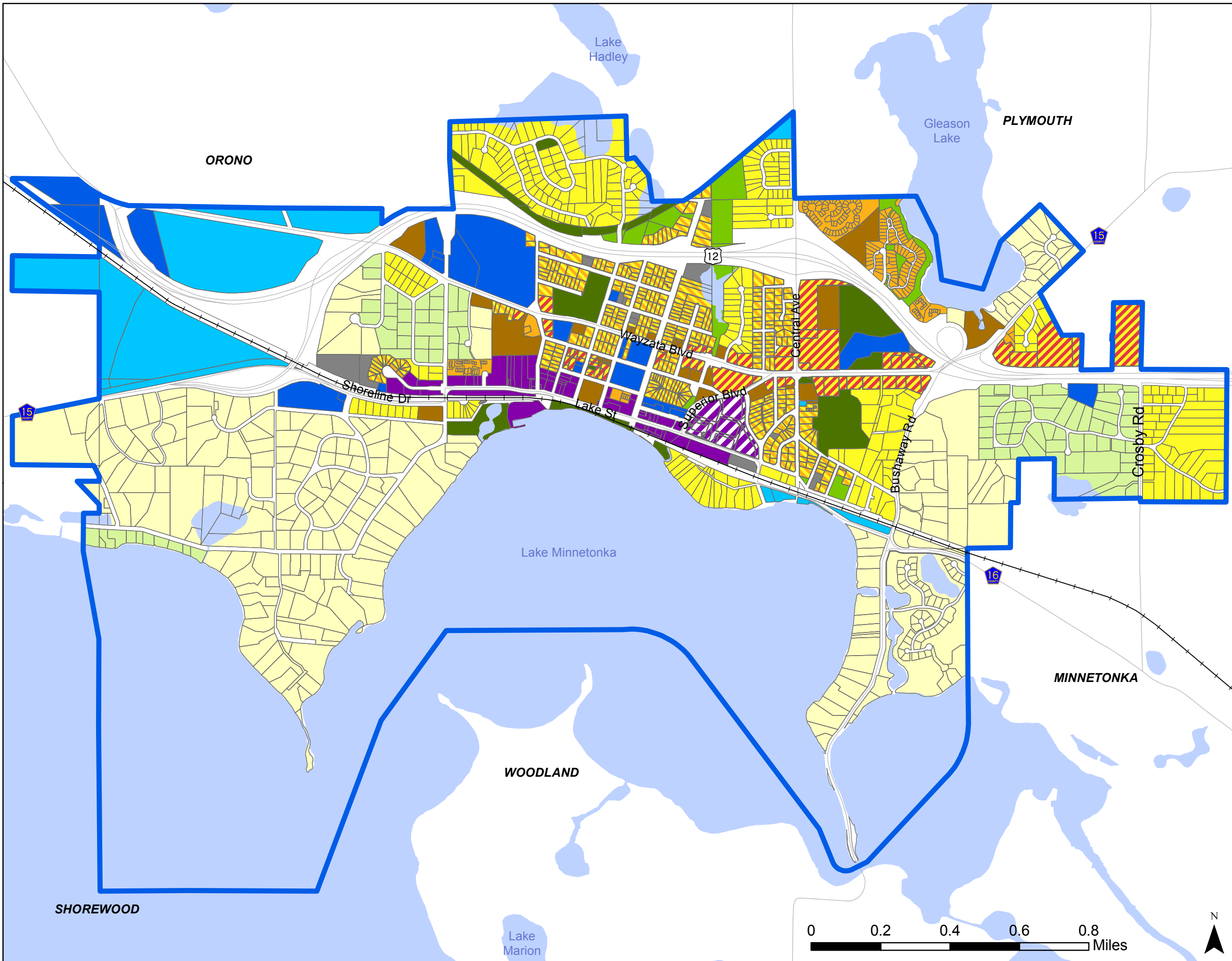


Legend

- 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 6 units/acre
- Medium Density Residential - 6 to 12 units/acre
- High Density Residential - 12 or more units/acre
- Mixed-Use - Commercial/Residential - 10 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

The Estate Single Family Residential category represents 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 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

The One Acre Single Family Residential category represents neighborhoods that are removed from the historic community core and consist of primarily single-family homes. This category 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 should range from 0.5 to

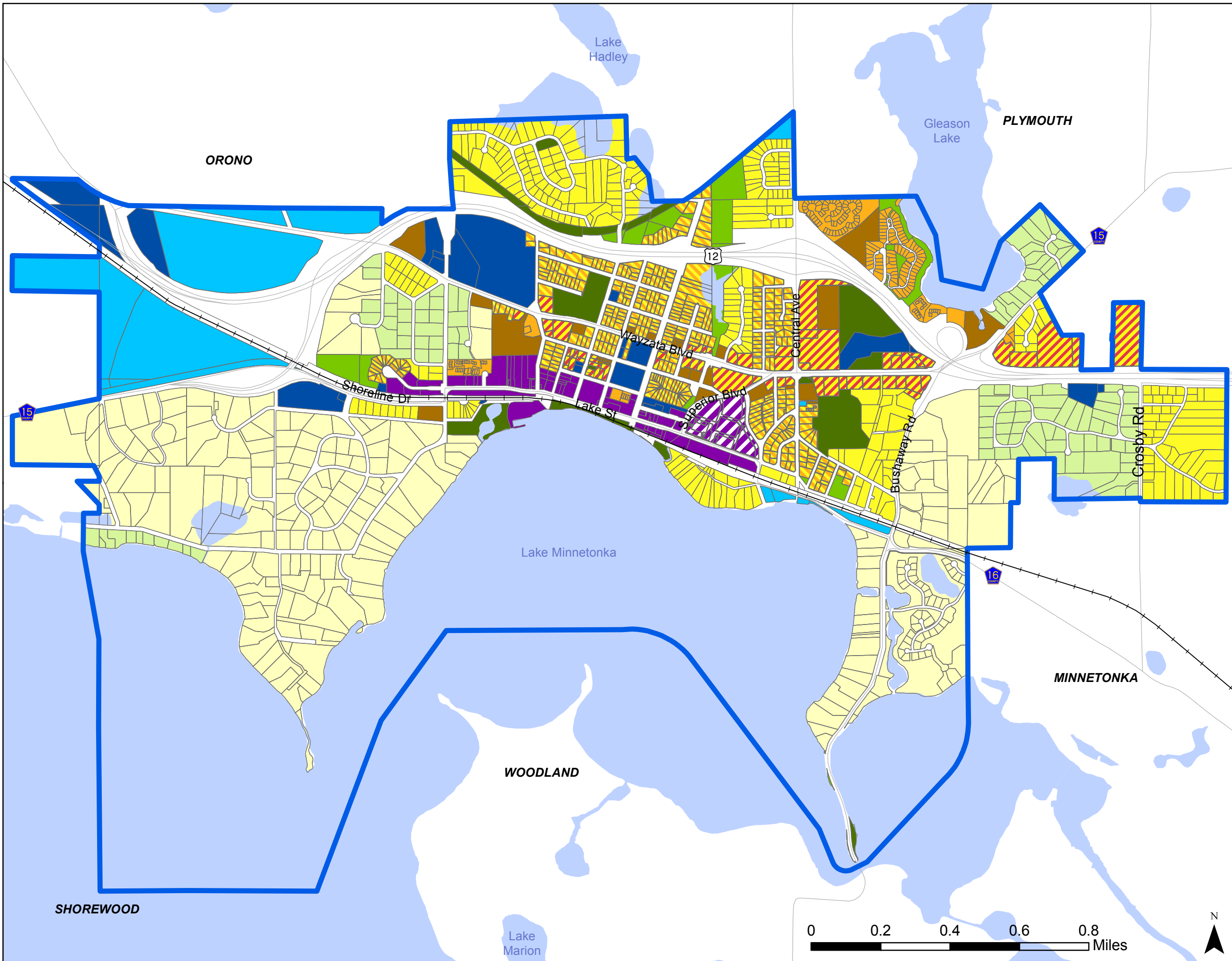


Legend

- 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 6 units per acre
- Medium Density Residential - 6 to 12 units/acre
- High Density Residential - 12 or more units/acre
- Mixed-Use - Commercial/Residential - 10 or more units
- Central Business District
- Downtown Mixed Use District
- Institutional/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 better align with the One Acre Single Family designation. 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 small scale 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 3 to 6 units per acre. A combination of single family homes and twin homes/townhomes, when the lot sizes allow, are typical uses within this category. On average, single family lot sizes for the category will range between 7,260 square feet and 14,560 square feet.

The Central Core Residential category is used throughout the traditional core of the city within the future land use plan. The existing densities of residential development areas were analyzed to identify areas with densities of 3 to 6 units per acre. Areas achieving this density in 2018 were identified as Central Core Residential. The density range of 3 to 6 unit per acre was determined based 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 traditional core of Wayzata were platted with smaller lots ranging from approximately 7,400 to 14,500 square feet. Single-family lots north of TH 12 and within the Holdridge East development were platted at a later time with a larger average lot size (within the Low Density Residential range). 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.

An assessment was completed of the properties newly designated as Central Core Residential to the land use category used within the 2030 land use plan. The assessment, highlighted in Figure 3, found that properties had previously been designated as either Low Density Residential, Medium Density Residential or Mixed Use Residential. This figure identifies a color for only those parcels identified as Central Core Residential.



Legend

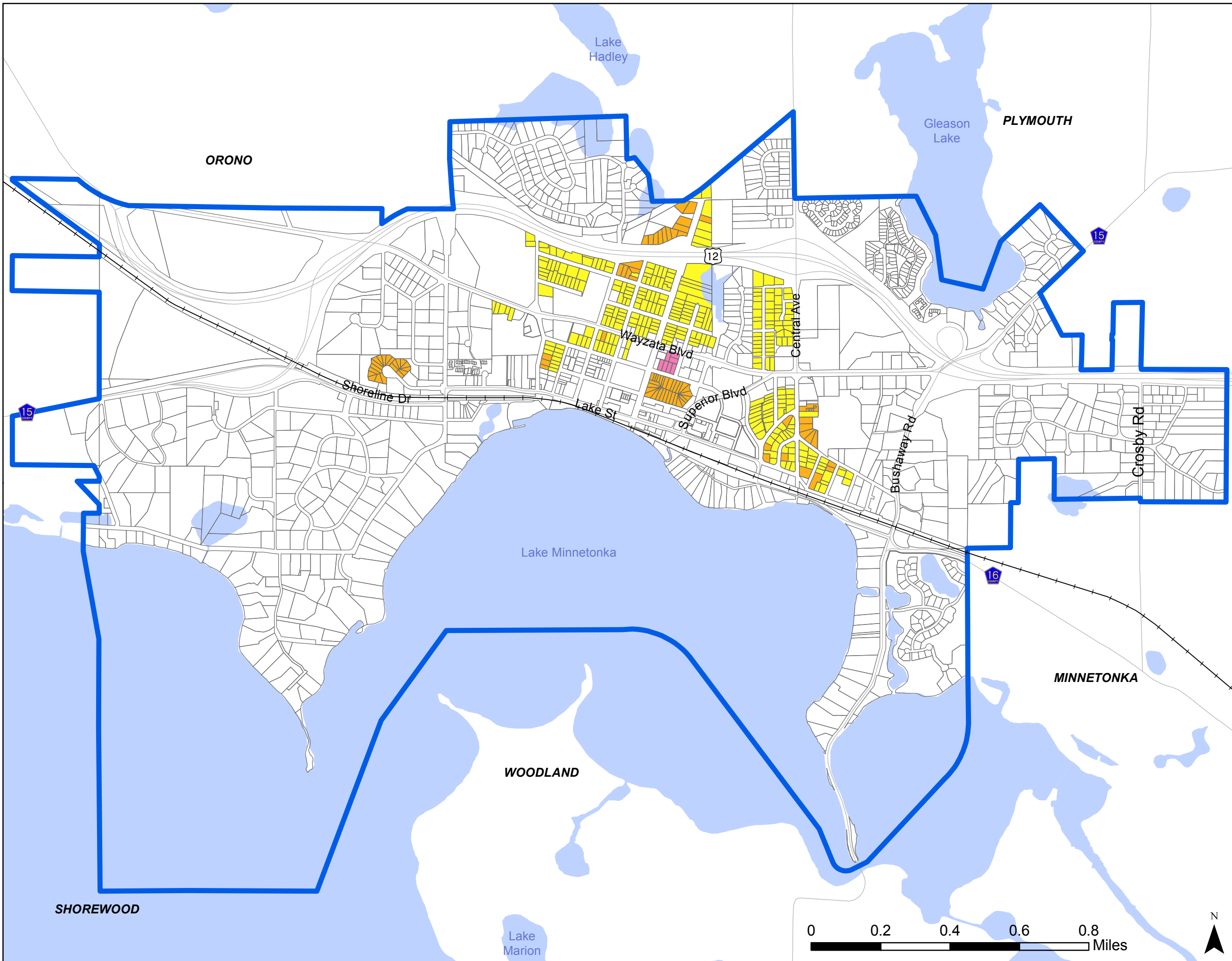
2030 Future Land Use

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

****The areas displayed with a 2030 Land Use are those that were identified as the new Central Core Residential category.***

Figure 3

Central Core Land Use Changes from 2030



Medium Density Residential

Medium Density Residential represents a range of residential uses and can accommodate a mixture of housing typologies. This includes twin homes, townhomes, and small- to mid-range apartments. Densities within this category range from 6 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 at least 12 units per acre. 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. These categories also allow for the development of residential uses in combination with commercial uses. A majority of the employment within 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 at least 10 units per acre.

The intent of this category is to encourage development that responds to the characteristics 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 at least 20 units per acre.

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 at least 20 units per acre.



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/Public category represents publicly owned buildings that typically provide a community service. Examples 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 Park and Trail 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 Commercial/Residential or Central Core Residential categories.



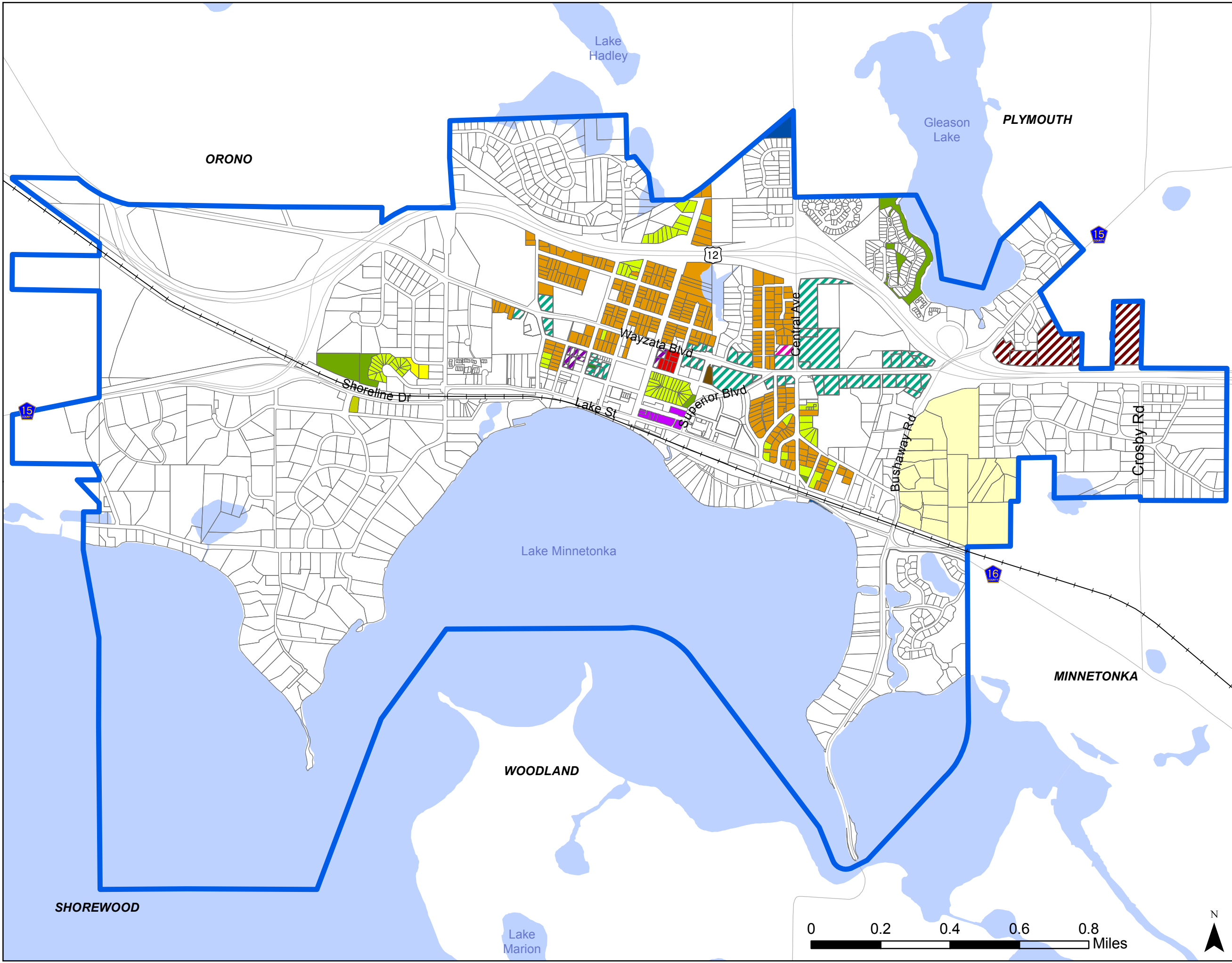
Legend

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 allow for growth and development that support the goals 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)	538	34.5%
One Acre Single Family	0.5 to 1 unit/acre (1 unit per 0.5 to 1 acre)	137	8.8%
Low Density Residential	1 to 3 units/acre	230	14.8%
Central Core Residential	3 to 8 units/acre	106	6.8%
Medium Density Residential	8 to 12 units/acre	37	2.4%
High Density Residential	12 or more units/acre	40	2.6%
Mixed-Use – Commercial/Residential	14 or more units/acre	78	5.0%
Central Business District	20 or more units/acre	37	2.4%
Downtown Mixed-Use District	20 or more units/acre	14	0.9%
Institutional/Public	N/A	88	5.7%
Semi-Public/Private	N/A	153	9.8%
Park	N/A	61	3.9%
Public Open Space	N/A	38	2.4%
Total	--	1,556	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.



Legend

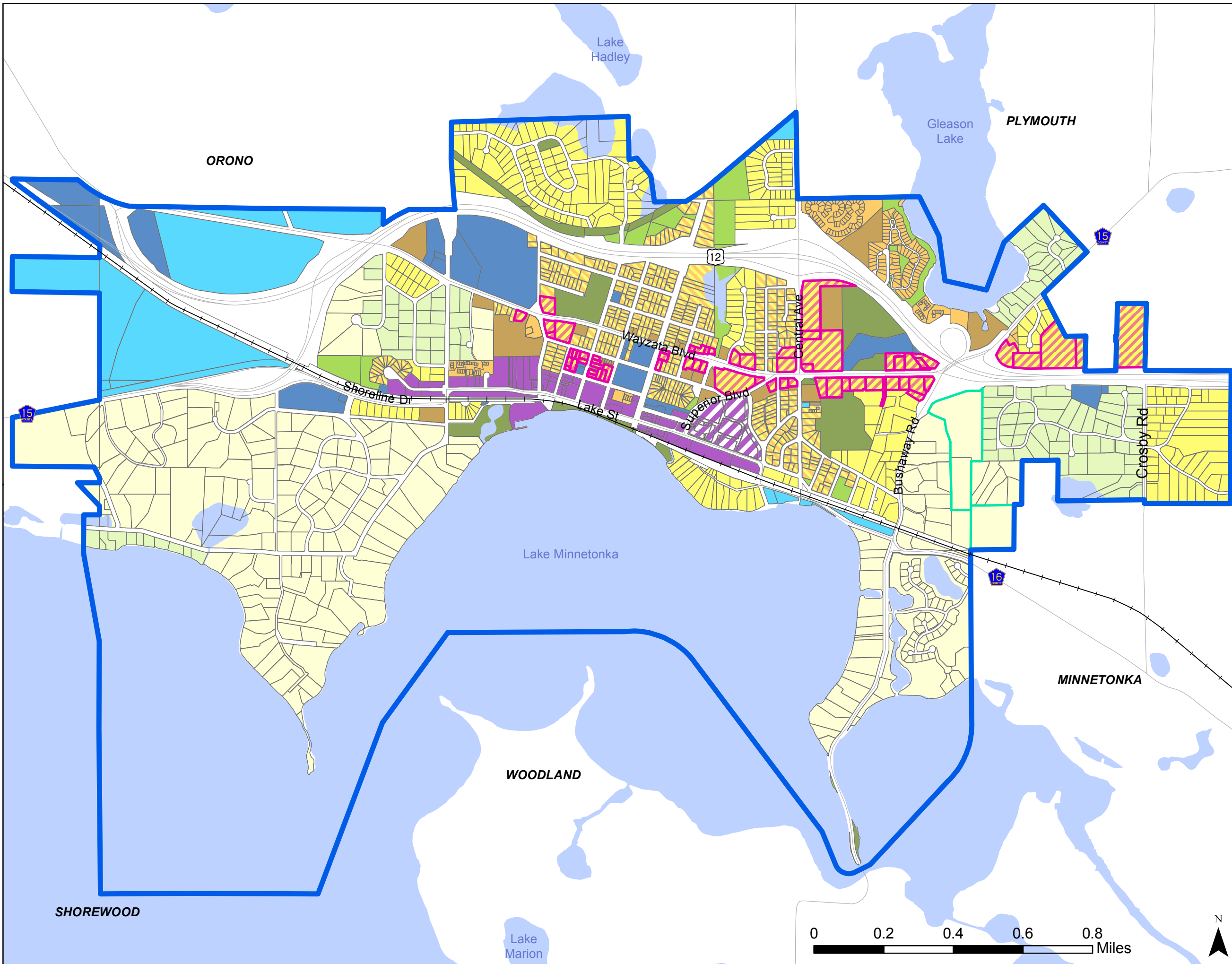
- Infill Opportunities
- Redevelopment Opportunities

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 6 units per acre
- Medium Density Residential - 6 to 12 units/acre
- High Density Residential - 12 or more units/acre
- Mixed-Use - Commercial/Residential - 10 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**



0 0.2 0.4 0.6 0.8 Miles



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	2010 - 2020			2020 - 2030			2030 - 2040		
	Acres	Households	Employment	Acres	Households	Employment	Acres	Households	Employment
Estate Single Family	10	5	--	19	5	--	--	--	--
One Acre Single Family	--	--	--	--	--	--	--	--	--
Low Density Residential	2	2	--	--	--	--	--	--	--
Central Core Residential	3	9	--	--	--	--	--	--	--
Medium Density Residential	--	--	--	--	--	--	--	--	--
High Density Residential	--	--	--	--	--	--	--	--	--
Mixed-Use Commercial/Residential	12	48	65	40	160	128	26	104	142
Central Business District	6	48	144	8	64	143	--	--	--
Downtown Mixed-Use	14	405	286	--	--	--	--	--	--
Institutional/Public	7	--	155	--	--	--	--	--	--
Semi-Public/Private	--	--	--	--	--	--	--	--	--
Parks	--	--	--	--	--	--	--	--	--
Open Space	--	--	--	--	--	--	--	--	--
Total	55	517	650	67	229	271	26	104	142



Legend

Stage

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

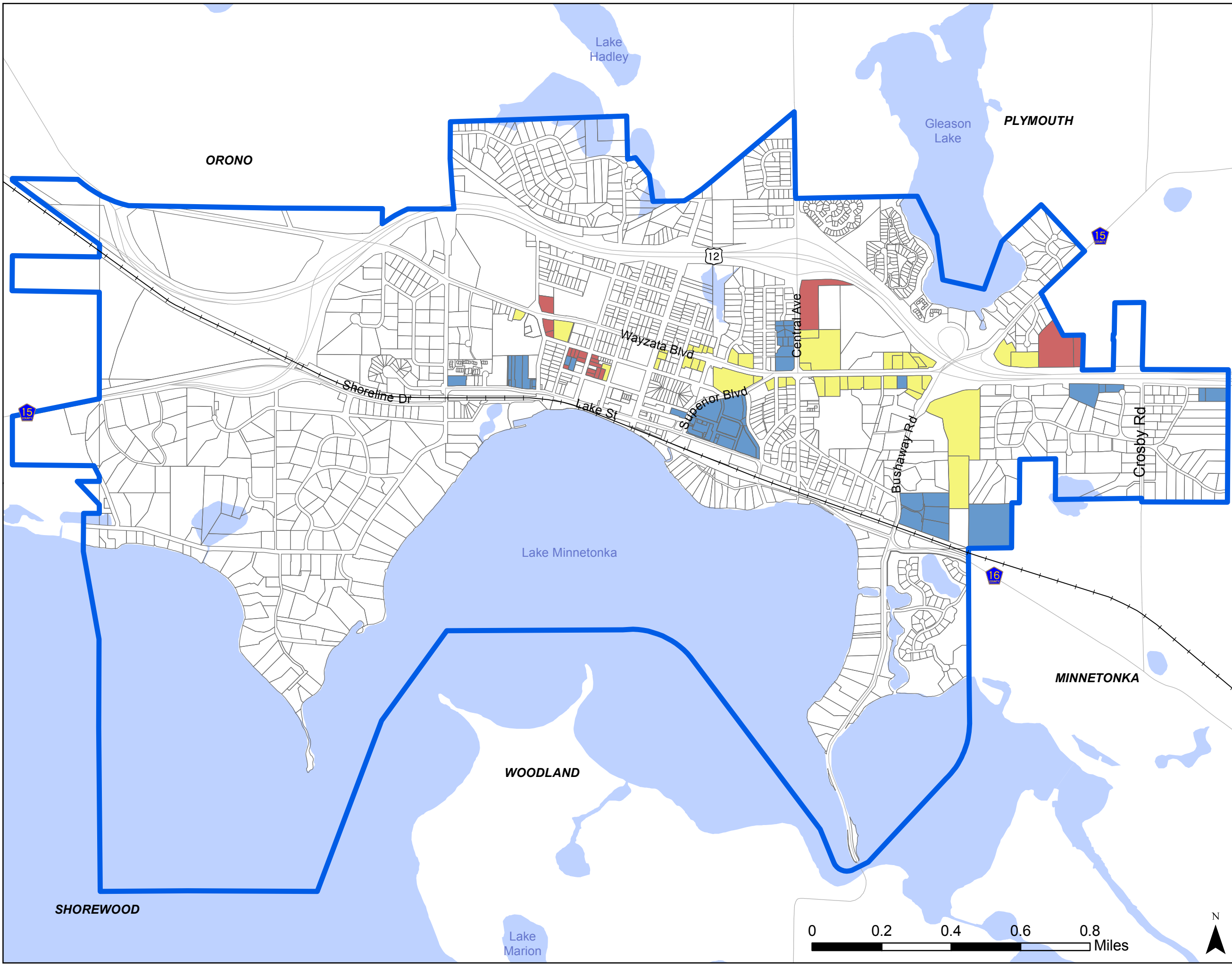


Figure 6

Staging Plan

Net Residential Density

Thrive MSP 2040 identifies Wayzata with the community designation of Suburban. Council policy encourage suburban communities to plan for forecasted 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 six land use categories, Estate Single Family, Low Density Residential, Central Core Residential, Mixed-Use Commercial/Residential, Central Business District, and Downtown Mixed-Use. All proposed development by 2040 is assumed to have an average net density of 5.39 (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	29	10
Low Density Residential	1 to 3 units/acre	2	2
Central Core Residential	3 to 8 units/acre	3	9
Mixed-Use Commercial/ Residential	10 or more units/acre	78	312
Central Business District	20 or more units/acre	14	112
Downtown Mixed-Use	20 or more units/acre	10	289
Total	--	136	734
Average Net Density			5.39

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.

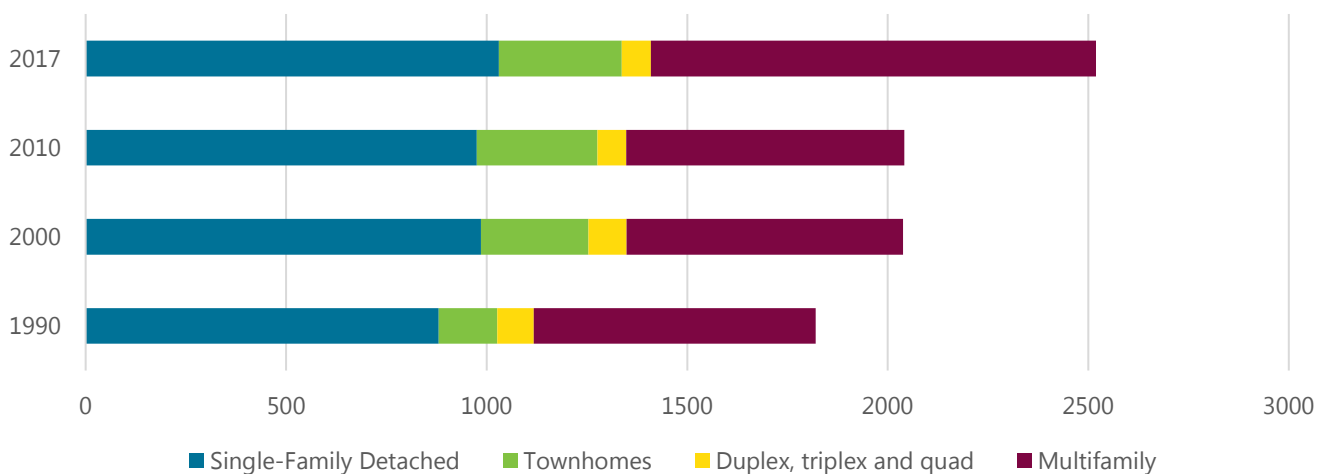
Challenges

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.

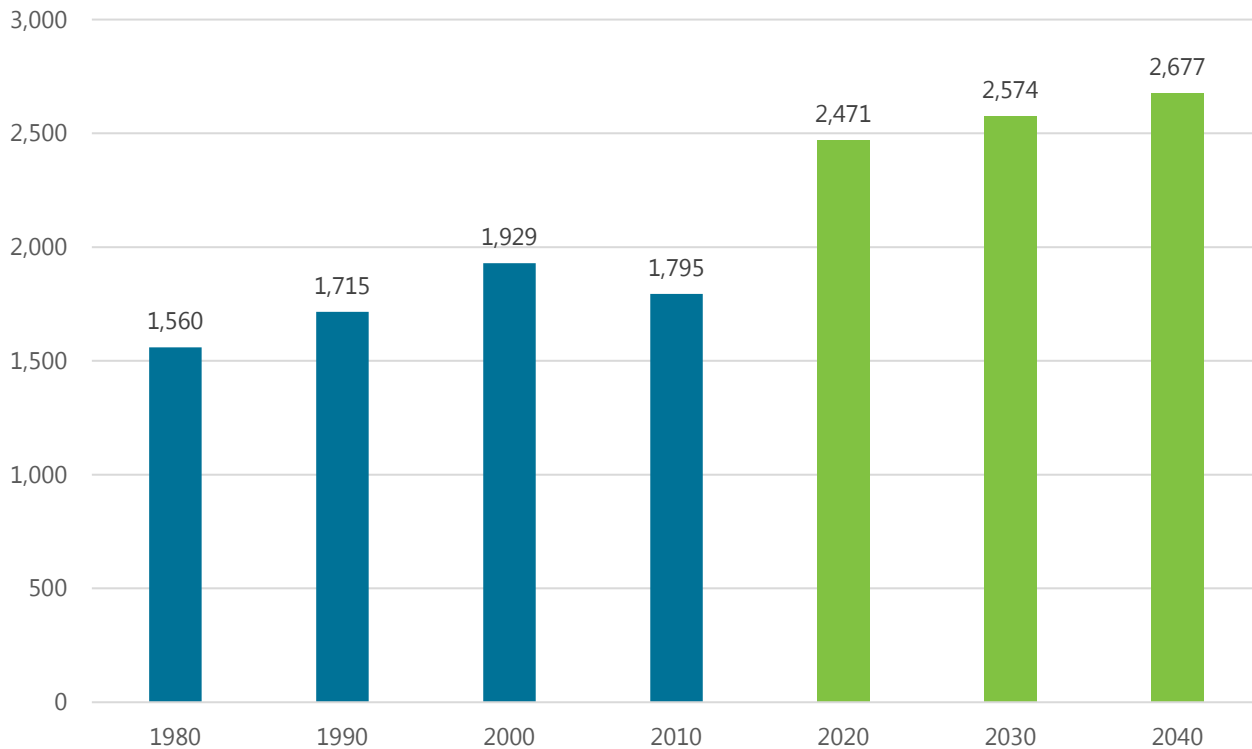
Figure 1: Existing Housing Stock, 1990 - 2017



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

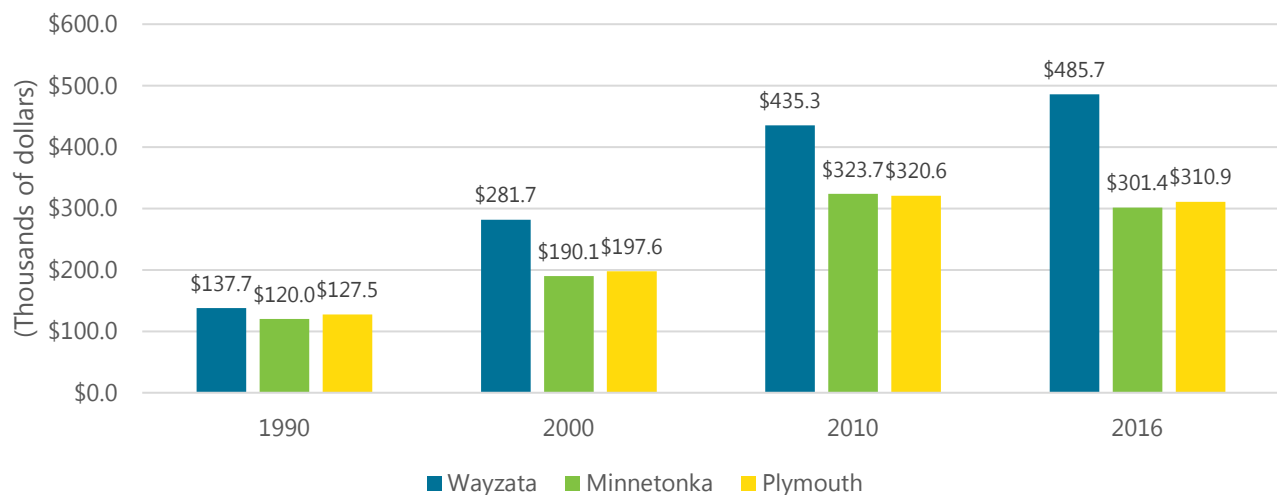
Year	Owner-Occupied		Renter-Occupied		Vacant	
	Units	%	Units	%	Units	%
2000	1,164	59.6%	765	37.4%	118	5.8%
2010	1,061	52.0%	734	36.0%	246	12.1%
2016	1,240	53.2%	841	36.0%	252	10.8%

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



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

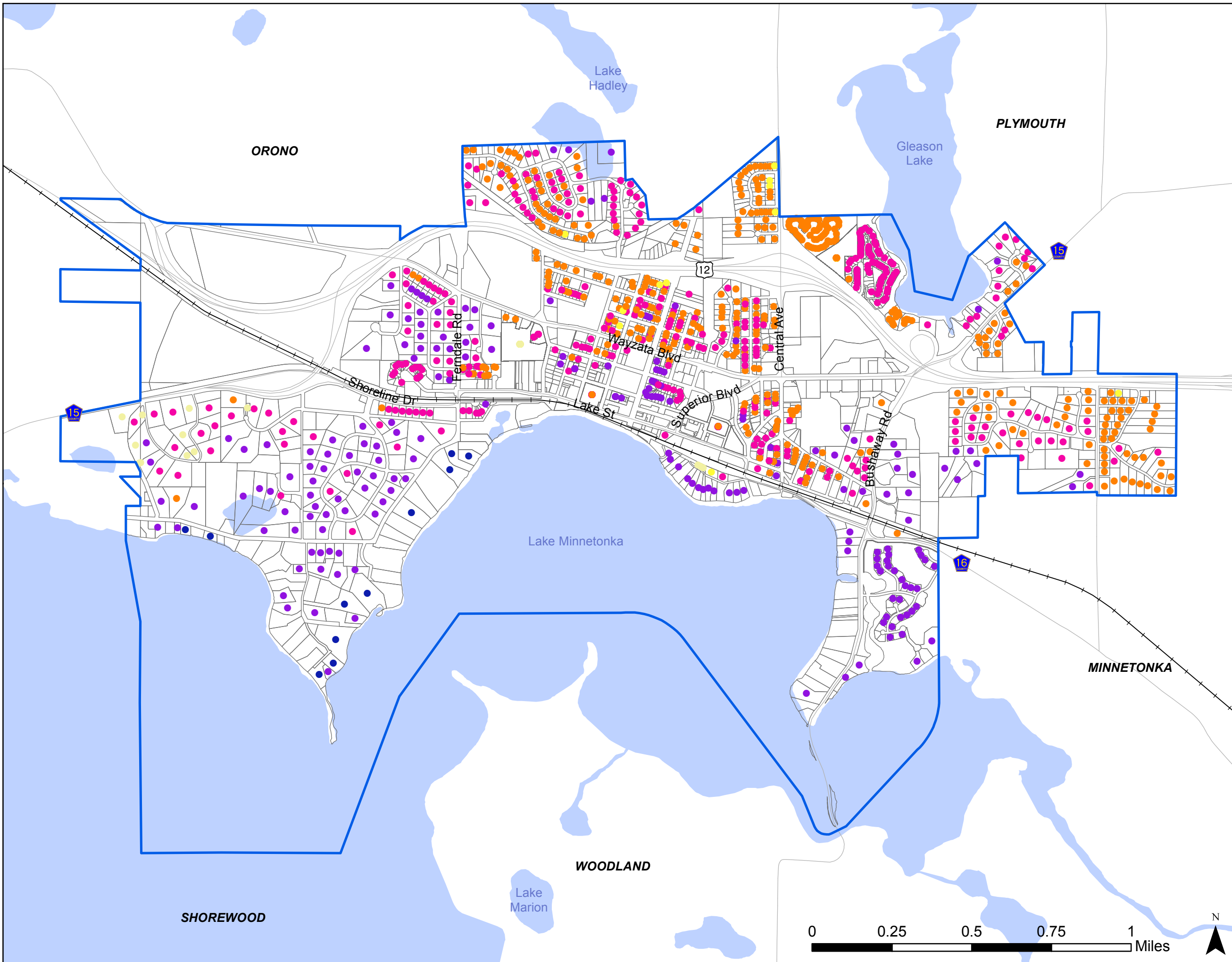
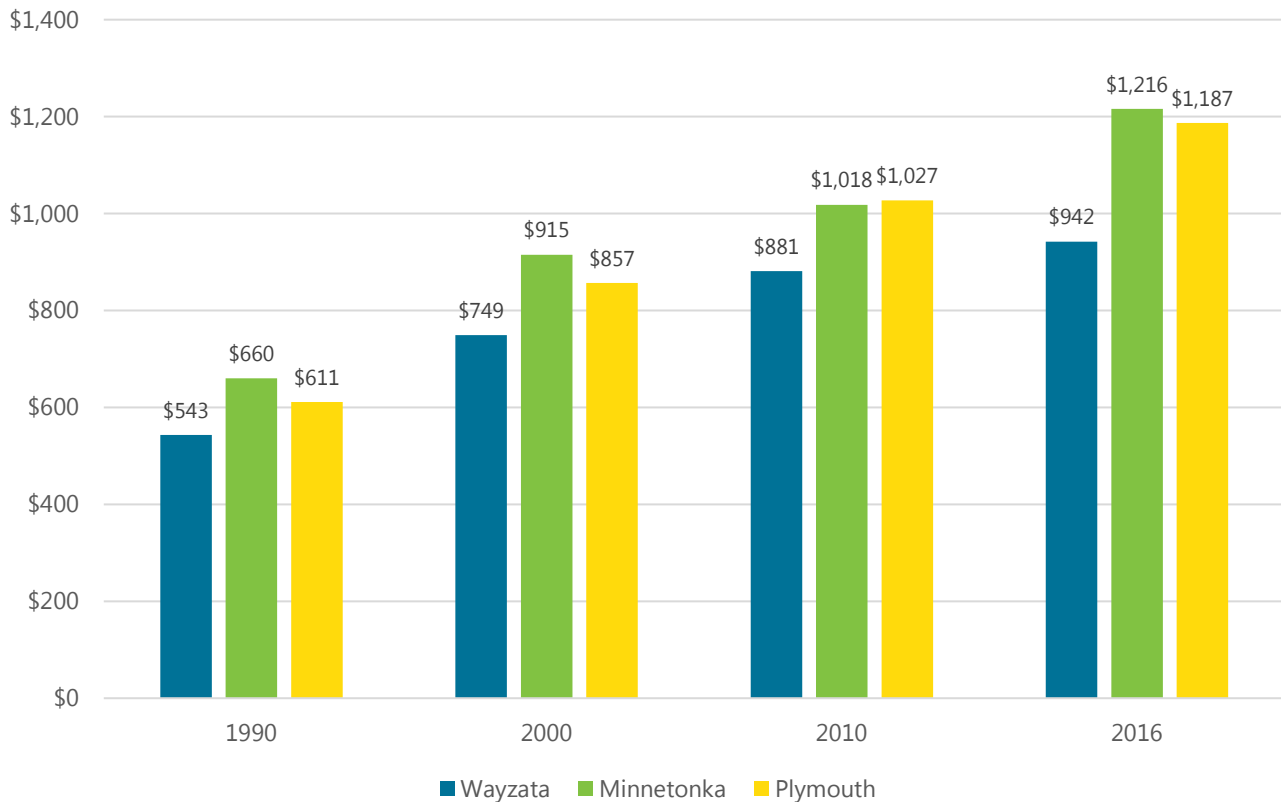


Figure 4
Assessed Value

Median Gross Rent

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

Figure 5: Gross Rent



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

Affordable Housing Units

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

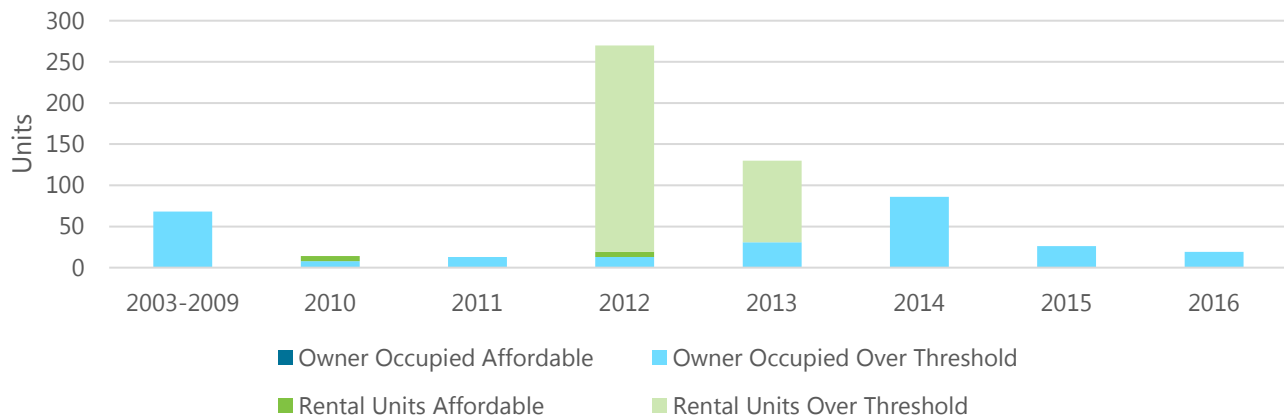
Table 4: Affordable Housing Units, 2016

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

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

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

Figure 6: New Unit Affordability

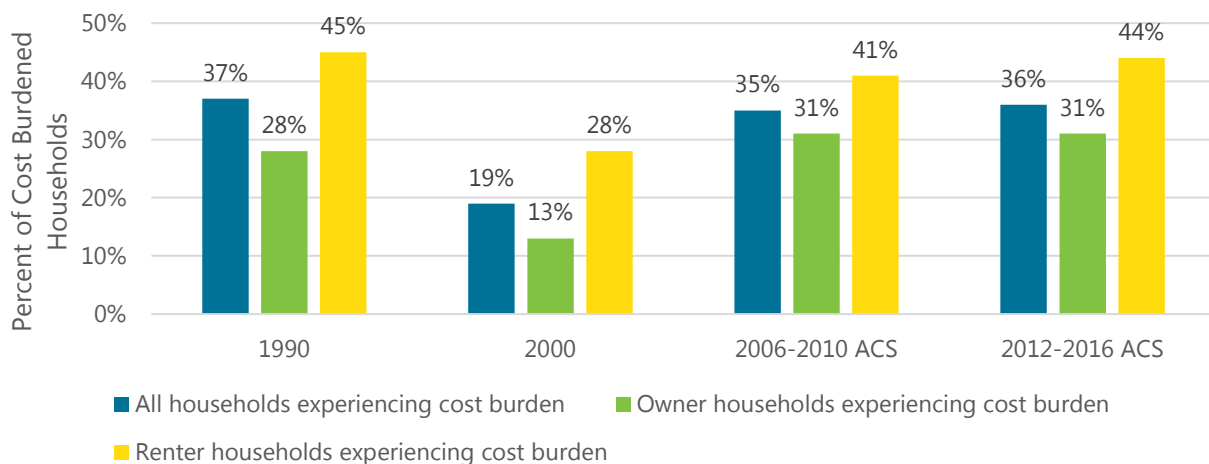


Source: Metropolitan Council Affordable Housing Production Survey

Housing Cost Burden

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

Figure 7: Cost Burdened Households



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

Housing Goals and Policies

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

Goal: Protect and maintain the character of the existing established neighborhoods within the city, while recognizing that certain areas of the community are more suitable for infill developments.

- Preserve single family neighborhoods as identified on the official Land Use and Zoning Maps.
- Encourage a mixture of redevelopment and new development opportunities for additional housing units that supports the existing character of neighborhoods throughout the community.
- Review and evaluate site design standards within each of the residential zoning districts to ensure that regulations do not hinder the development of a housing stock that meets the goals of Wayzata. Examples include height restrictions and unit square footage requirements.
- Evaluate and adopt policies and zoning ordinance amendments that would encourage new single family residential developments to conform with the mass and scale of existing residences within their neighborhood.
- Require that housing developments include site design consideration that preserve and protect the community's natural amenities, including tree coverage, wildlife habitats, steep slopes and wetlands.
- Manage areas guided for new medium and high-density housing within the community, as identified on the official Land Use Map.
- Encourage appropriate transitions between multi-family and single-family housing developments and promote the maintenance of existing neighborhood character through building materials and site design.

Goal: Develop city programs and policies which encourage and require high quality design and maintenance of all housing units within the community.

- Enforce violations of property maintenance, which infringe upon residential neighborhood quality, pose public health and safety problems, or threaten neighboring property values.
- Provide for continuing review, updating, and enforcement of zoning, subdivision, and design standards to ensure high standards of planning and design for residential structures within the community.
- Protect property values through the consistent relationship of land uses, street configurations, natural resources, and the maintenance of properties.
- Research and utilize Federal, State, and local funding sources to establish housing rehabilitation loan and grant programs for rental and owner-occupied units that are in need of repair.

Goal: Support housing development which recognizes the diverse housing needs of the community, including young families and the elderly, and contributes to the development of safe, comfortable, and attractive neighborhoods within the city.

- Research first-time homebuyer programs and low-interest loan programs to encourage homeownership for young families.
- Promote the development of life-cycle housing options for all residents, including single family housing for young families and well-designed multiple family options.
- Partner with local non-profit organizations, including neighborhood groups, churches, Interfaith Outreach and Community Partners (IOCP), and other organizations to identify potential opportunities for additional affordable rental, multiple family and single-family units within the community. Continue to work with the

Metropolitan Council in order to meet the agreed upon goals for additional affordable units as part of the Livable Communities Act.

Investigate additional financial incentives for increased home ownership and home maintenance, including low or no interest loan programs for maintenance of older housing stock in established neighborhoods and uses of Community Development Block Grants.

Review area and national affordable housing programs which aid the development of workforce housing development and promote homeownership for public service and workforce professionals.

Future Housing Need

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

The Metropolitan Land Use Planning Act (MLUPA), Minn. Stat. Sec. 473.859, subdivision 2, paragraph (c), requires communities in the metropolitan region to include in their comprehensive land use plans a housing element that acknowledges the city's share of the regional need for low- and moderate-income housing. The Metropolitan Council has identified its total need of 37,900 affordable housing units between 2021 and 2030 throughout the region. 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 (6 to 12 units per acre) and High Density (12 or more units per acre) residential land use categories. Additionally, the Mixed-Use Commercial/Residential (10 or more units per acre), Downtown Mixed Use (20 or more units per acre) and Central Business District (20 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 40 acres of mixed use development has been designated within the future land use plan and staging plan between 2020 and 2030 (see Figure 4 of Chapter 3). 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 funding⁴:

- 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 to⁵:

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

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

Federal Resources

- Section 8 Certificates and Vouchers: Rent assistance that recipients can take with them when they move, rather than being tied to specific housing. Tenants pay about thirty (30) percent of their income on rent.
- HOME (the Home Investment Partnership Program): Grant program for state and local governments to acquire, rehabilitate or construct affordable housing for low-income renters or owners.
- Community Development Block Grants (CDBG): Funds community development efforts, including housing. Local governments that receive funding have wide discretion in its use.
- The Federal Housing Administration (FHA) and Department of Veterans Affairs (VA): Insures and guarantee loans, which increase housing market access for some families.
- Rural Housing Service: The United States Department of Agriculture provides rent assistance, direct loans and loan guarantees in rural areas.
- Low-Income Housing Tax Credits: Federal income tax credits for people or companies that invest in the construction or substantial rehabilitation of rental housing. Developers of rental housing sell the credits to investors. Proceeds from credit sales can cover some of a project's development and construction.
- Tax Exempt Bonds: Sold by state and local governments. Buyers accept a lower interest payment because it is not taxable income. State and local housing agencies use the bond proceeds to finance mortgages with below market interest rates.

State Resources

Home Mortgages

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

Home Improvement Rehabilitation

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

Rental Housing

- Low and Moderate-Income Rental Program: Provides mortgages and rehabilitation funds for either acquisition and rehabilitation of or new construction of rental housing for low and moderate-income families.

- Affordable Rental Investment Fund (ARIF): Provides low-interest first mortgages or deferred loans to help cover the costs of acquisition and rehabilitation or new construction of low-income rental housing.
- Low Income Housing Tax Credits (LIHTC): LIHTC are MHFA's share of the tax credits allocated to Minnesota.
- HOME Rental Rehabilitation: Provides grants to rehabilitate privately-owned rental property in order to support affordable, decent, safe and energy efficient housing for lower-income families.
- Housing Trust Fund: Provides deferred loans without interest for the development, construction, acquisition, preservation, or rehabilitation of low-income rental housing.
- Rental Rehabilitation Loans: Provides property improvement loans to rental property owners.

Other Resources

Local Government Sources

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

Non-Profit Sources

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

Chapter 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).



Legend

 City Limits

Jurisdictional Classification

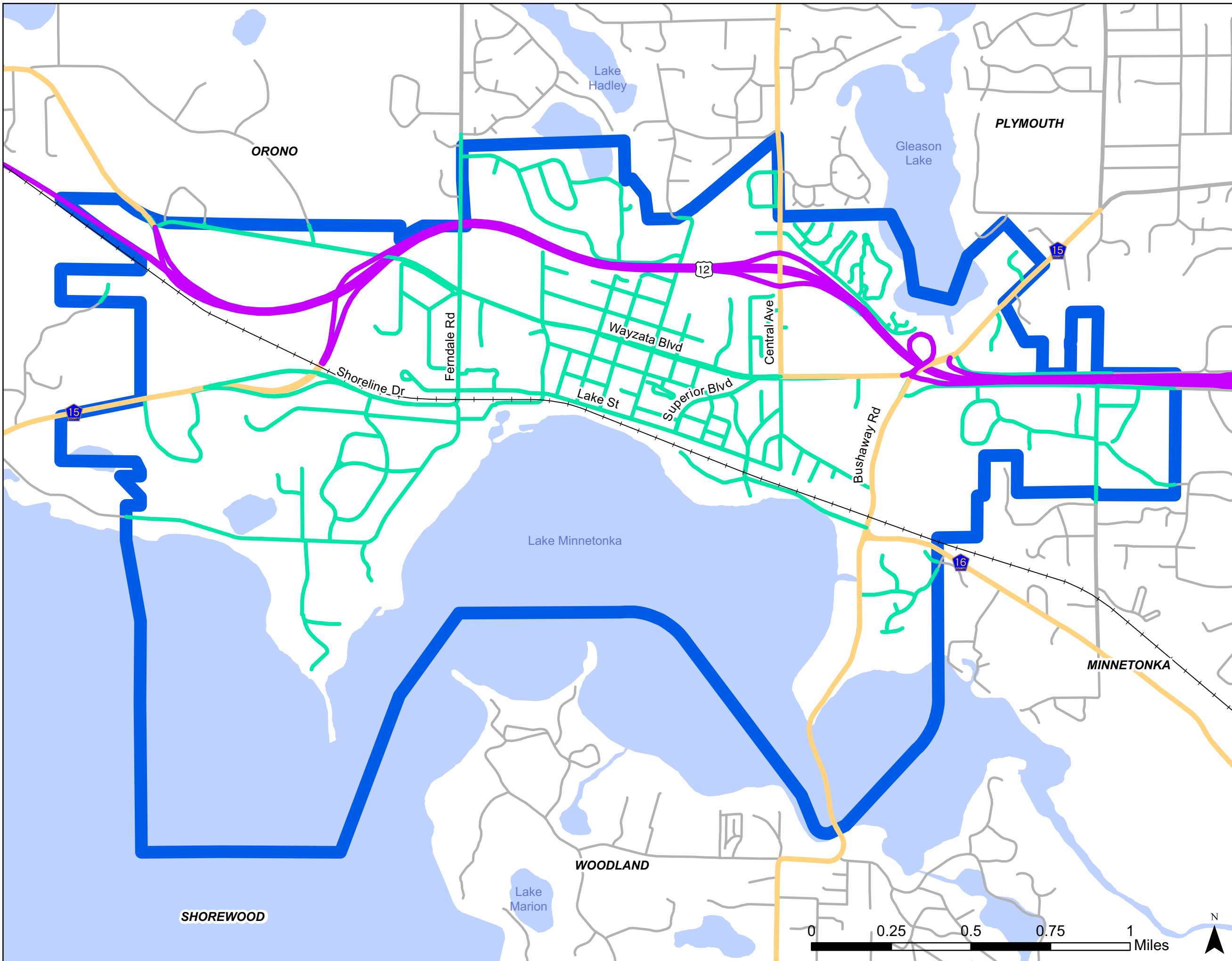
 Municipal Roadway

 County Roadway

 State Roadway

Figure 1

Jurisdictional
Classification



Functional Classification

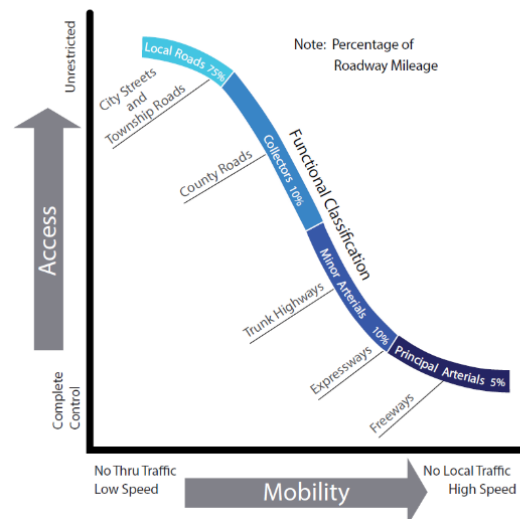
The functional classification system defines both the function and role of a roadway within the hierarchy of an overall roadway system. This system is used to create a roadway network that collects and distributes traffic from neighborhoods and ultimately to the state or Interstate Highway System. Functional 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.

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.

Figure 2: Access/Mobility Relationship





Legend



Functional Classification

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

Figure 3
Functional
Classification

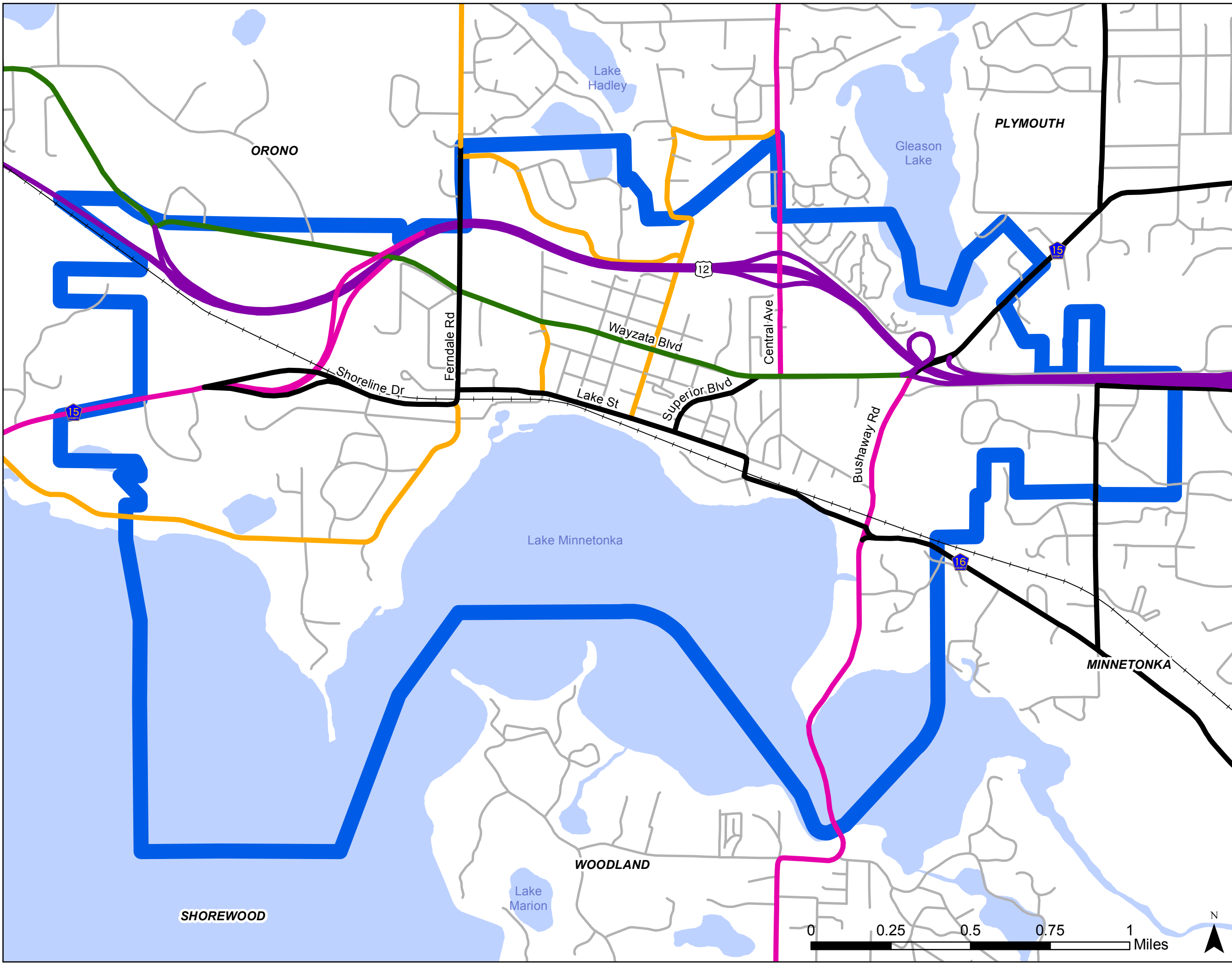


Table 1: Roadway Functional Classifications

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 trips (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 Ferndale Road 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).

 City Limits

X,XXX Heavy Commercial Daily Traffic Volume





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X,XXX Daily Traffic Volume

Figure 5

Year 2040 Daily
Traffic Forecasts

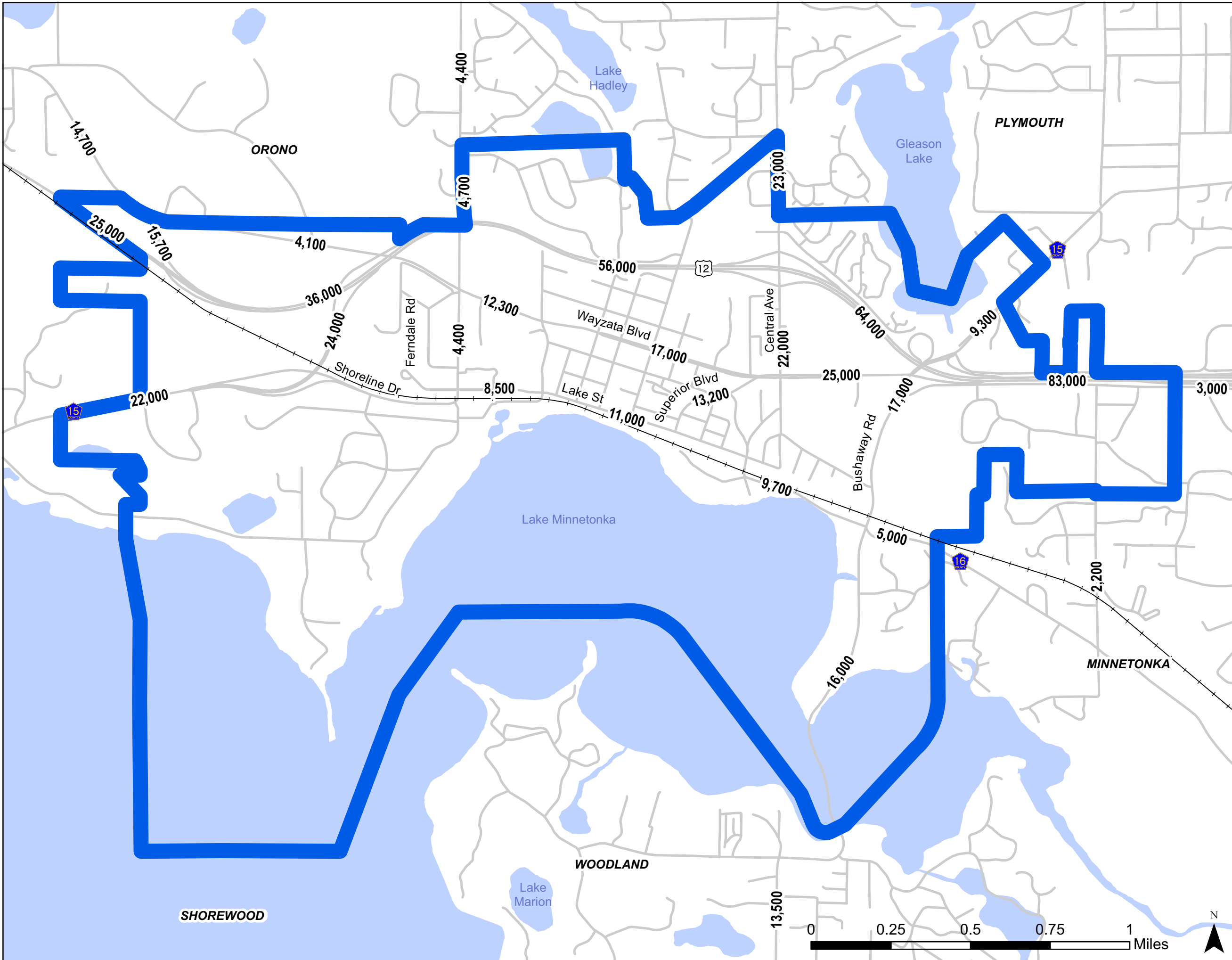


Table 3: Planning Level Roadway Capacities by Facility Type

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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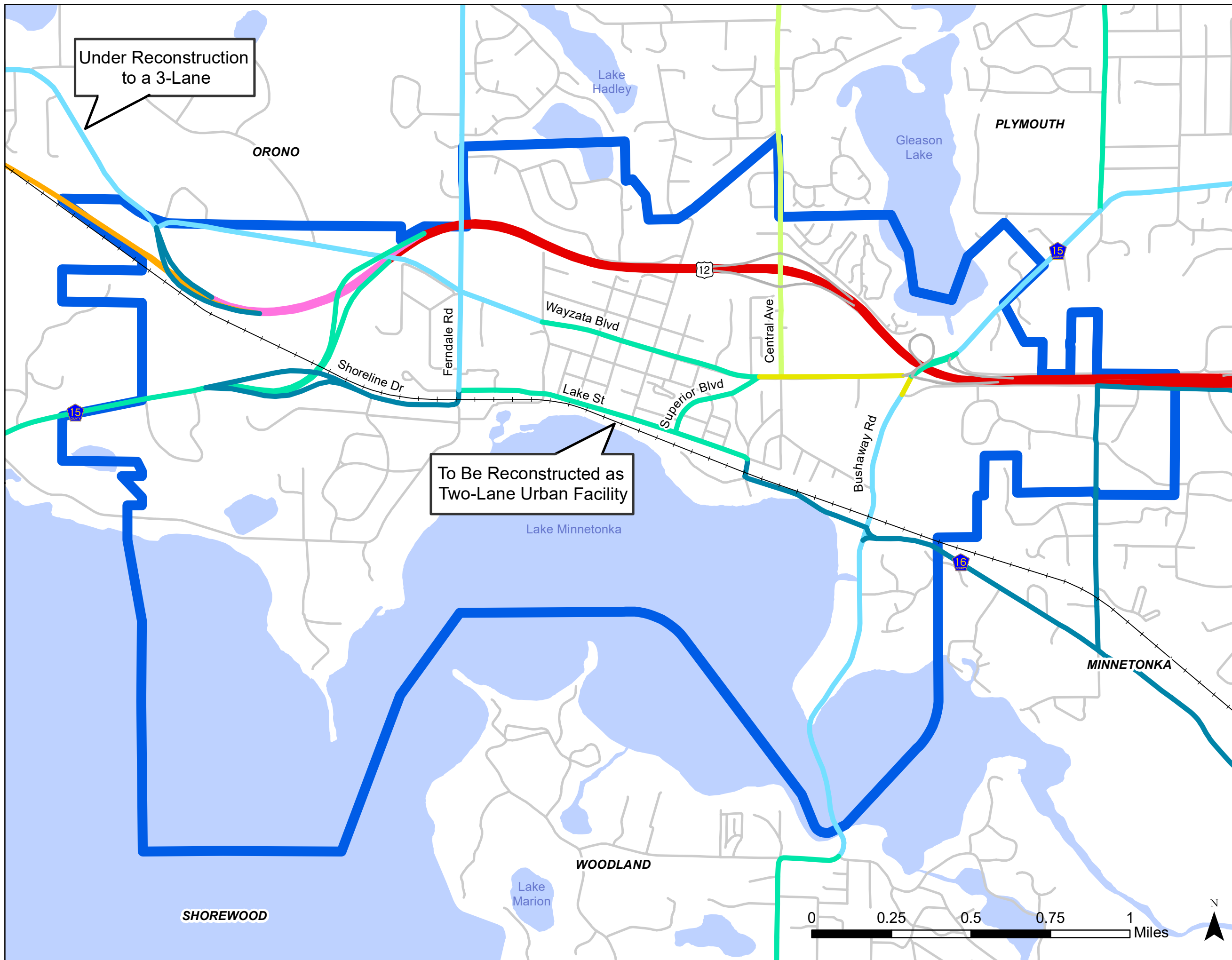


Existing Facility Type | Capacity

- 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

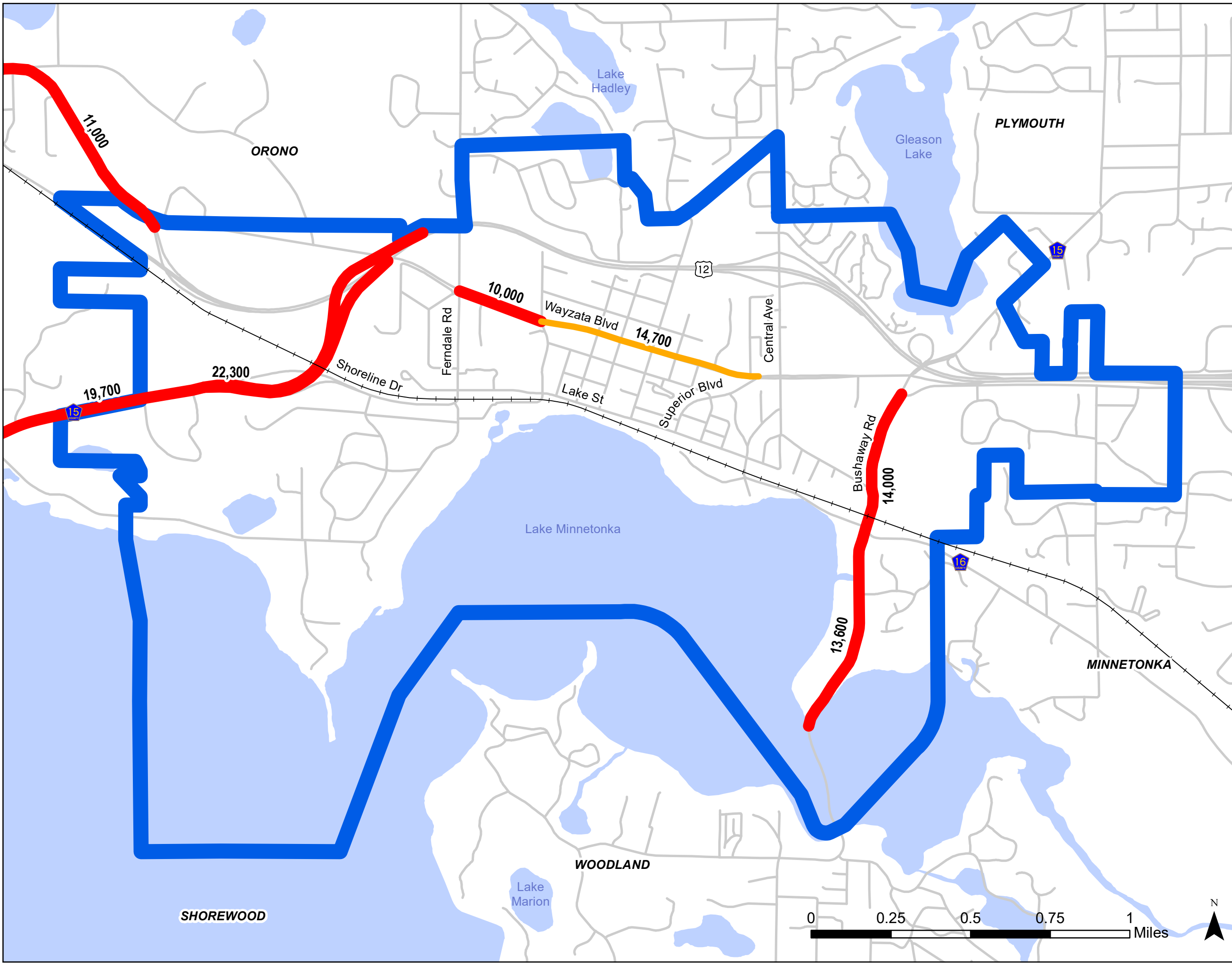
Capacity Deficiencies

Approaching Capacity (V/C >= 0.85)

Over Capacity (V/C >= 1.0)

Figure 7

Existing Capacity
Deficiencies





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Capacity Deficiencies

- Approaching Capacity (V/C $\geq$ 0.85)
- Over Capacity (V/C $\geq$ 1.0)

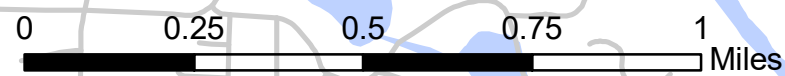
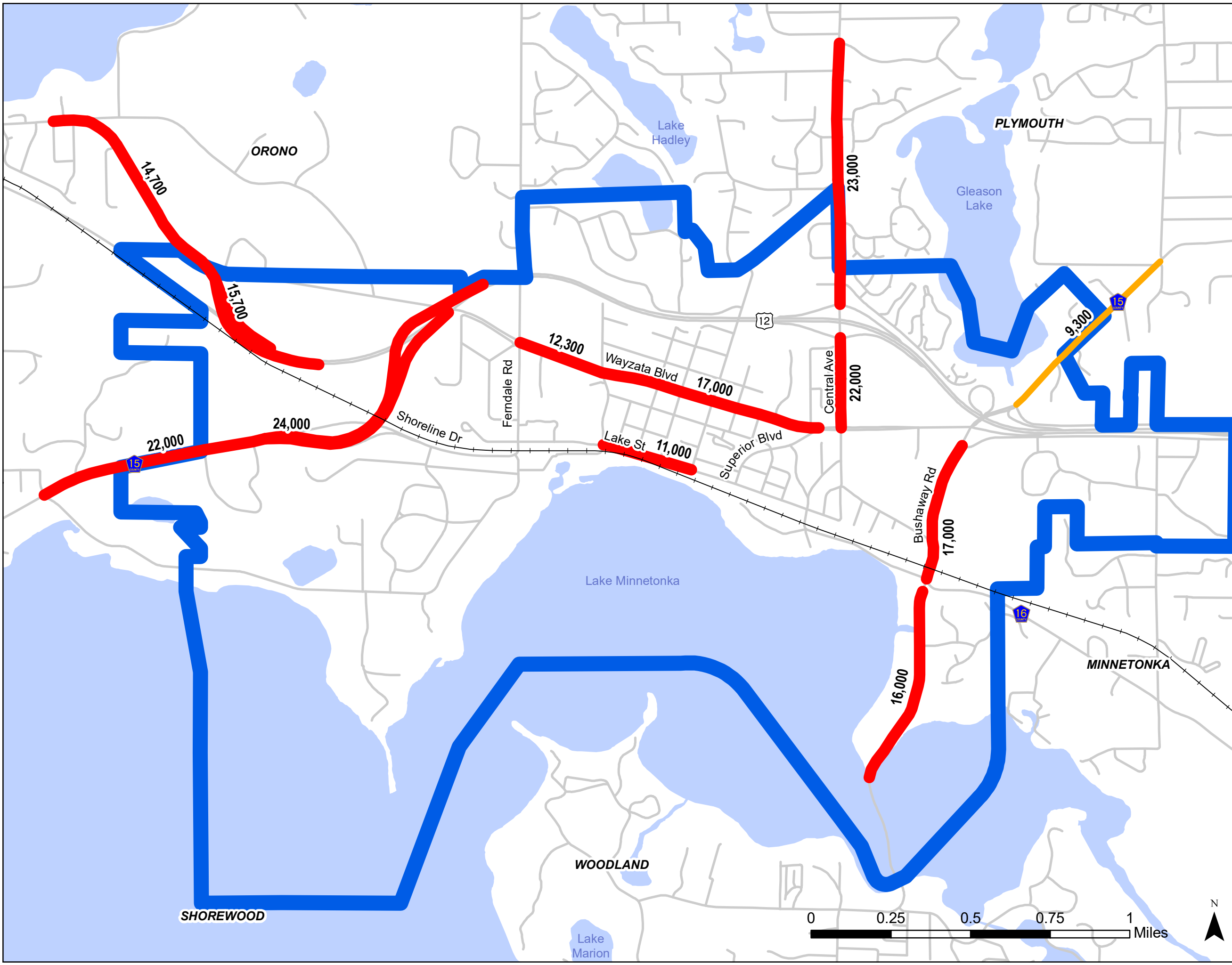


Figure 8

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 Ferndale Road 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 Ferndale Road 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



Legend

City Limits

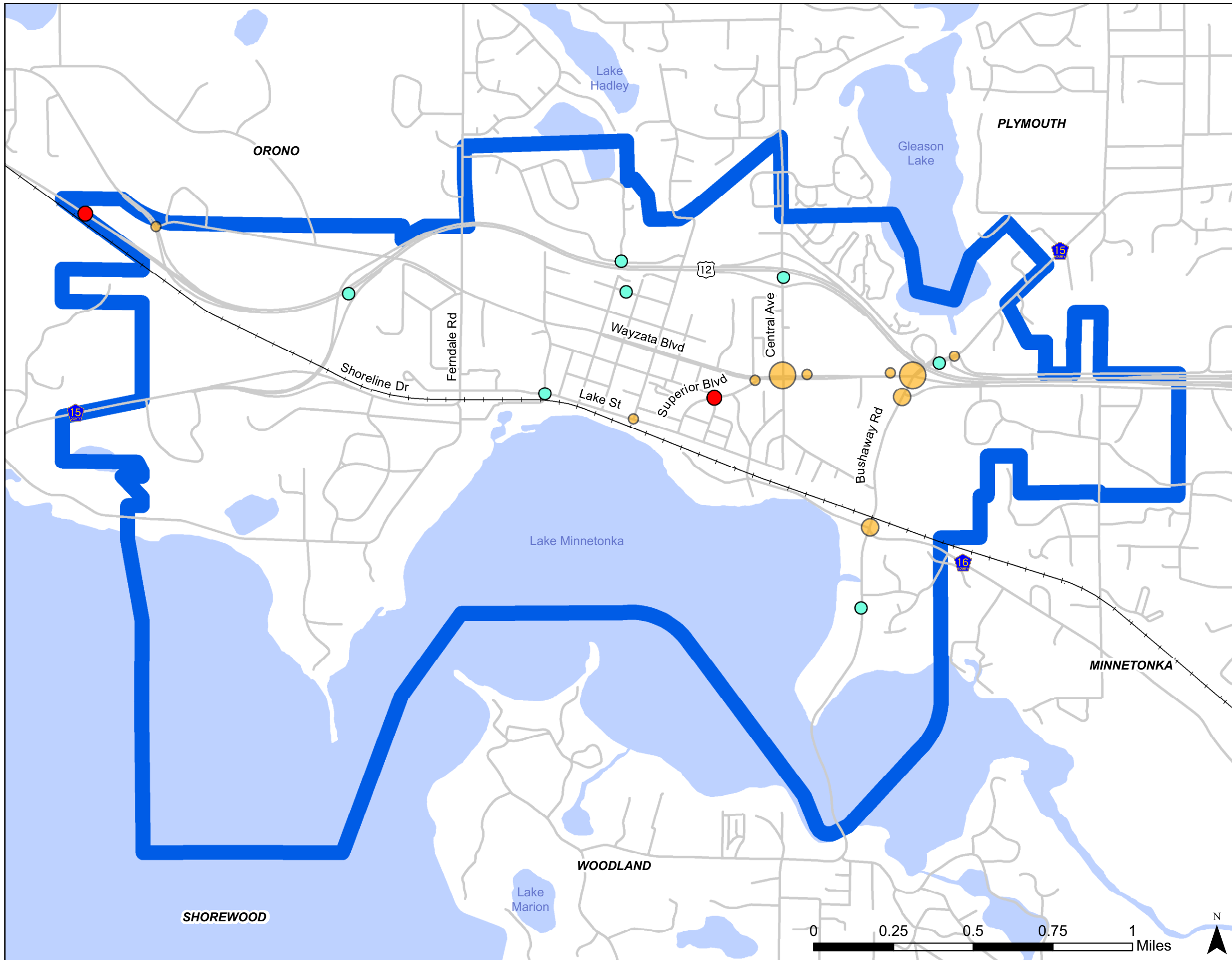
Life Altering Crashes

- 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.

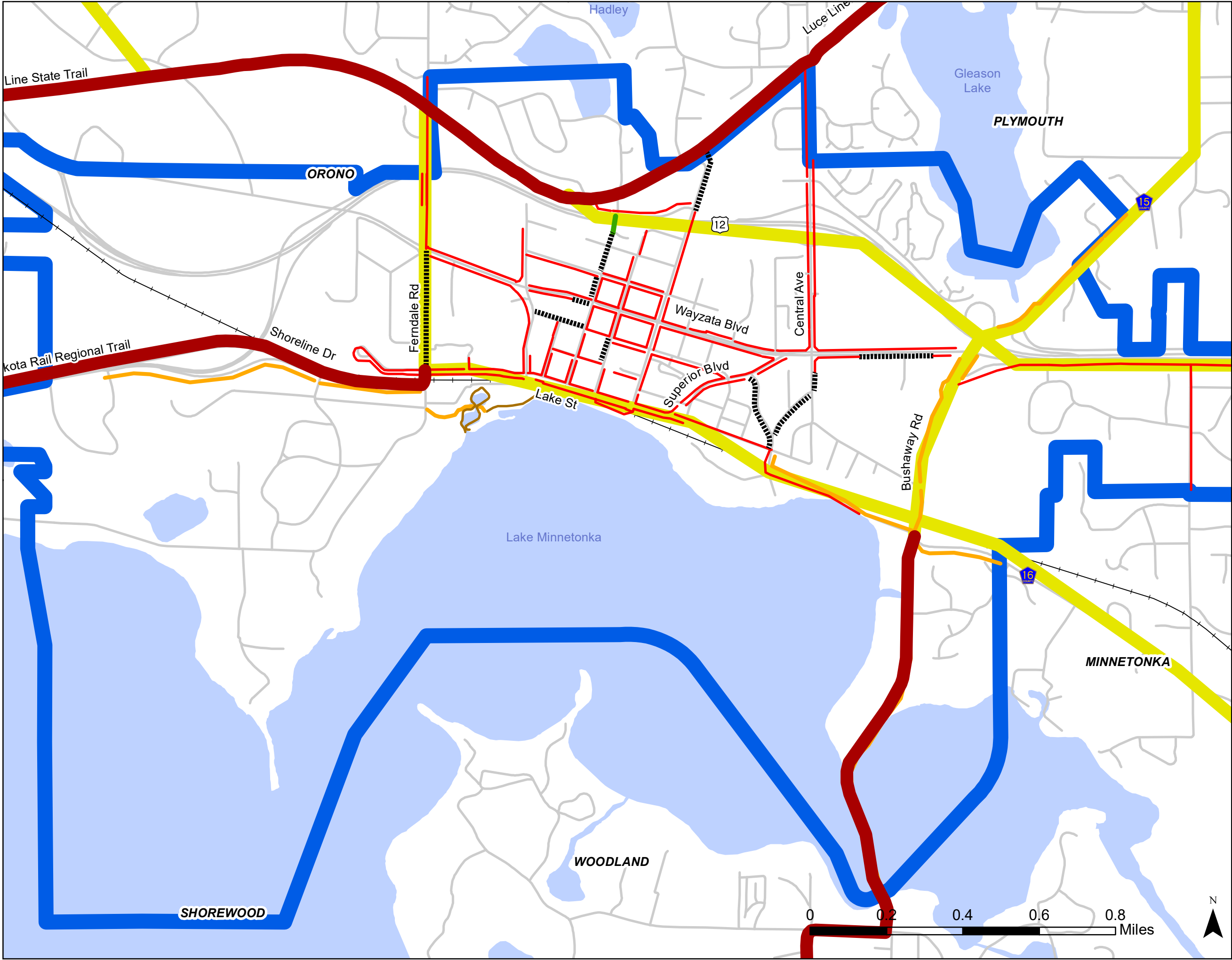
Resulting from the City's policy, there are currently sidewalks and trails on one or both sides of almost every minor arterial and major collector. This system makes it possible to travel by sidewalk or trail across the entire City. The City will continue to review the trail and sidewalk network to determine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



Legend

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

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 RBTN 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

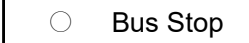
Route 645 is a limited-stop transit service route beginning at the Mound Transit Center and ending in downtown Minneapolis. This route operates throughout the day, stopping at the Wayzata Park-N-Ride for 24 eastbound trips and 20 westbound trips daily during the work week. This route also provides weekend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



Legend



Passenger Facilities



Existing Transit Routes

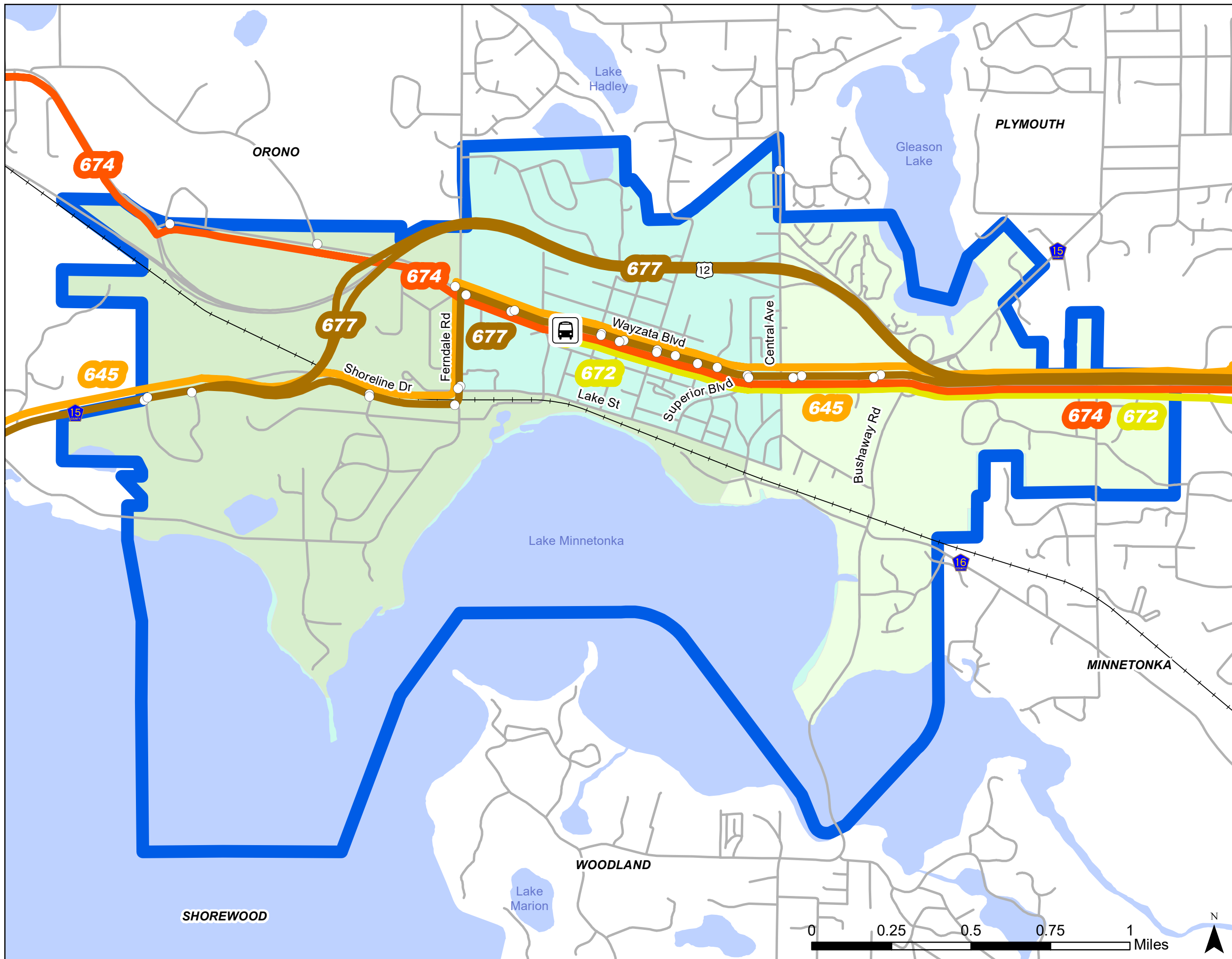


Market Area Classification



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 reduce 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.

Nighborhood 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

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.

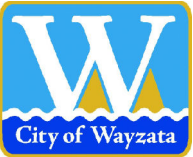
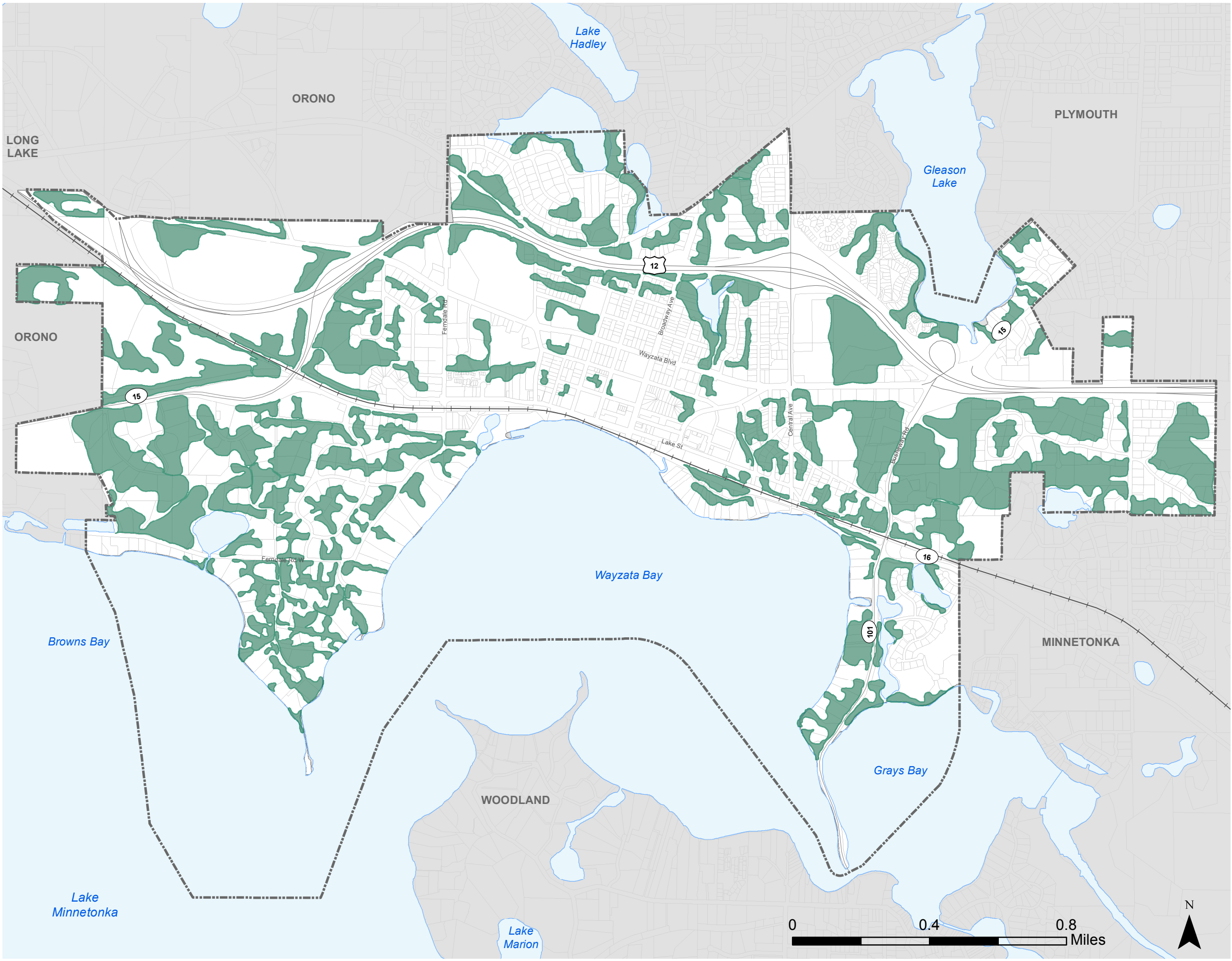
Table 1: Gross and Rooftop Solar Resource Calculations

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.

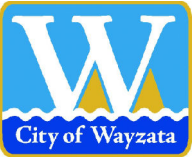
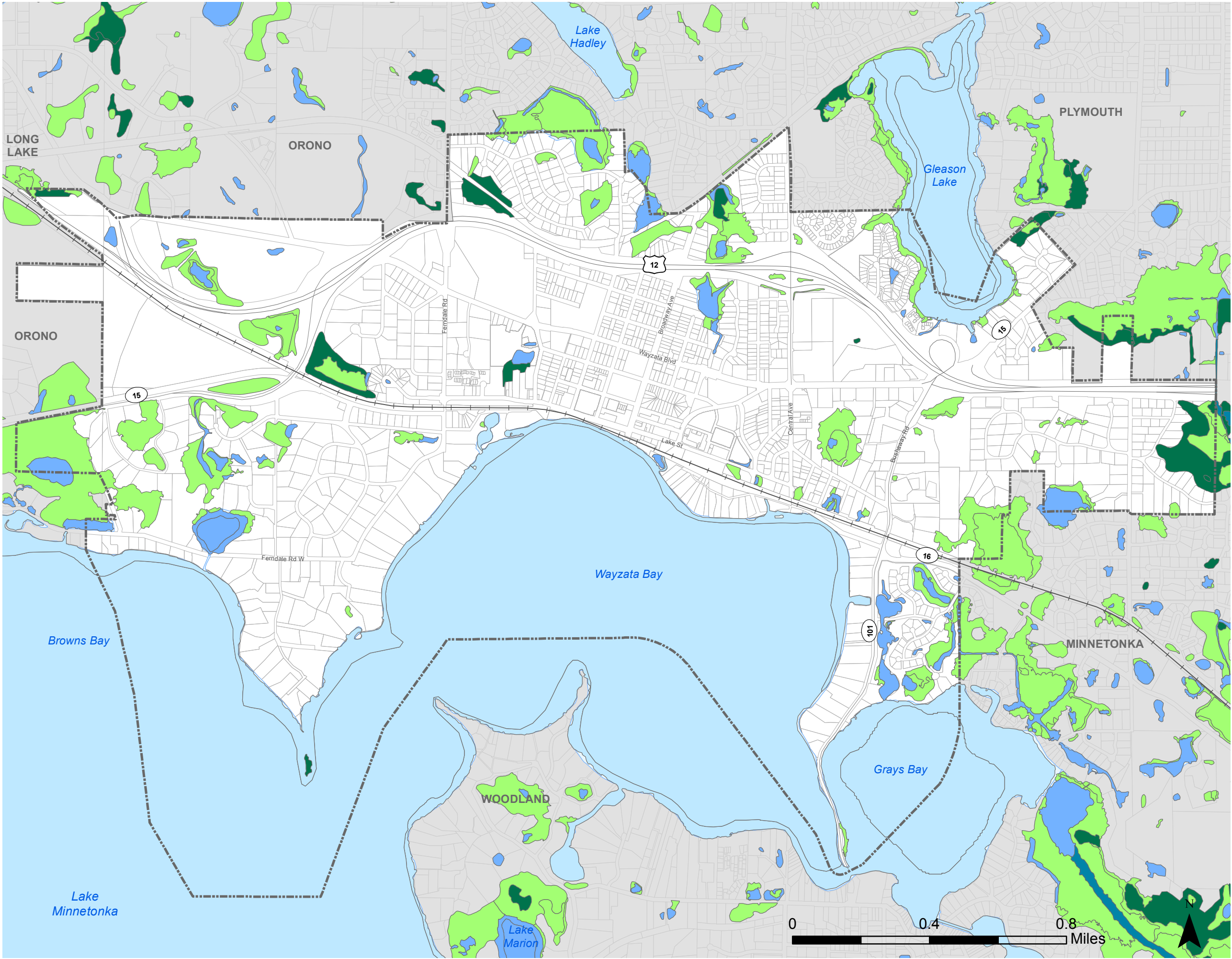


**Comprehensive
Plan 2040**

Legend

- Wayzata City Boundary
- Significant Tree Coverage

Figure 1
Vegetation



**Comprehensive
Plan 2040**

Legend

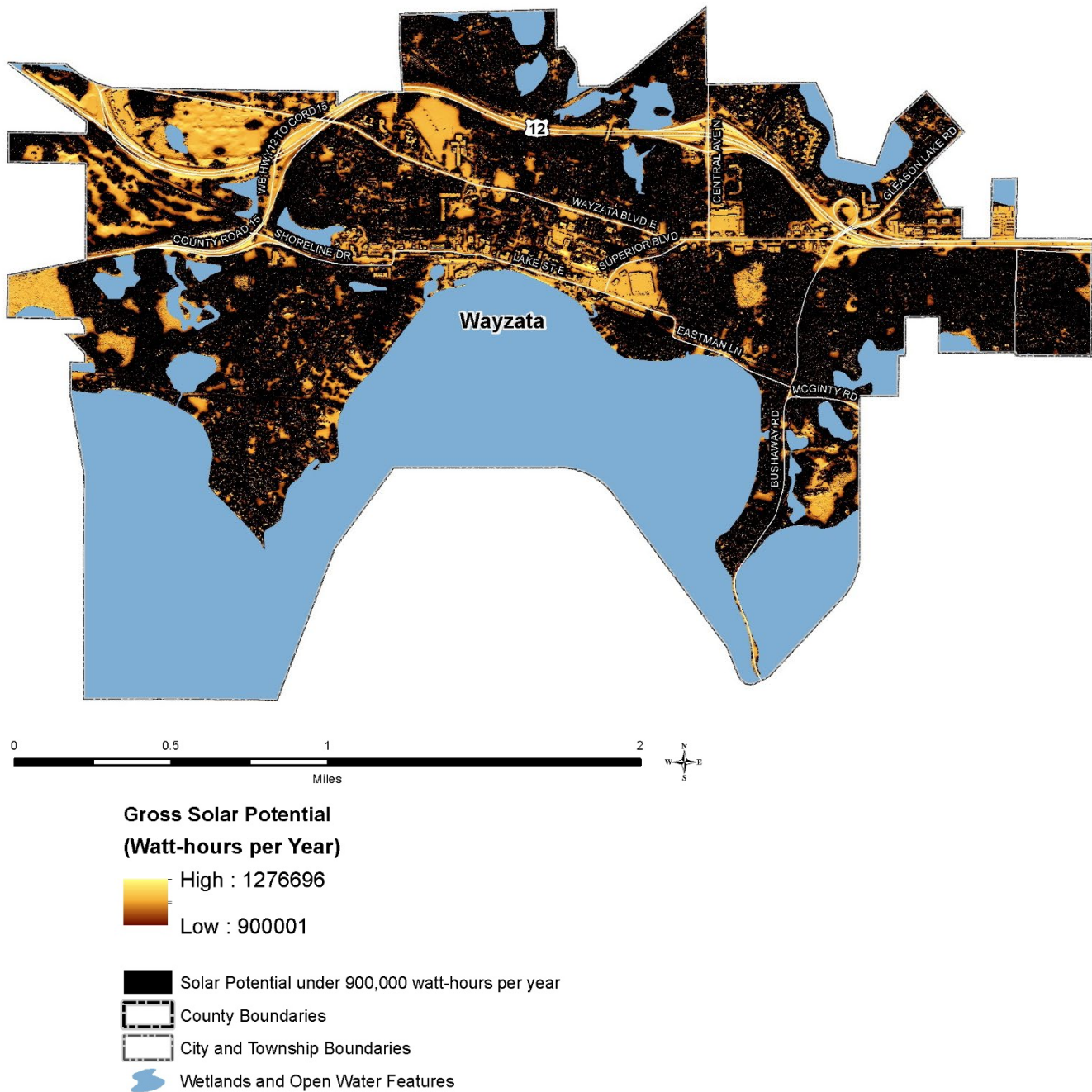
----- Wayzata City Boundary

Wetland Type

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

Figure 2
**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 facilities.

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 proposed 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.

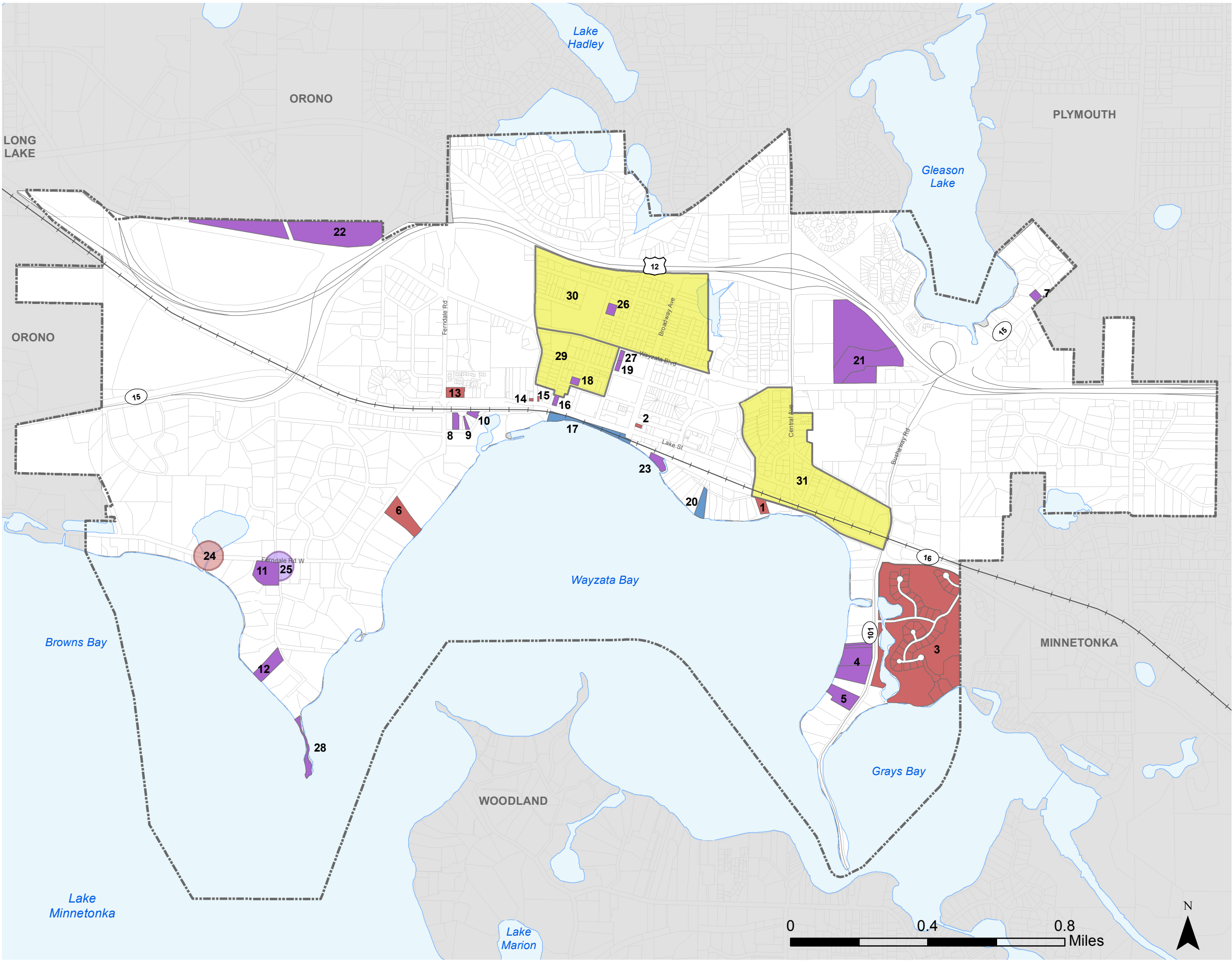
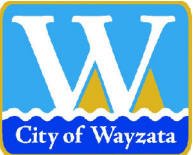
To assist in efforts to preserve and protect Wayzata's historic resources, the City Council enacted Ord. No. 607 in 1998, creating the Heritage Preservation Board (HPB). The HPB was established as a Council appointed volunteer advisory board working under the purview to the Planning Commission and City 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



Legend

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

Existing Historical Resources

- Hague - Rosekrans House
- Gold Mine Antiques
- Sweatt Estate
- Piper House
- Brooks House
- Northrup House
- House
- Ramaley House
- House
- Doc Palmer House
- Hadley Hull House
- Crosby House
- Meyer Bros. Dairy
- Old Drug Store
- Wayzata State Bank
- Kallestad Building
- Wayzata Depot
- Wayzata Post Office
- Wayzata Congregational Church
- Gee House
- Amao House and Grounds
- Sween Bros. Dairy Barn
- Section Foreman House
- Ferndale Bridge
- Harrington Farms Gates
- Greenlawn Cemetery
- Wayzata Cemetery
- Spirit Island
- Bluff Neighborhood
- North Wayzata Neighborhood
- Old Holdridge Neighborhood

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 sewerage 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

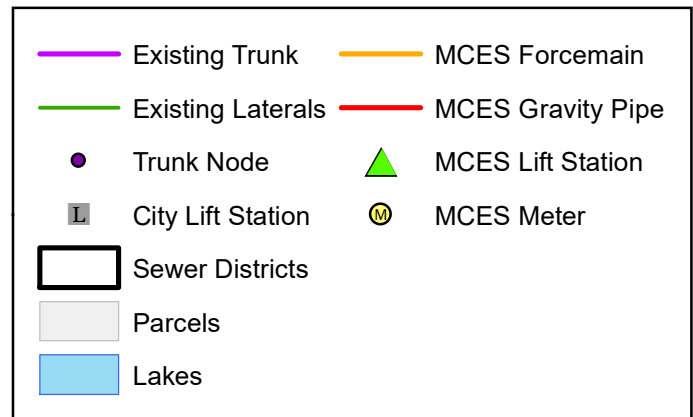
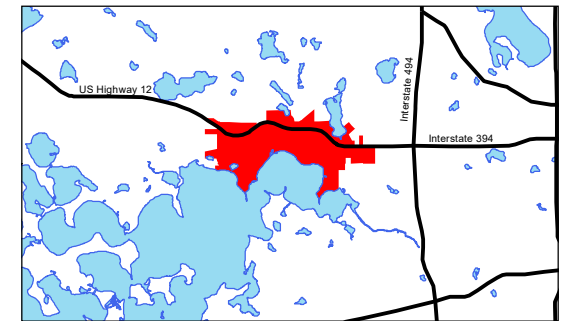
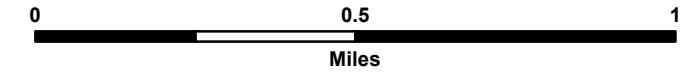
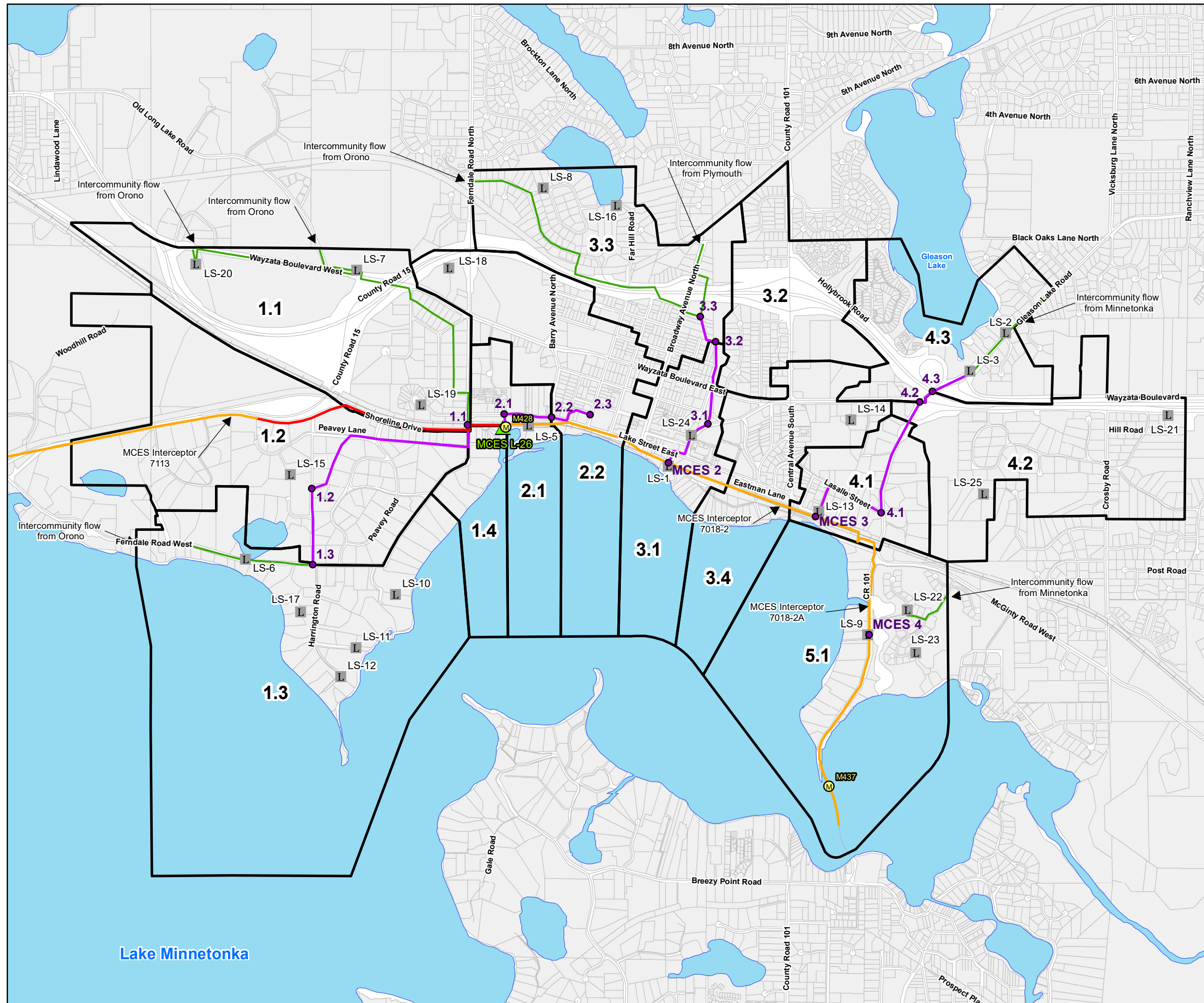
Trunk Line	From Node	To Node	Design Flow, MGD	Capacity, MGD
1	1.3	1.2	0.07	0.83
	1.2	1.1	0.22	0.92
	1.1	MCES 1	0.37	0.86
2	2.3	2.2	0.35	1.13
	2.2	2.1	0.44	1.54
	2.1	MCES 2	0.44	1.27
3	3.3	3.2	0.25	1.07
	3.2	3.1	0.46	1.19
	3.1	MCES 3	0.82	5.27
4	4.3	4.2	0.29	0.81
	4.2	4.1	0.47	2.36
	4.1	MCES 4	0.52	2.00

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



November 26, 2018



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
- Televis 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 televis 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

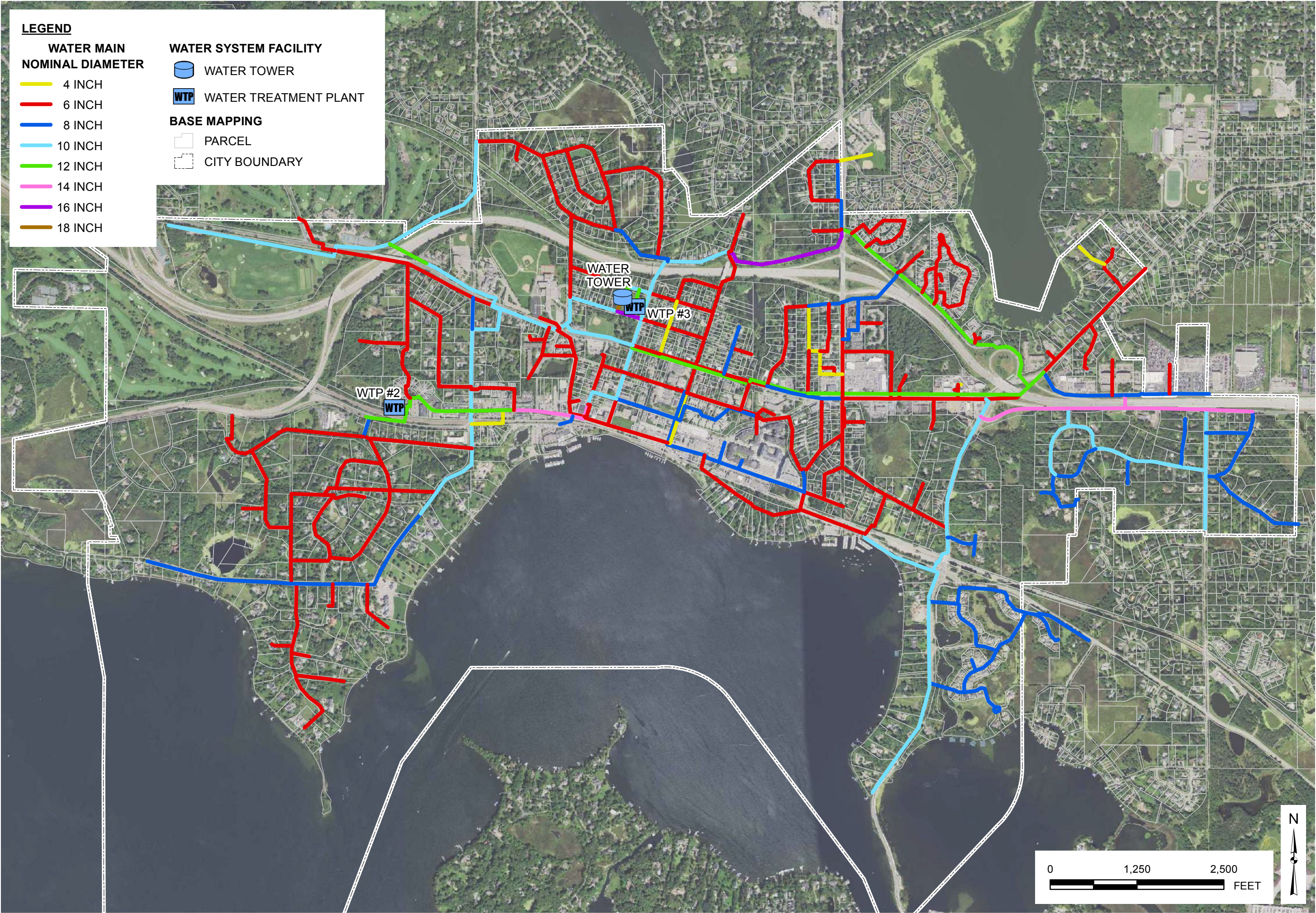
² Peak hour demand design factor equal to 1.6.

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, or reliability of the information.

FIGURE 2 - EXISTING WATER DISTRIBUTION SYSTEM

WAYZATA WATER SYSTEM MASTER PLAN

November 2018

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

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 Statutes 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

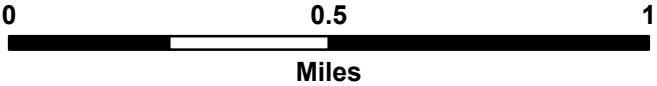
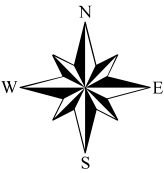
underlying the City in both the Quaternary (glacial drift) aquifers as well as the bedrock aquifers (Prairie du Chien and Jordan) flows toward the south and southeast to the Minnesota and Mississippi Rivers.

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.

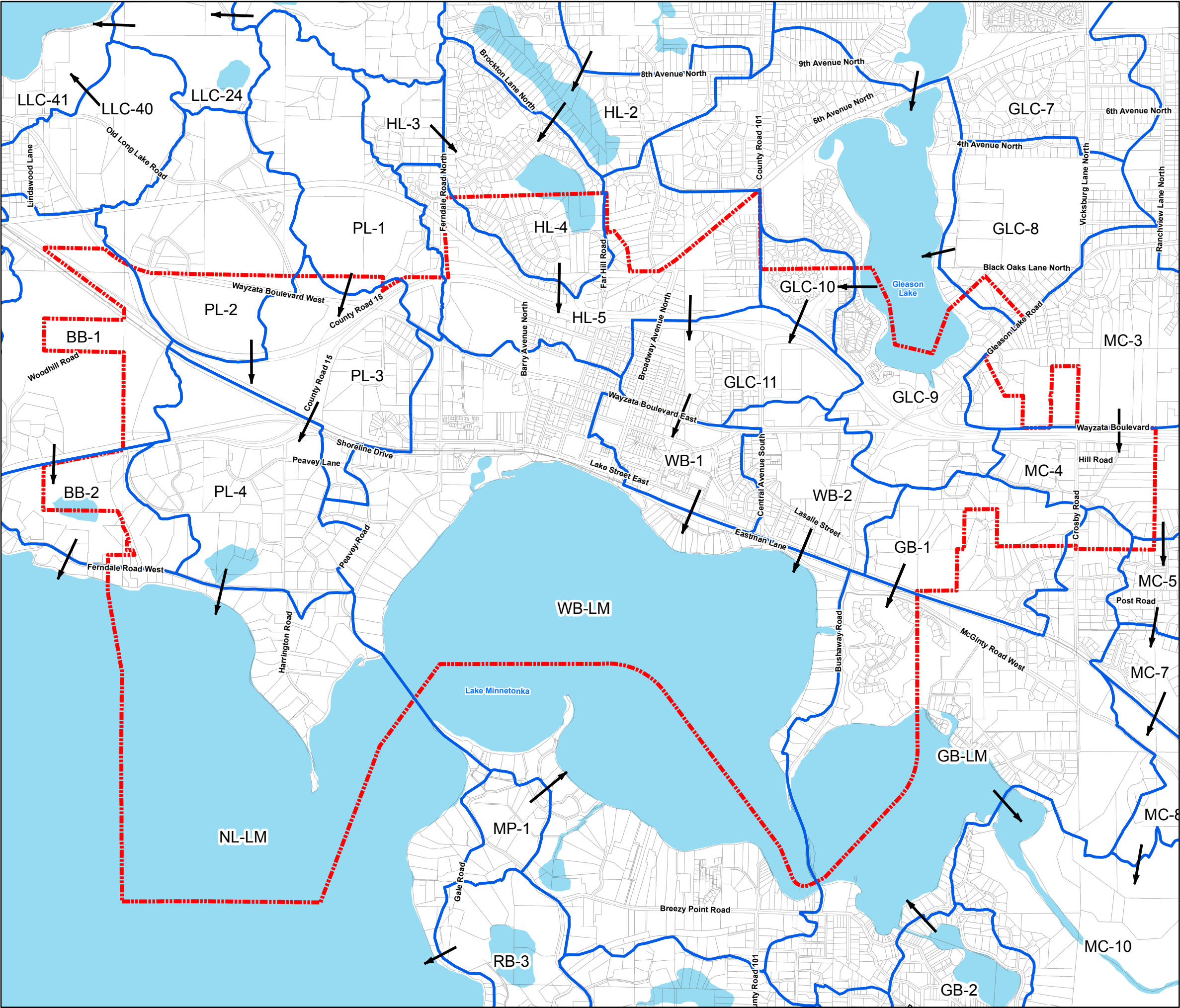
Table 7: Modeled Peak Flows for 100-year, 24-hour Rain Event

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

Figure 3
Subwatersheds



- Flow Direction
- Subwatersheds
- City Boundary
- Lakes



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

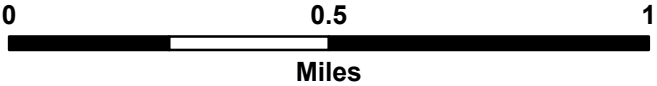
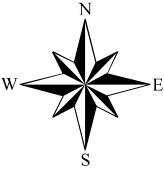
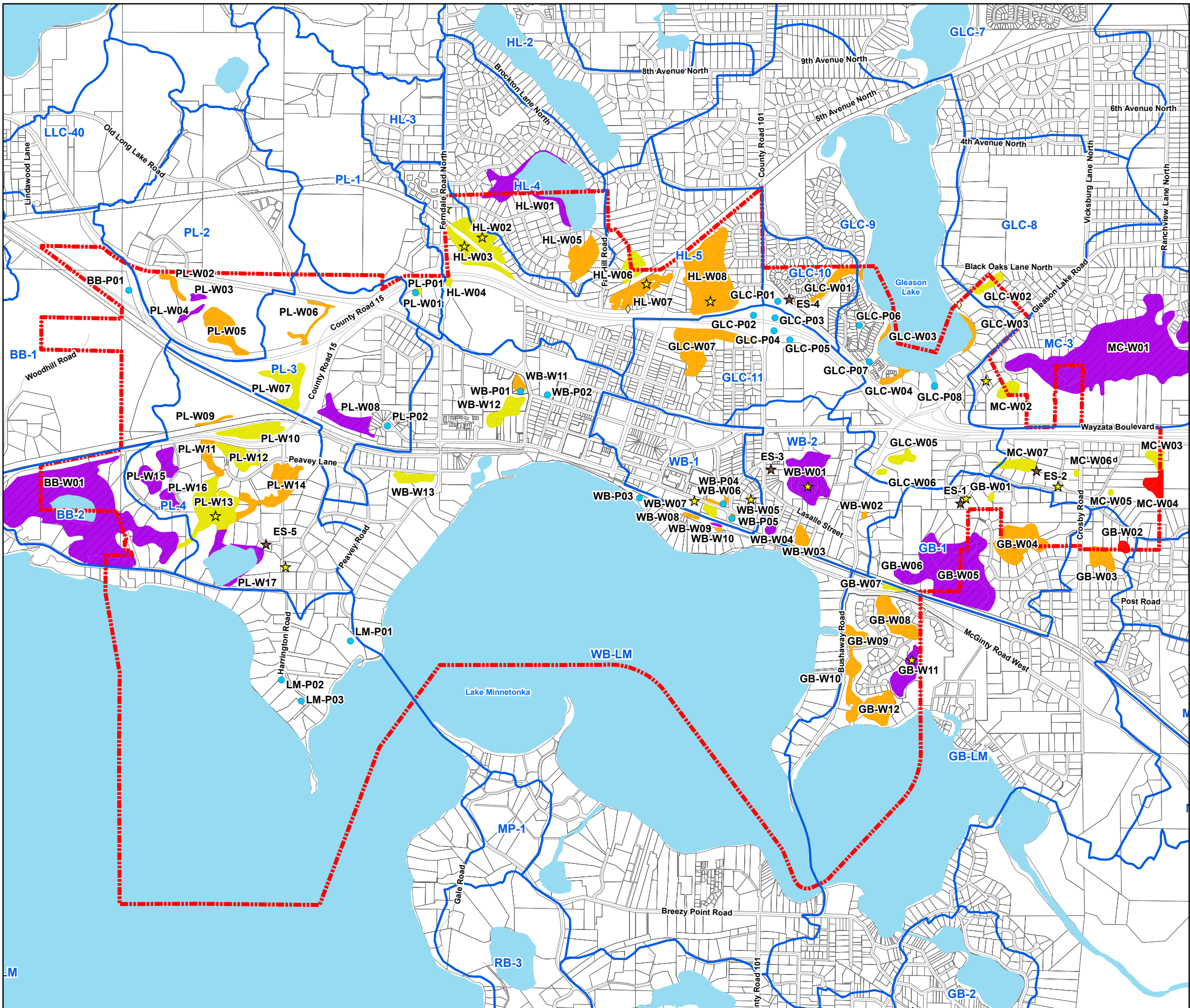
The City has a Wetland Management Plan, which was prepared as part of the City's 2009 SWMP. That plan assesses the wetlands within the City and presents recommendations for their protection and management based on management classifications. Wetlands in the City and their classifications are shown on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

Figure 4
Wetland Classification



- ★ Erosion Improvement Site
- Stormwater Pond
- ★ Stormwater Improvement Site
- ◇ Sediment Basin

- Subwatersheds
- City Boundary

Wetland Sensitivity

- High
- Moderate
- Slight
- Least

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. All improvements located north of the existing railroad, on and adjacent to Lake Street, are proposed to be funded publicly. The improvements south of the existing railroad, including the proposed Eco Park, Boardwalk, and Depot Park improvements are proposed to be funded primarily through private contributions.

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 of 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

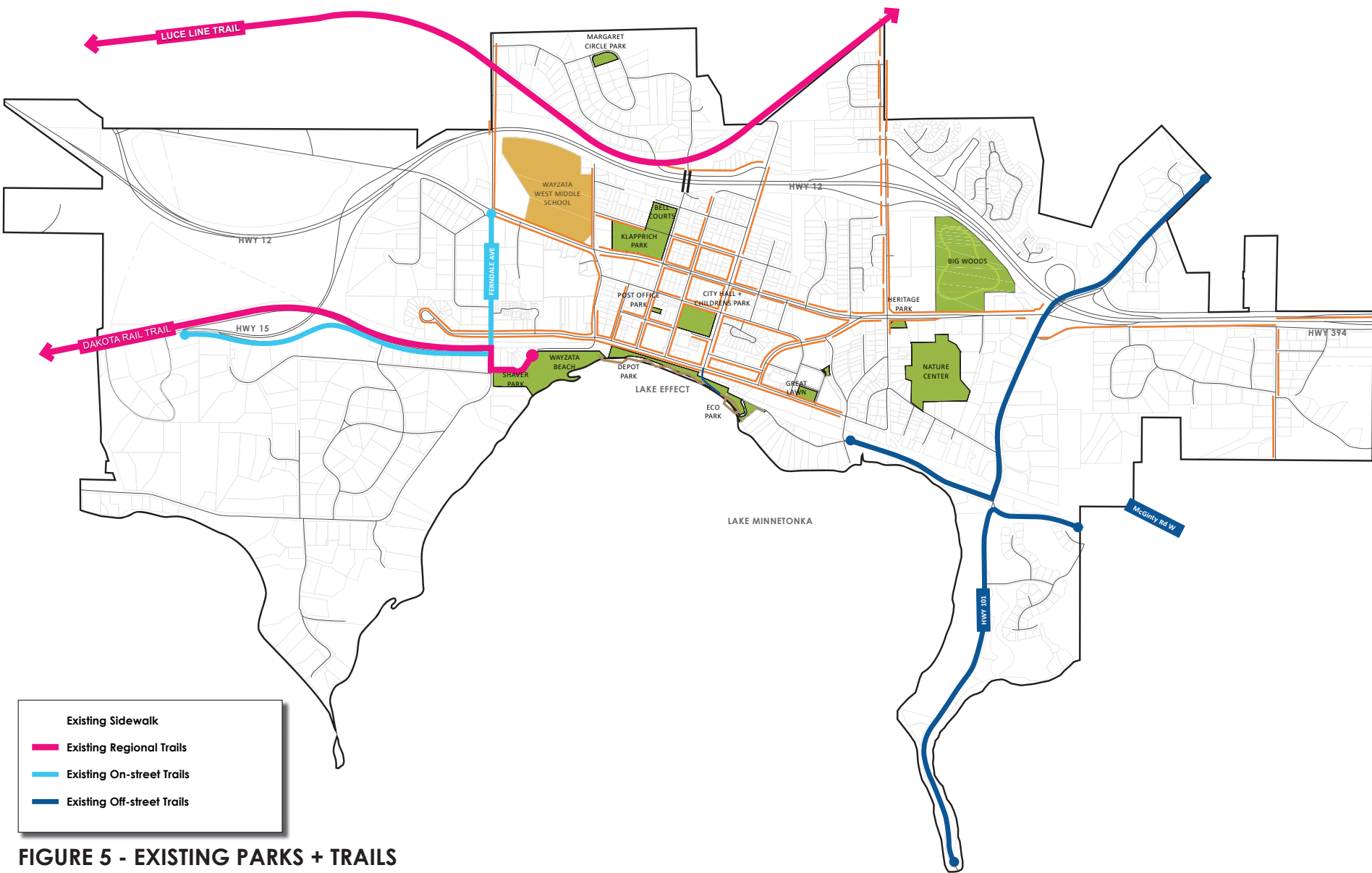
The City of Wayzata intersects with two regional trail systems within the seven-county metropolitan area, including the Luce Line Trail to the north, and the Dakota Rail Trail to the southwest. The Luce Line Trail (MN DNR) and the Dakota Rail Trail (Three Rivers Park District) support a more extensive 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 proposed within the plan and are shown on Figure 6–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.



- Existing Sidewalk
- Existing Regional Trails
- Existing On-street Trails
- Existing Off-street Trails

FIGURE 5 - EXISTING PARKS + TRAILS

WAYZATA PARKS AND TRAILS MASTER PLAN

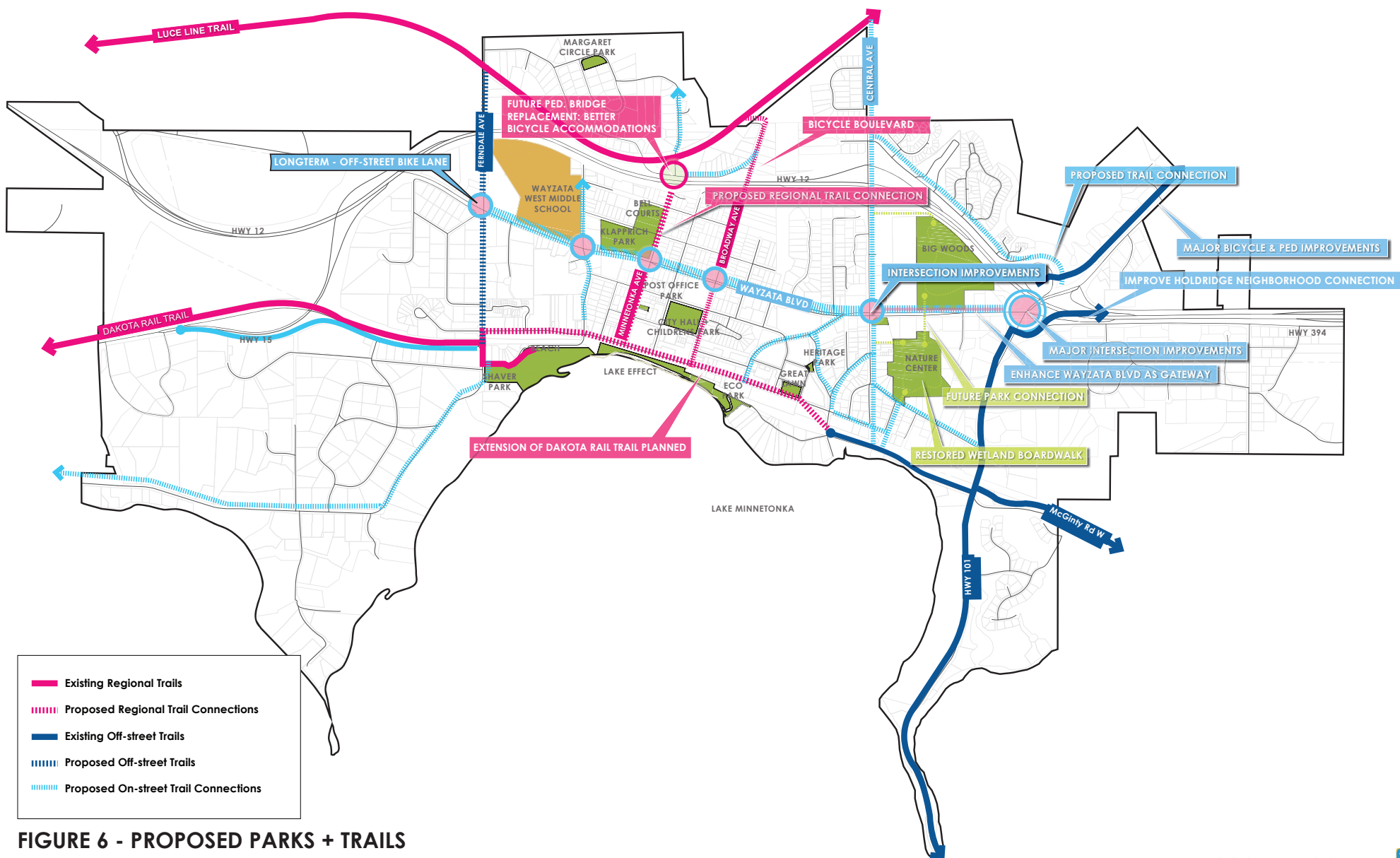


FIGURE 6 - PROPOSED PARKS + TRAILS

WAYZATA PARKS AND TRAILS MASTER PLAN

CONFLUENCE



Existing and Proposed Parks

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

Table 12 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 7 - EXISTING AND PROPOSED PARKS

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 proposed 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, while also providing for new uses in the winter such as ice skating and informal games of hockey or curling. A permanent restroom is proposed 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 sitting, 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 Policies

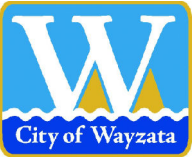
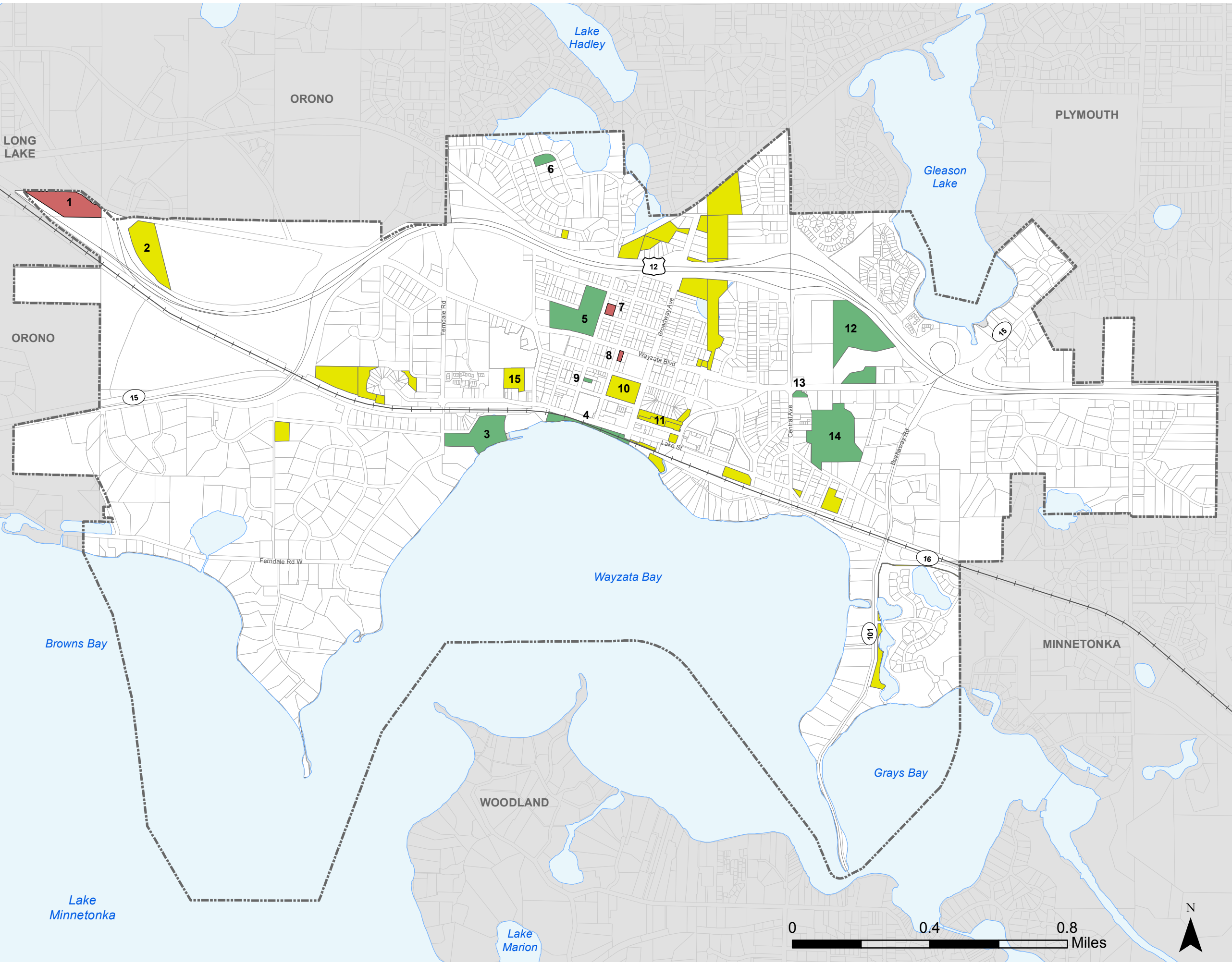
- Design public facilities to enhance community identity and recognition.
- Design and locate civic facilities so that they serve to enhance the community and neighborhoods.
- Develop, improve, and maintain all public facilities according to the highest adopted standards of design sustainability and 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.



Comprehensive
Plan 2040

Legend

Wayzata City Boundary

City Owned Properties

- City Park
- Municipal Property
- Public Cemeteries

Existing Community Facilities

- Summit Park Cemetery
- Public Works Department
- Shaver Park / Wayzata Beach
- Wayzata Depot
- Klapprich Park / Field
- Margaret Circle Park
- Greenlawn Cemetery
- Wayzata Cemetery
- Post Office Pocket Park
- City Hall, Police Department, Fire Department, Library
- Municipal Parking Ramp / Wayzata Bar & Grill
- Big Woods Preserve
- Heritage Park
- Nature Center
- Downtown West Parking

Figure 8
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 outlines 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



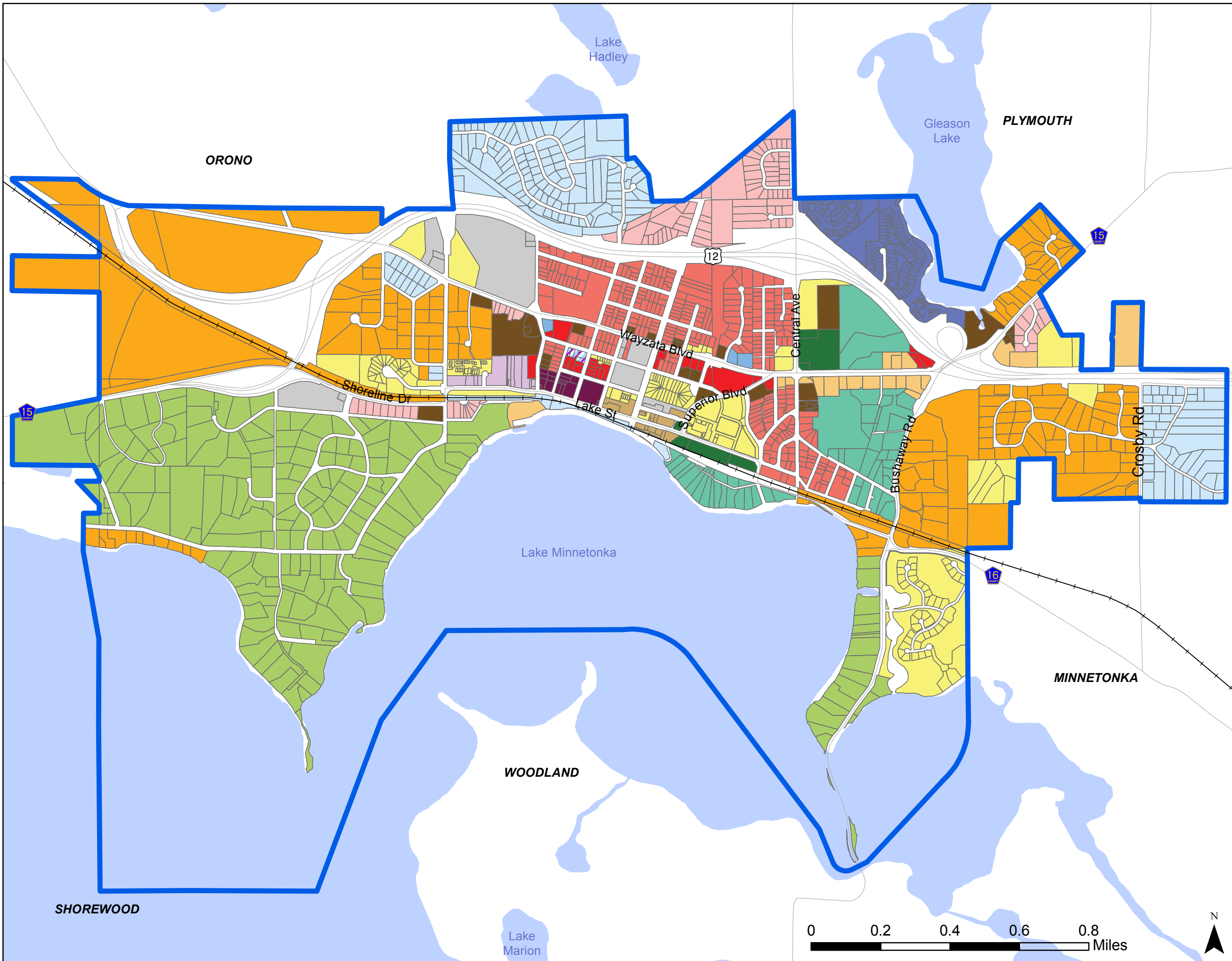
Legend

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 Density 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 Protection

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 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. 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

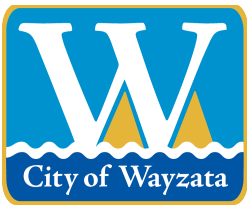
The following table outlines specific actions, projects and efforts that the City can complete in an effort to achieve the vision and policies established in the plan. The City should find partners to assist with the outlined measures as warranted to provide cost effective and collaborative implementation. 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: June 3, 2019	AGENDA ITEM: 6.a.
TITLE: Consider the Development Application for the Highcroft North Two Lot Subdivision at 153 Peavey Lane- (Withdrawn June 3, 2019)	
PREPARED BY: Nick Kieser, Assistant Planner	
REVIEWED BY: Eric Zweber, Planning Consultant	
60 DAY DEADLINE: June 22, 2019	

BACKGROUND:

Application Overview

The applicant, Peavey Lane LLC, has submitted a development application to subdivide the property at 153 Peavey Lane. The applicant is proposing to subdivide the one existing property into two single-family residential lots. Attached is a staff report for additional information on the preliminary and final plat subdivision.

ACTION REQUESTED:

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

ATTACHMENTS:

1. 2019-06-03 PC Staff Report
2. Narrative, Plans & Renderings
3. 144 Peavey Lane Public Comment



**Staff Report
June 3, 2019**

Project Name: Highcroft North
Applicant Peavey Lane, LLC
Addresses of Request: 153 Peavey Lane
Prepared by: Nick Kieser, Assistant Planner
Reviewed by: Eric Zweber, Interim Community Development Director
“60 Day” Deadline: June 22, 2019

Development Application

Introduction

The applicant, Peavey Lane LLC, has submitted a development application to subdivide the property at 153 Peavey Lane. The applicant is proposing to subdivide the one existing property into two single-family residential lots. The development application requests approval of preliminary and final plat subdivision.

Previous Planning Commission and City Council Review

In late 2018, the Planning Commission and City Council reviewed a lot subdivision for 153 Peavey Lane that was ultimately denied at the December 18, 2018 City Council Meeting. The denial was based on the Preliminary Plat Criteria (City Code Section 1003.02 Subd. E) items 5-7. The new applicant has made changes to the location of the lot split and the location of the potential building pads for the new houses since the previous development application.

Application Changes since December 18, 2018 Denial

The applicant has moved the lot split line almost 20 feet north. The potential building pads have both moved north as a result of the lot line change. Both proposed driveways open to Peavey Road instead of having one open to Peavey Lane. The amount of tree caliper inches removed as a result of the proposed homes has been reduced by 17 inches.

Property Information

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

Address	PID	Owner
153 Peavey Lane	01-117-23-42-0001	Peavey Lane, LLC

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

Current zoning:	R-3 Single and Two Family Residential District
Comp plan designation:	Medium Density Multiple Family
Overlay districts:	None

Project Location

The property is located at the intersection Lake Street W and Peavey Lane:

Map 1: Project Location



Map 2: Zoning Map



Map 3: Comp plan



Application Requests

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

- A. Concurrent Preliminary and Final Plat Subdivision: The proposal requires preliminary and final plat review to subdivide the existing lot into two lots. (City Code Section 805.14 and 805.15)

Adjacent Land Uses.

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

Direction	Adjacent Use	Zoning	Comp Plan Land Use Designation
North	Shoreline Drive	N/A	N/A
East	Single family homes	R-3/Single Two Family Residential District	Low Density Single Family
South	Single family home	R-1A/Low Density Single Family Estate	Estate Single Family

West	The Blake School	Institutional	Institutional/Public
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Public Hearing Notice

The public hearing notice was published in the Lakeshore Weekly on May 23, 2019. The public hearing notice was also mailed to all property owners located within 350 feet of the subject property on May 22, 2018.

Analysis of Application

Proposed Houses

The property currently contains a three-family residential home. As part of the project, the existing home would be demolished, and two new single family homes would be constructed. The proposed plans include preliminary house pads and driveways entrances for each of the new lots. The applicant has also included renderings of the potential single-family homes. It is important to note that the renderings are for reference only because the homes could look differently than the ones shown. The proposed house pads would comply with all requirements of the R-3 zoning district, including setbacks, lot coverage, and impervious surface.

Lot Requirements

The proposed lots would meet the minimum lot requirements for the R-3 zoning district for single family homes:

	Lot area (sq. ft.)	Lot width	Lot depth
R-3 Requirements	9,000 (min.)	60 ft. (min.)	100 ft. (min.)
Lot 1	17,557 sq. ft.	136.09 ft.	120.12 ft.
Lot 2	11,338 sq. ft.	96.51 ft.	120.12 ft.

Surrounding Lot Sizes

The following summarizes the lot areas of the single family and two family residential lots in the area:

Address	Lot area
153 Peavey Lane	29,079 sq. ft.
151 Peavey Lane	25,445 sq. ft.
145 Peavey Lane	23,437 sq. ft.
141 Peavey Lane	22,052 sq. ft.
133 Peavey Lane	21,106 sq. ft.
131 Peavey Lane	20,679 sq. ft.
144 Peavey Lane	40,270 sq. ft.
310 Peavey Lane	46,797 sq. ft.
325 Highcroft Lane	68,397 sq. ft.

Tree Preservation

There are 25 trees located on the site that meet the minimum size and species requirements as either significant or heritage trees. Of the 25 trees, 22 are classified as significant trees and 3 are heritage trees.

The proposed plans include the removal of five significant trees for the proposed homes, driveways, and grading of the lots. No heritage trees are to be removed in the proposed plans. The total percent of tree inches removed is 25%. Based on the proposed removal, no replacement trees are required and the plans show no addition of trees.

Action Steps

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

Attachments

Applicant's Narrative
Proposed Plans
House Concept Renderings

Applicable Code Provisions for Review

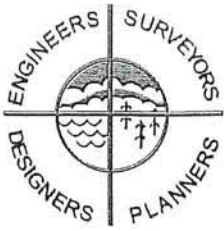
Comprehensive Plan: The City's comprehensive plan includes the following policies for residential land uses:

1. Enhance individual character elements of residential neighborhoods through public improvements and private investment.
2. Protect property values through the consistent relationship of land uses, streets, sidewalks, natural features, and the maintenance of properties.
3. Protect residential neighborhoods from encroachment or intrusion by incompatible uses or incompatible higher densities.
4. Pursue programs to improve housing condition and maintenance, including implementing a rental housing inspection program.
5. Aggressively eliminate violations of property maintenance, outside storage or accessory building regulations which infringe upon residential neighborhood quality, pose public health and safety problems, or threaten neighboring property values.
6. Provide for continuing review, updating and enforcement of zoning, subdivision, and design standards to ensure high standards of planning and design.
7. Identify ecological and water quality impacts on the lake and other water bodies caused by proposed land use developments, for example stormwater runoff, and work to mitigate these impacts.

Preliminary Plat Criteria (Section 805.14.E): The Planning Commission shall consider possible adverse effects of the preliminary plat. Its judgment shall be based upon, but not limited to, the following factors:

1. The proposed subdivision or lot combination shall be consistent with the Wayzata Comprehensive Plan.
2. Building pads that result from a subdivision or lot combination shall preserve sensitive areas such as lakes, streams, wetlands, wildlife habitat, trees and vegetation, scenic points, historical locations, or similar community assets.
3. Building pads that result from subdivision or lot combination shall be selected and located with respect to natural topography to minimize filling or grading.

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



SATHRE-BERGQUIST, INC.

150 SOUTH BROADWAY, WAYZATA, MINNESOTA, 55391

TEL:(952)476-6000

WEB:WWW.SATHRE.COM

NARRATIVE FOR HIGHCROFT NORTH

Owner: Peavey Lane LLC.
525 15th Ave. South
Hopkins MN 55343
Attn: Lori Serum

April 12, 2019

Site: 153 Peavey Lane
Wayzata, MN 55391

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

Peavey Lane LLC is submitting an application for preliminary plat and final plat for a 2 lot subdivision of the existing site.

The site currently has a multi-unit rental home on it.

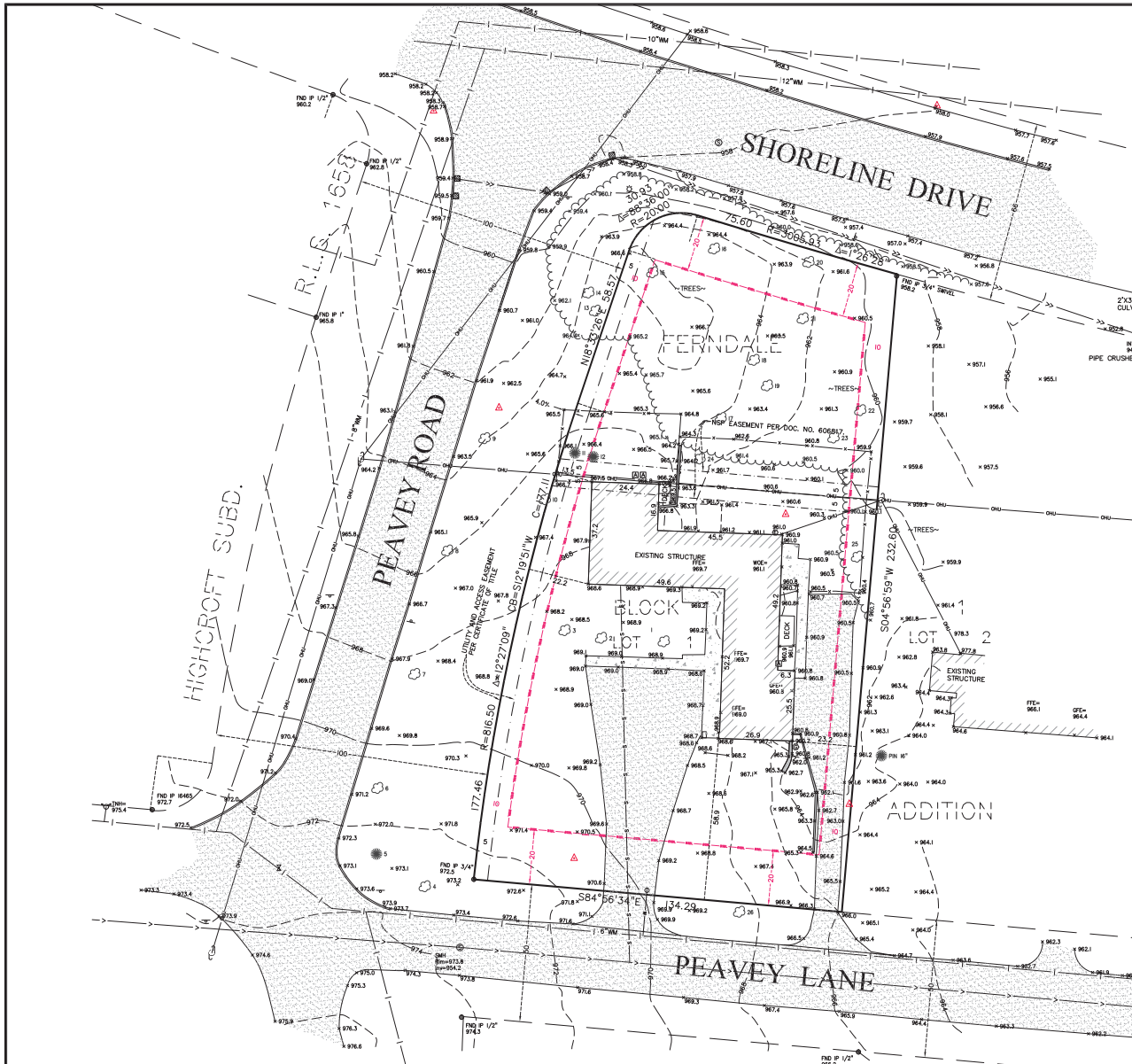
The proposal for the two lot subdivision would take into consideration the front setback for the adjoining homes and move the home on the southerly proposed lot north to reduce its visibility and alignment with said adjoining homes.

The driveways for the new homes would access Peavey Road.

We believe that based on the layout of the existing parcel, the proposed plan offers the best use of this parcel of land.

Regards,

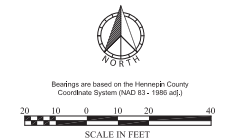
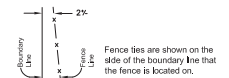
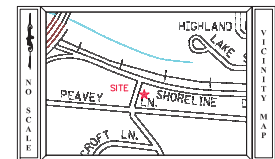
David B. Pemberton, P.L.S.
Professional Land Surveyor



DESCRIPTION OF PROPERTY SURVEYED
Lot 1, Block 1, Ferndale Addition, Hennepin County, Minnesota

STANDARD NOTES

- 1) Site Address: 153 Peavey Lane, Wayzata, MN 55391
 - 2) A title opinion was not furnished to the surveyor as part of this survey. Only easements per the recorded plat are shown unless otherwise denoted herein.
 - 3) Parcel Area Information: Gross Area: 28,946 s.f. = 0.665 acres
 - 4) Benchmark: Elevations are based on City of Wayzata benchmark. Top of up out of fire hydrant at northwest corner of Peavey Lane and Peavey Road which has an elevation of 975.40 feet (NGVD29)
 - 5) Zoning Information: The current Zoning for the subject property is R-1 (Single and Two Family Residential District) per the City of Wayzata's zoning map dated April 28, 2015. The setback, height, and floor space area restrictions for said zoning district are as follows:
Principal Structure Setbacks: - Street(s): 20 feet
Side: 10 feet
Rear: 30 feet
Height: 30 feet or two and a half stories
Impervious Surface: 35 percent of lot area; Building Coverage: 30 percent of lot area
Accessory Structure Setbacks: - Front: 20 feet
Side: 5 feet
Rear: 5 feet
- Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site.
- We have not received the current zoning classification and building setback requirements from the issuer.
- 6) Utilities: We have shown the location of utilities on the surveyed property by observed evidence only. There may be underground utilities concerning the subject property we are unaware. Please note that we have not placed a Gopher State One Call for this survey. There may or may not be underground utilities in the mapped area, therefore extreme caution must be exercised before any excavation takes place on or near this site. Before digging, you are required by law to notify Gopher State One Call at least 48 hours in advance at 651-454-0002.
 - 7) Grading must maintain a minimum 2% slope gradient to accommodate positive drainage.
 - 8) All set offset from are measured to hundredths of a foot and can be used as benchmarks for construction.
 - 9) The proposed driveway shown is conceptual only and does not purport to show exactly how the driveway shall be built.
 - 10) Proposed grades shown adjacent to building foundation refers to top of black dirt.
 - 11) Verify sanitary service invert prior to any concrete work.



SURVEY LEGEND

● CAST IRON MONUMENT	WIDE WALKOUT ELEVATION	BITUMINOUS
● CATCH BASIN	FFE FIRST FLOOR ELEVATION	FLARED END SETBACK LINE
△ FLARED END SECTION	GFE GARAGE FLOOR ELEVATION	CTV CABLE TV
● GATE VALVE	TOP OF FOUNDATION ELEV.	CONCRETE CURB
< GUY WIRE	LOE LOWEST OPENING ELEV.	CONCRETE
○ HYDRANT	○ CABLE TV PEDESTAL	CONTOUR EXISTING
○ SURVEY MONUMENT SET	○ ELECTRIC TRANSFORMER	CONTOUR PROPOSED
● SURVEY MONUMENT FOUND	○ ELECTRIC MANHOLE	GUARD RAIL
△ SURVEY CONTROL POINT	○ ELECTRIC METER	6" DRAIN TILE
○ LIGHT POLE	○ GAS METER	60" ELECTRIC UNDERGROUND
○ POWER POLE	○ GAS VALVE	FENCE
○ SANITARY MANHOLE	○ HAND HOLE	FIBER OPTIC UNDERGROUND
○ SANITARY CLEAOUT	○ SOL BURNING	GAS UNDERGROUND
○ SIGN	○ TREE CONIFEROUS	OVERHEAD UTILITY
975.3 GROUND ELEVATION	○ TREE DECIDUOUS	RAILROAD TRACKS
○ STORM DRAIN	○ TELEPHONE MANHOLE	SANITARY SEWER
○ STORM MANHOLE	○ TELEPHONE PEDESTAL	STORM SEWER
○ YARD LIGHT	○ TRAFFIC SIGNAL	TELEPHONE UNDERGROUND
A/C UNIT	○ UTILITY MANHOLE	UTILITY UNDERGROUND
○ WELL	○ UTILITY PEDESTAL	WATERMAIN

FIELD CREW	NO.	BY	DATE	REVISION
LAKE				
DRAWN				
CITY				
CHECKED				
DSP				
DATE				
1/9/19				

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I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.
Dated this 9th day of January, 2019.
David B. Pemberton, PLS
pemberton@sathre.com
Minnesota License No. 40144



SATHRE-BERGOUST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 475-6000
WWW.SATHRE.COM

TWP:117-RGE:23-SEC:01
Hennepin County
Wayzata
Minnesota

Certificate of Survey

PREPARED FOR:
Regency Homes

FILE NO.
74535-024
Ref: 10284-021

1
1



DEVELOPER
BLVD Properties, LLC
650 Bank Lake Blvd
Anoka, MN 55301
Attn: Lori Seum
Tel: 763-425-9900
Email: lori@blvdproperties.com

ENGINEER AND SURVEYOR
APPLICANT
Sathre-Bergquist, Inc.
150 Broadway Ave. S.
Wayzata, MN 55391
Engineers: Bob Mohrad
Email: Bob.Mohrad@sathre.com
Land Surveyor: David Penberth
Email: David.Penberth@sathre.com
Tel: 952-476-6000

DESCRIPTION OF PROPERTY SURVEYED
Lot 1, Block 1, Female Addition, Hennepin County, Minnesota.

STANDARD NOTES

- Site Address:** 151 Peavey Lane, Wayzata, Minnesota 55391
- Flood Zone Information:** This property appears to be in a Zone X (area determined to be outside of the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 270503007, effective date of November 4, 2016.
- Parcel Area Information:** Gross Area: 28,946 s.f. ~ 0.665 acres
- Benchmark:** Elevations are based on City of Wayzata benchmark: Top of top nut of fire hydrant at southeast corner of Peavey Lane and Peavey Road which has an elevation of 973.40 feet (NGVD29).
- Zoning Information:** The current zoning for the subject property is R-3 (Single and Two Family Residential District). The setback, height, and floor space area restrictions for said zoning district are as follows:
Principal Structure Setbacks: - Street: 20 feet
Side: 10 feet
Rear: 20 feet
Height: 30 feet ~ 2-1/2 stories
Handover: 35 percent of lot area
Lot Coverage: 30 percent of lot area
Accessory Structure Setbacks: - Front: 20 feet
Side: 5 feet
Rear: 5 feet

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

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

- Utilities:** We have shown the location of utilities on the surveyed property by observed evidence only. There may be underground utilities encumbering the subject property that we are unaware. Please note that we have not placed a Copper State One Call for this survey. There may or may not be underground utilities in the proposed area, therefore extreme caution must be exercised before any excavations take place on or near this site. Before digging, you are required by law to notify Copper State One Call at least 48 hours in advance at 651-456-6002.

TREE SURVEY SUMMARY

Tree #	Species	DBH	Condition	Stems	Heritage	Saved	Removed
1	Ash, green	23.5	Good	1		23.5	
2	Ash, green	20.0	Good	1			20.0
4	Ash, green	21.5	Good	1		21.5	
6	Ash, green	19.5	Good	1		19.5	
7	Ash, green	18.5	Good	1		18.5	
8	Ash, green	11.5	Good	1		11.5	
9	Ash, green	12.5	Good	1		12.5	
10	Treilic	38.0	Fair	4		38.0	
11	Arborvitae	25.0	Fair	6	Yes	25.0	
12	Arborvitae	14.0	Fair	1		14.0	
13	Elm, Siberian	13.5	Good	1		13.5	
15	Ash, green	14.0	Good	1		14.0	
16	Ash, green	25.0	Fair	3	Yes	25.0	
18	Ash, green	12.0	Good	1			12.0
20	Ash, green	8.0	Good	1		8.0	
21	Elm, Siberian	21.0	Fair	1			21.0
22	Boxelder	22.5	Fair	1		22.5	
23	Ash, green	22.5	Good	1		22.5	
24	Elm, Siberian	18.0	Good	1			18.0
25	Ash, green	28.0	Fair	1	Yes	28.0	
26	Ash, green	20.5	Good	1		20.5	
						317.5	94.5

Total Caliper Inches	412.0
Net Caliper Inches	412.0
Removed Caliper Inches	94.5
Percent Removed	22.9%
Percent Saved	77.1%
25% Threshold	103
Replacement Required Cal. In.	0
3" Trees Required	0

PROPOSED DEVELOPMENT INFORMATION

Zoning: R-3 (Single & Two Family Residential District)

Lot Area: 9,000 square feet minimum

Lot Width: 60 feet

Lot Depth: 100 feet

Front Yard: 20 feet

Side Yard: 10 feet

Rear Yard: 20 feet

Building Height: 2-1/2 stories ~ 30 feet

Lot Coverage: 30 percent

Handover: 35 percent

PROPOSED LOT INFORMATION

Lot 1: Area: 17,557 sq. ft. ~ 0.403 acres

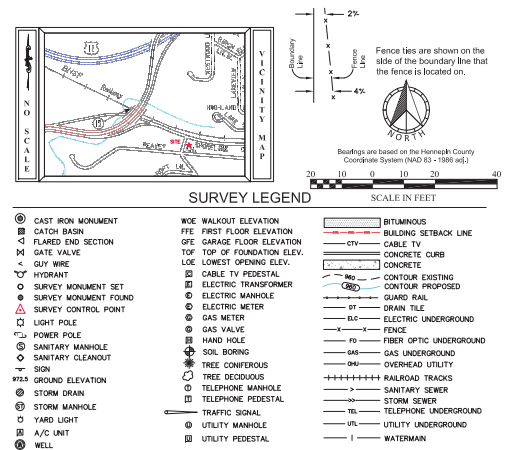
Lot 2: Area: 11,338 sq. ft. ~ 0.260 acres

PROPOSED HANDOVER INFORMATION

Lot 1: Home Area: 2,955 sq. ft.
Driveway Area: 1,082 sq. ft.
Total Area: 4,037 sq. ft. ~ 23.0%

Lot 2: Home Area: 2,475 sq. ft.
Driveway Area: 790 sq. ft.
Total Area: 3,265 sq. ft. ~ 28.8%

***Handover areas are based upon proposed conditions shown hereon and are subject to final design. The houses shown on this plan are for conceptual purposes only.*



FIELD CREW	NO.	BY	DATE	REVISION
LAKE	1	DBP	04/20/18	Remove Outlot
DRAWN	2	DBP	10/12/2018	Revised to 2 lot subdivision
CDP	3	EMW	2/6/2019	Revised Lot Stakes
CHECKED	4	EMW	4/8/2019	Revised Lot Stakes
EJV				
DATE				
08/21/19				

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I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 19th day of April, 2019.

David D. Penberth, PLS
penberth@sathre.com

Minnesota License No. 4034

SATHRE-BERGQUIST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000
WWW.SATHRE.COM

TWP:117-RGE:23-SEC:01
Hennepin County

Wayzata
Minnesota

Preliminary Plat & Tree Survey
HIGHCROFT NORTH
Prepared for:
BLVD PROPERTIES, LLC

FILE NO:
74535-024
Rev: 10/20/2019

1
1

HIGHCROFT NORTH

R.T. DOC. NO. _____

KNOW ALL PERSONS BY THESE PRESENTS: That Peavey Lane, LLC, a Minnesota limited liability company, owner of the following described property situated in the State of Minnesota, County of Hennepin, to wit:

Lot 1, Block 1, FERNDALE ADDITION

Has caused the same to be surveyed and platted as HIGHCROFT NORTH and do hereby dedicate to the public for public use forever the drainage and utility easements as created on this plat.

In witness whereof said Peavey Lane, LLC, a Minnesota limited liability company, has cause these presents to be signed this _____ day of _____, 20____.

Lori Scrum, President

STATE OF MINNESOTA
COUNTY OF _____

The instrument was acknowledged before me this _____ day of _____, 20____ by Lori Scrum, President of Peavey Lane, LLC, a Minnesota Limited Liability Company.

Notary Public, _____ County, Minnesota Notary Printed Name _____

My Commission Expires: _____

I, David B. Pemberton do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on the plat have been or will be correctly set within one year; that all water boundaries and wet lands, as defined by Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20____.

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

STATE OF MINNESOTA
COUNTY OF HENNEPIN

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

Notary Public, Hennepin County, Minnesota Notary Printed Name _____

My Commission Expires: _____

WAYZATA, MINNESOTA

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

CITY COUNCIL OF WAYZATA, MINNESOTA

By: _____ Mayor By: _____ City Clerk

RESIDENT AND REAL ESTATE SERVICES,
HENNEPIN COUNTY, MINNESOTA

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

Mark V. Chapin, County Auditor

By: _____ Deputy

SURVEY DIVISION
HENNEPIN COUNTY, MINNESOTA

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

Chris F. Mavis, County Surveyor

By: _____

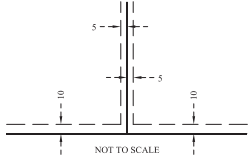
REGISTRAR OF TITLES
HENNEPIN COUNTY, MINNESOTA

I hereby certify that the within plat of HIGHCROFT NORTH was filed in this office this _____ day of _____, 20____ at _____ o'clock _____ M.

Martin McCormick, Registrar of Titles

By: _____ Deputy

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

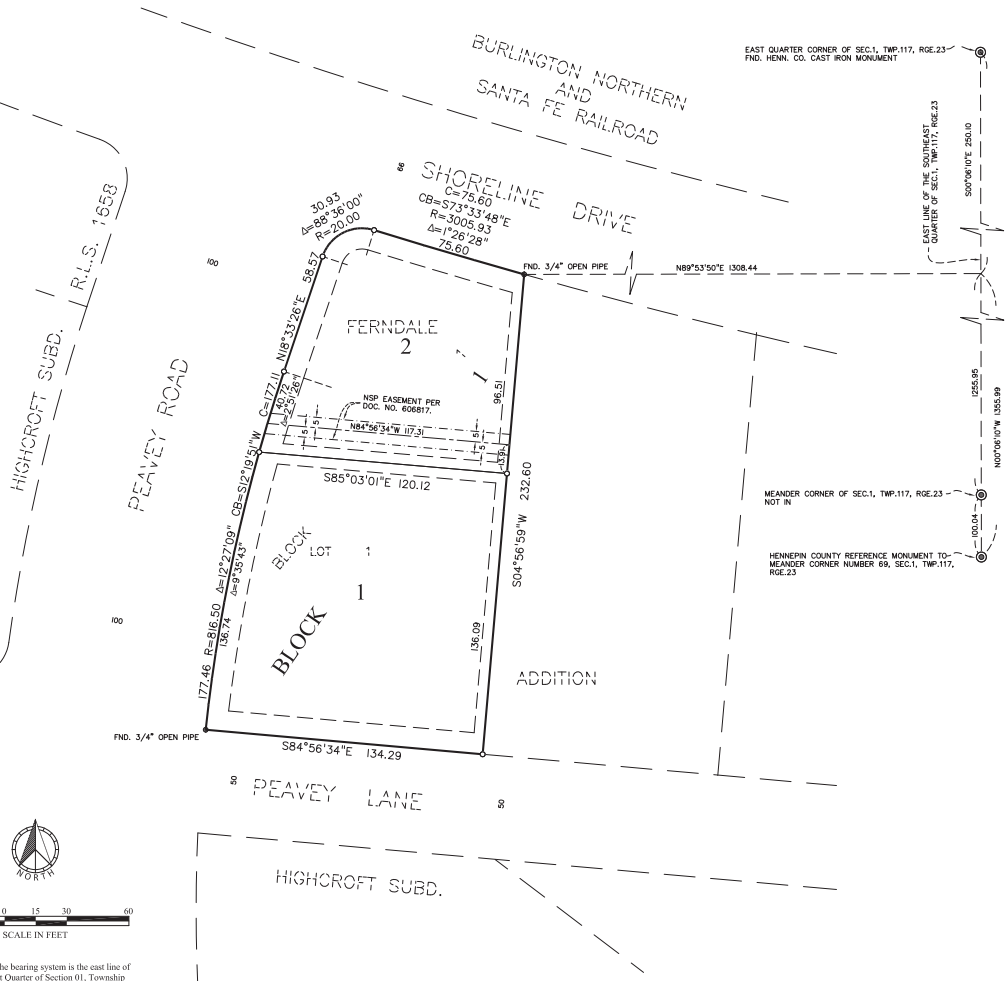


Being 5 feet in width and adjoining lot lines, unless otherwise indicated, and 10 feet in width and adjoining right of way lines, unless otherwise indicated, as shown on the plat.

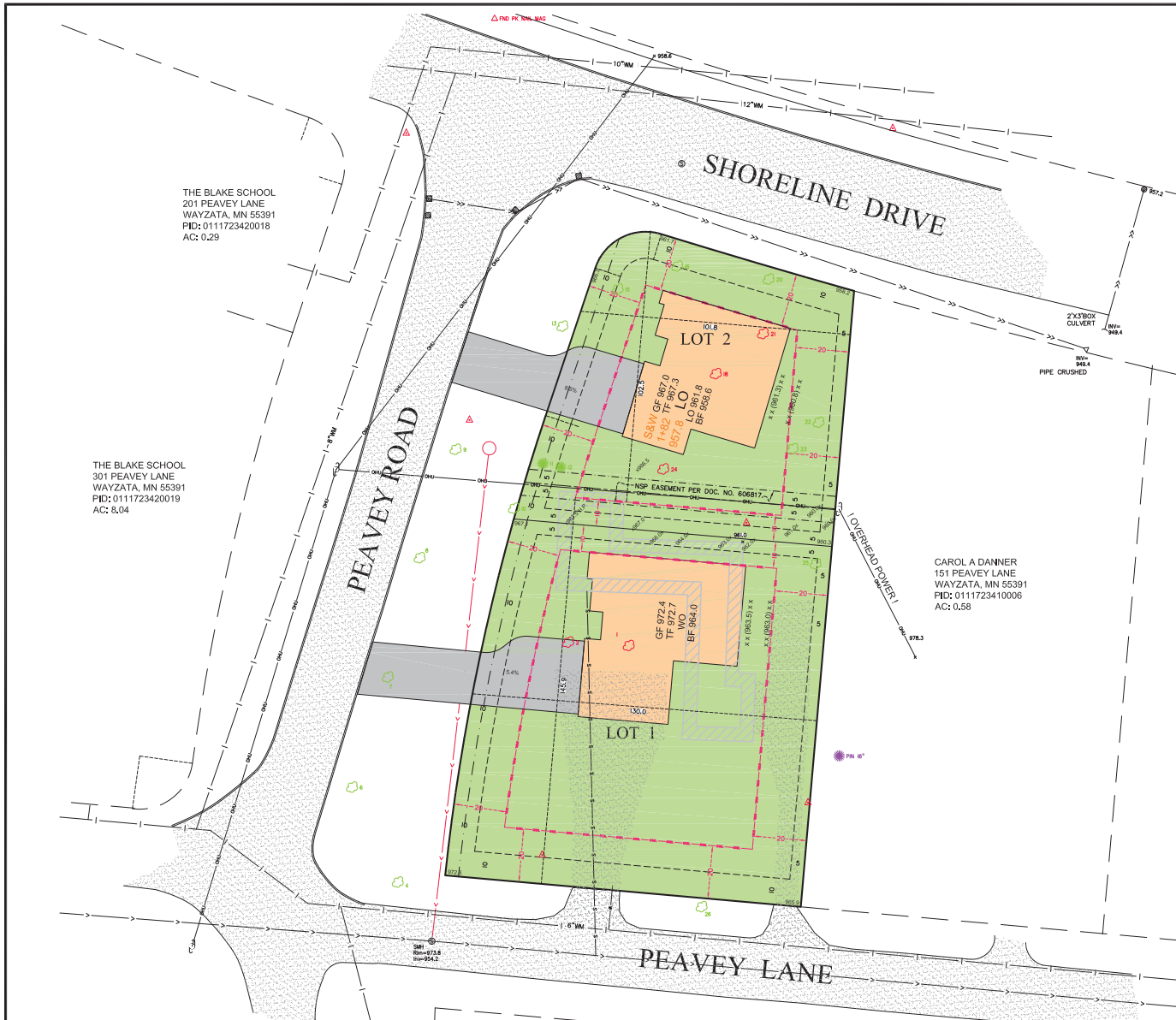


The basis for the bearing system is the east line of the Southeast Quarter of Section 01, Township 117, Range 23, which is assumed to bear South 00 degrees 06 minutes 10 seconds East

- Denotes a 1/2 inch by 14 inch iron pipe set and marked by License No. 40344
- Denotes a 3/4 inch open pipe found
- ⊙ Denotes a Found Cast-Iron-Monument, unless otherwise denoted



SATHRE-BERGQUIST, INC.



FIELD CREW	NO.	BY	DATE	REVISION
LAKE	1	DBP	9/4/2018	Remove Outlot
DRAWN	2	DBP	10/12/2018	Revised to 2 lot subdivision
QSP	3	EMW	2/6/2019	Revised Lot Stakes
CHECKED	4	EMW	4/8/2019	Revised Lot Stakes
EJV				
DATE				
08/21/19				

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

Robert S. Molstad

ROBERT S. MOLSTAD, P.E.

Date: 10/17/18 Lic. No. 26748



SATHRE-BERGQUIST, INC.

150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

WWW.SATHRE.COM

TWP:117-RGE:23-SEC:01

Hennepin County

Wayzata Minnesota

Title Sheet

HIGHCROFT NORTH

Prepared for:

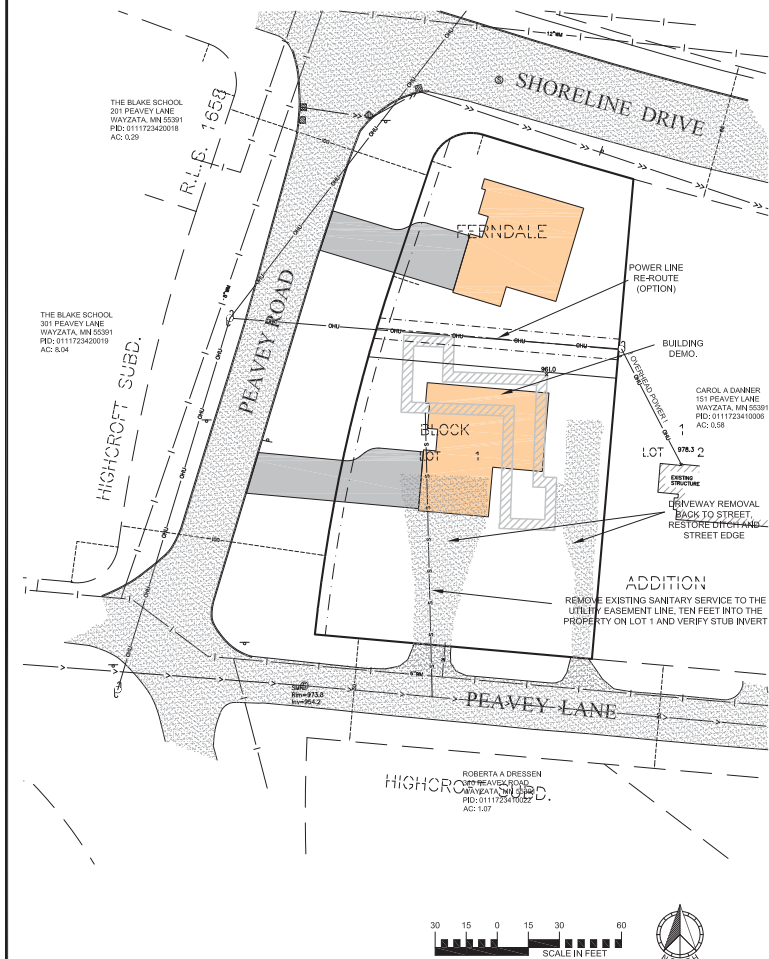
BLVD PROPERTIES, LLC

FILE NO.
74535-024
Ref: 10038-001

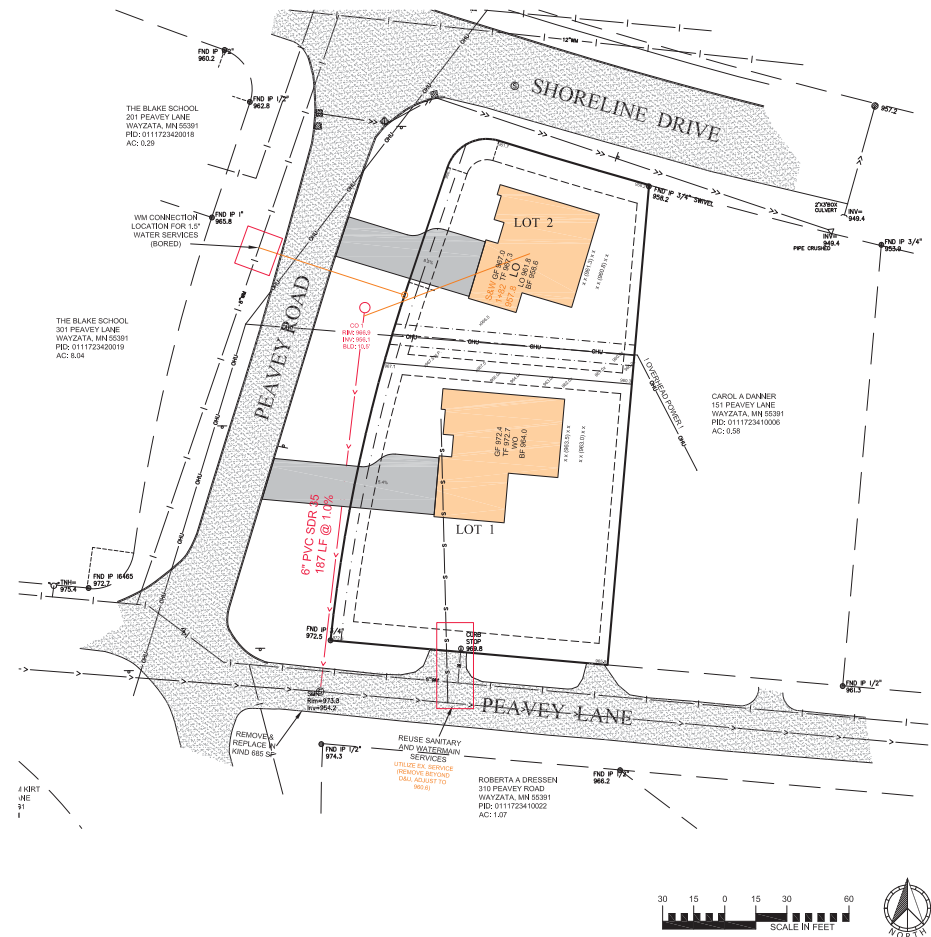
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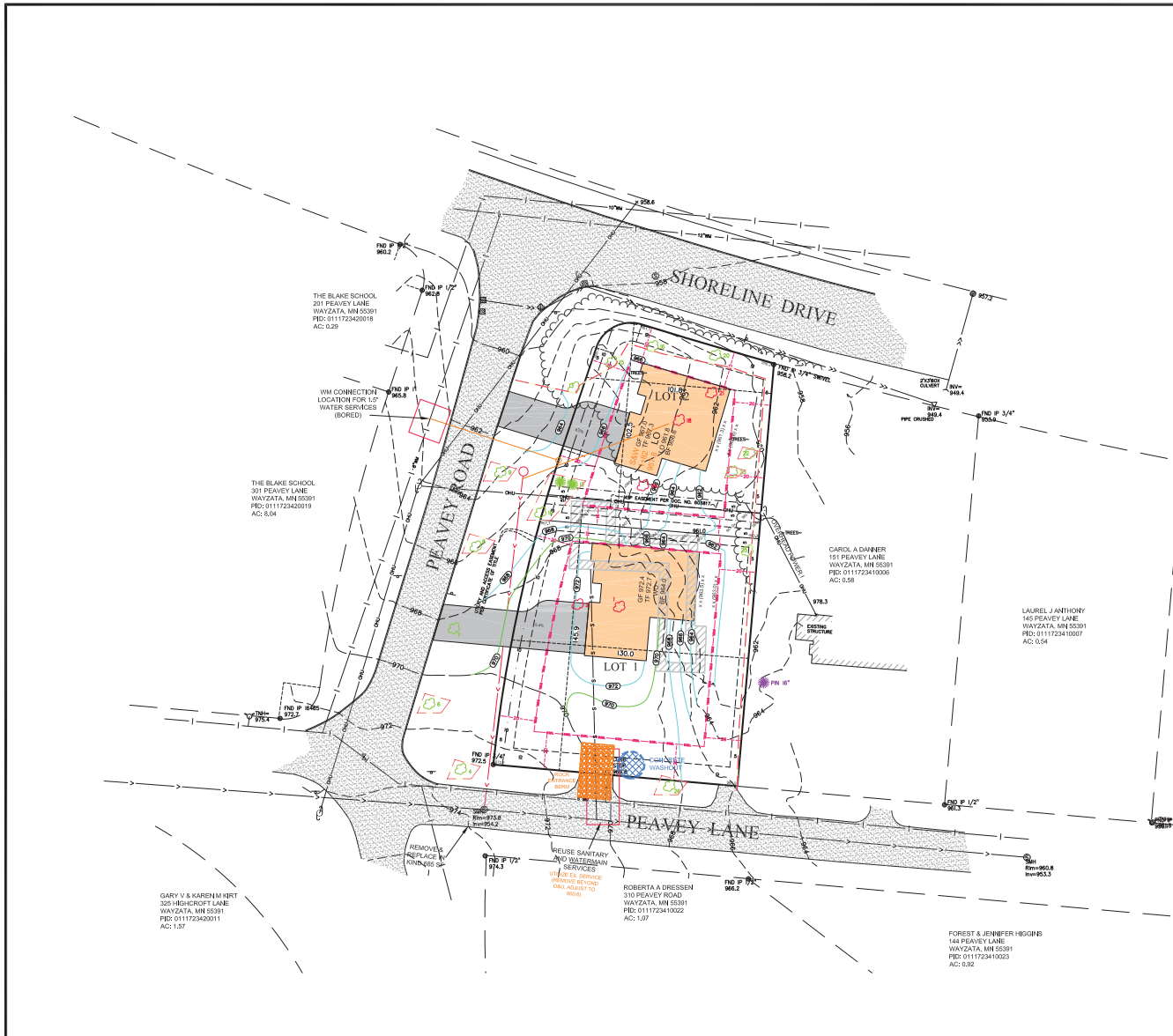
DEMOLITION PLAN



UTILITY PLAN



FIELD CREW	NO.	BY	DATE	REVISION	USE INCLUDING COPYING, DISTRIBUTION AND/OR CONVEYANCE OF INFORMATION OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGOQUIST, INC.'S EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT S&E AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGOQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERGOQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITIMATE USE.	I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.	SATHRE-BERGOQUIST, INC. 150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000 WWW.SATHRE.COM	TWP:117-RGE:23-SEC:01 Hennepin County	Wayzata Minnesota	Utility & Demolition Plan HIGHCROFT NORTH Prepared for: BLVD PROPERTIES, LLC	FILE NO. 74535-024 Rev: 10/29/2011
LAKE	1	DBP	9/4/2016	Remove Outlet							
DRAWN	2	DBP	10/12/2016	Revised to 2 lot subdivision							
CHKD	3	EMW	2/6/2019	Revised Lot Sizes							
CHECKED	4	EMW	4/8/2019	Revised Lot Sizes							
EJV											
DATE											
08/21/19											



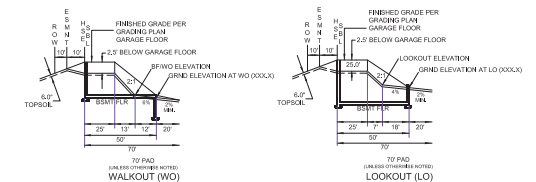
- GENERAL NOTES:
1. THE GRADING CONTRACTOR IS RESPONSIBLE FOR ALL STORM WATER INSPECTIONS ACCORDING TO THE MPCA STORM WATER PERMIT. THIS INCLUDES BOTH WEEKLY INSPECTIONS AND INSPECTIONS DONE AFTER A 0.5" RAIN EVENT. A COPY OF THE INSPECTION REPORT MUST BE EMAILED TO THE ENGINEER AND DEVELOPER ON A WEEKLY BASIS.
 2. THE CONTRACTOR SHALL PLACE INLET PROTECTION DEVICES FOR ALL STORM SEWER INLETS (EXISTING AND PROPOSED) AND MAINTAIN THEM AS AN EFFECTIVE SILT CONTROL DEVICE. INLET PROTECTION SHALL BE REMOVED WHEN RESTORATION HAS BEEN ESTABLISHED.
 3. ALL RETAINING WALLS WILL REQUIRE A STRUCTURAL DESIGN, A BUILDING PERMIT & A FINAL INSPECTION REPORT, IF APPLICABLE.
 4. A 1'-2" CRUSHED ROCK ENTRANCE BERM SHALL BE PLACED AT THE SITE ENTRANCE, TO REPLACE SILT FENCE, AND MINIMIZE EROSION ON TO THE STREETS. THE ROCK BERMS SHALL BE THE WIDTH OF THE ENTRANCE AND 2 FEET HIGH WITH 4:1 SLOPES.
 5. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM THE BUILDING PAD AND STREET AREAS THROUGHOUT CONSTRUCTION.
 6. THE CONTRACTOR SHALL ATTEMPT TO PREVENT SOIL MATERIALS FROM LEAVING THE SITE BY EROSION AND VEHICLE WHEEL TRACKING. HE SHALL BE RESPONSIBLE FOR CLEANING OF STREET, BOULEVARD AND UTILITY FACILITIES THAT RECEIVE ANY ERODED OR TRACKED SOIL MATERIAL, OR OTHER CONSTRUCTION DEBRIS OR MATERIAL. THE GRADING CONTRACTOR WILL BE REQUIRED TO PROVIDE STREET SWEEPING ON ADJACENT STREETS DURING THE GRADING OPERATIONS, IF REQUIRED.
 7. EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.
 8. THE DEVELOPER IS RESPONSIBLE FOR TEMPORARY DUST AND EROSION CONTROL UNTIL TURF IS ESTABLISHED.
 9. EXISTING OVERHEAD LINE ACROSS PROPERTY

- ON-SITE BMPs - (For more detailed information Section 2.2 of the SWPPP)
1. INLET PROTECTION - INLET PROTECTION WILL BE INSTALLED AND MAINTAINED IN ALL CATCH BASINS & REAR YARD STRUCTURES, WINDCUTS OR SOIL-HOLDING CONTAINERS.
 2. SLOPE STABILIZATION - SILT FENCE WILL BE INSTALLED ALONG DOWN GRADIENT GRADING LIMITS AND WOODFIBER BLANKET WILL BE UTILIZED ON ALL SLOPES 3:1 OR GREATER TO PROVIDE ADEQUATE SLOPE STABILIZATION, IF APPLICABLE (Grading Contractor).
 3. STREET SWEEPING - STREET SWEEPING WILL BE DONE A MINIMUM OF ONCE PER WEEK OR AS NEEDED TO MINIMIZE DUST CONTROL AND VEHICLE TRACKING (Grading and Utility Contractor).
 4. PHOSPHOROUS FREE FERTILIZER - PHOSPHOROUS FREE FERTILIZER SHALL BE USED ON SITE.
 5. ALL CONCRETE WASHOUT WASTE PRODUCED SHALL BE REMOVED FROM THE SITE. (Concrete & Building)

- CONSTRUCTION NOTES
1. INSTALL SILT FENCE AS SHOWN ON PLAN, AS REQUIRED BY THE CITY OF BROOKLYN PARK OR DIRECTED BY THE ENGINEER.
 2. INSPECT SILT FENCE, AND ROCK ENTRANCE BERM AFTER ALL RAINFALL EVENTS AS REQUIRED BY THE MPOES PERMIT.
 3. LO FINISHED PADS SHALL BE FLATTER THAN 3:1. ALL OTHER SLOPES 4:1 MAX (UNLESS NOTED)
 4. RESTORATION - 0.7 ACRES
 - A. RESTORE ALL DISTURBED AREAS WITH 4" TO 6" OF TOPSOIL, OR EXISTING ON-SITE ORGANIC MTRL.
 - B. SEED ALL DISTURBED AREAS WITH MINOT VARIETY K500 AT A RATE OF 100 LBS/ACRE AND FERTILIZE WITH 20-0-10 AT 100 LBS/ACRE, (UNLESS OTHERWISE NOTED).
 - C. ONLY PHOSPHOROUS FREE FERTILIZER IS TO BE USED ON SITE.
 - D. MULCH WITH MINOT TYPE 1 AT A RATE OF 3 TONS/ACRE AND DISC ANCHOR IMMEDIATELY AFTER PLACEMENT. USE WOODFIBER BLANKET ON ALL SLOPES 3:1 OR GREATER.
 - E. PLACE APPROVED STORM SEWER INLET PROTECTION IN OR AROUND ALL STORM SEWER INLETS AND MAINTAIN UNTIL STREET CONSTRUCTION IS COMPLETED AND TURF ESTABLISHED.
 - F. MAINTAIN ALL SILT FENCE UNTIL TURF HAS BEEN ESTABLISHED.
 - G. RESTORATION WORK SHALL BE COMPLETED WITHIN 72 HOURS OF GRADING COMPLETION.
 5. SILT FENCE, BEFORE GRADING - 735 LF

- LEGEND
- ROCK ENTRANCE BERM
 - SILT FENCE
 - CONCRETE WASHOUT
 - INLET PROTECTION
 - BIO-ROLL

HOLDDOWN DETAILS



FIELD CREW	NO.	BY	DATE	REVISION
LAKE	1	DBP	04/20/18	Remove Outlet
DRAWN	2	DBP	10/12/2018	Revised to 2 lot subdivision
CHKD	3	EMW	2/6/2019	Revised Lot Sizes
CHECKED	4	EMW	4/8/2019	Revised Lot Sizes
EJV				
DATE				
08/21/19				

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Robert S. Molstad
ROBERT S. MOLSTAD, P.E.
Date: 10/17/18 Lic. No. 24742



SATHRE-BERGOUST, INC.
150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000
WWW.SATHRE.COM

TWP:117-RGE:23-SEC:01
Hennepin County
Wayzata
Minnesota

Grading, Drainage, & Erosion
Control Plan
HIGHCROFT NORTH
BLVD PROPERTIES, LLC

FILE NO.
74535-024
Rev: 10/28/2018
3
3



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DESIGN GROUP
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2015



Highcroft North
3D Conceptual Illustration

Lots 1 & 2
Viewed From Northwest

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Highcroft North
3D Conceptual Illustration

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Lots 1 & 2
Viewed From Southwest



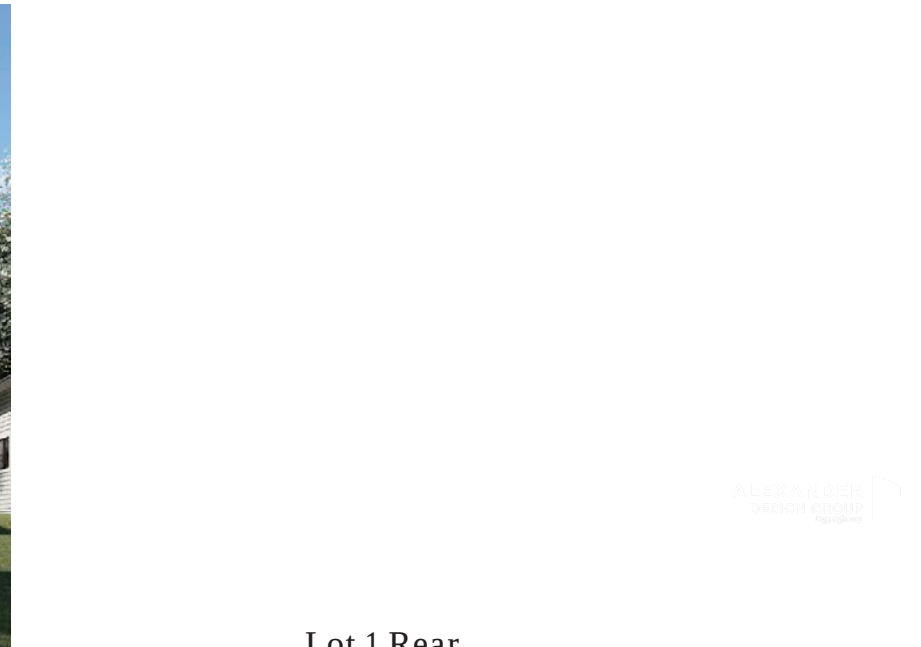
Lots 1 & 2
Viewed From Southeast



Lots 1 & 2
Viewed From Southeast



Lot 2 Rear



Lot 1 Rear



May 29, 2019

Attn: Wayzata Planning Commission
Wayzata City Hall
600 Rice Street
Wayzata, MN 55391

RE: Notice of Application for Subdivision of 153 Peavey Lane

Regarding the most recent development application for a lot subdivide of 153 Peavey Lane, we wanted to briefly reiterate some comments made when a nearly identical project very recently came before the Planning Commission and was subsequently denied by the City Council. Undoubtedly, there will be Highcroft residents who will voice their support of the project as there is no question that *any* change would be more aesthetically pleasing than the current state of the property. However, the community should continue to feel a responsibility to adhere to the criteria that the City of Wayzata has thoughtfully put into place, and a responsibility to make sure that this lot is being used in a way that is beneficial to the neighborhood and to the city.

At the January 8, 2019 City Council meeting, a very similar proposal was denied by the City Council. On this evening, Councilwoman McCarthy indicated the proposed plat did not meet subdivision ordinance criteria (1003.02 - Preliminary Plat. Section E.) 5-7 (highlighted in red below). At this same meeting, Mayor Wilcox also voiced concern about the small size of the proposed lots compared to the existing surrounding lots. The council denied the proposal for subdivision of 153 Peavey Lane that evening.

The latest version of the proposed subdivision would produce two new lots with an approximate size of 14,540 square feet. The average size of the eight additional lots on the north side of Peavey Lane is 22,120 square feet. The proposed lots are 33% smaller than the average lot size on Peavey Lane, and 43% smaller than the adjacent property at 151 Peavey Lane. The eight homes on the north side of Peavey Lane all face to the south, are equally spaced apart and have similar setbacks that make them consistent with one another. The proposal for 153 Peavey Lane shows both houses facing west and the space between both building pads is significantly closer than the rest of the houses.

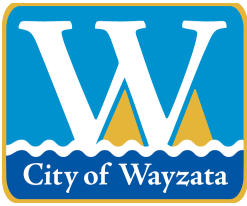
Sincerely,

Mike and Jenny Higgins
144 Peavey Lane

1003.02 - Preliminary Plat. Section E.

Planning Commission Criteria. The Planning Commission shall report its findings and make its recommendations to the City Council no later than 30 days after the close of public hearing described in B. above. If the Planning Commission has not acted upon the preliminary plat within 30 days following the close of the public hearing on such and in compliance with this Chapter, the council may act on the preliminary plat without the Planning Commission's recommendation. The Planning Commission shall consider possible adverse effects of the preliminary plat. Its judgment shall be based upon, but not limited to, the following factors:

- 1. The proposed subdivision or lot combination shall be consistent with the Wayzata Comprehensive Plan.*
- 2. Building pads that result from a subdivision or lot combination shall preserve sensitive areas such as lakes, streams, wetlands, wildlife habitat, trees and vegetation, scenic points, historical locations, or similar community assets.*
- 3. Building pads that result from subdivision or lot combination shall be selected and located with respect to natural topography to minimize filing or grading.*
ha
- 4. Existing stands of significant trees shall be retained where possible. Building pads that result from a subdivision or lot combination shall be sensitively integrated into existing trees.*
- 5. The creation of a lot or lots shall not adversely impact the scale, pattern or character of the City, its neighborhoods, or its commercial areas.*
- 6. The design of a lot, the building pad, and the site layout shall respond to and be reflective of the surrounding lots and neighborhood character.*
- 7. The lot size that results from a subdivision or lot combination shall not be dissimilar from adjacent lots or lots found in the surrounding neighborhood or commercial area.*
- 8. The architectural appearance, scale, mass, construction materials, proportion and scale of roof line and functional plan of a building proposed on a lot to be divided or combined shall be similar to the characteristics and quality of existing development in the City, a neighborhood or commercial area.*
- 9. The design, scale and massing of buildings proposed on a subdivided or combined lot shall be subject to the architectural guidelines and criteria for the Downtown Architectural District, Commercial and Institutional Architectural Districts, and Residential Architectural Districts and the Design Review Board/City Council review process outline in Chapter 909 of the Wayzata Zoning Ordinance.*
- 10. The proposed lot layout and building pads shall conform with all performance standards contained herein.*
- 11. The proposed subdivision or lot combination shall not tend to or actually depreciate the values of neighboring properties in the area in which the subdivision or lot combination is proposed.*
- 12. The proposed subdivision or lot combination shall be accommodated with existing public services, primarily related to transportation and utility systems, and will not overburden the City's service capacity*



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 3, 2019	AGENDA ITEM: 6.b.
TITLE: Consideration of Development Application for the Boatworks Redevelopment Planned Unit Development Concept Plan, Shoreland Impact Plan/Conditional Use Permit, and Zoning Ordinance Text Amendments at 294 Grove Lane East.	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: N/A	
60 DAY DEADLINE: July 22, 2019	

BACKGROUND:

The proposed Boatworks project is a five-story building with the first two floor being commercial (restaurant and office) uses and the top three floors being occupied by 33 residential units. Attached is a staff report of the planned unit development concept plan, shoreland impact plan/conditional use permit, and zoning ordinance text amendment requests that would be the first stage of the redevelopment review.

ACTION REQUESTED:

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

ATTACHMENTS:

1. 2019-06-03_PC Staff Report_Boatworks PUD Concept Plan
2. 2019-06-03_Attachments



**Staff Report
Wayzata Planning Commission
June 3, 2019**

Project Name: “Boatworks Re-Imagined Redevelopment”
Planned Unit Development (PUD) Concept Plan,
Shoreland Impact Plan/Conditional Use Permit (CUP),
and Zoning Ordinance Text Amendments

Applicant: Boatworks II, LLC

Addresses of Request: 294 Grove La E

Prepared by: Eric Zweber, Interim Community Development Director

“60 Day” Deadline: July 22, 2019

Development Application

Introduction

The applicant and property owner, Boatworks II, LLC, has submitted a development application requesting approval of (i) a planned unit development (PUD) concept plan for a new five story mixed use building consisting of office, restaurant, retail, service commercial, and residential condominiums uses, (ii) shoreland impact plan/conditional use permit (SIP/CUP) related to the height and impervious surface coverage of the proposed building, and (iii) zoning ordinance text amendments related to height, setbacks and rooftop equipment to allow for the redevelopment of the property at 294 Grove La E.

Property Information

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

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

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

	294 Grove La E
Current zoning:	C-3/Service Commercial
Comp Plan designation:	Central Business District
Overlay districts:	S/Shoreland Overlay District

Project Location

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

Map 1: Project Location



Application Requests

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

- A. Planned Unit Development Concept Plan: The applicant has submitted an application to explain the general intent of the application for a new five story mixed use building consisting of office, restaurant, retail, service commercial, and residential condominiums uses through Section 933.05.B.1. of the zoning ordinance. Should concept approval be granted, this approval in no way shall bind the City to subsequent approval of General Plan of Development.

B. Shoreland Impact Plan/Conditional Use Permit: Requests for building heights greater than allowed within the base zoning districts requires, or improvements that create extensive impervious surfaces, a shoreland impact plan/conditional use permit (SIP/CUP) by Section 991.19.C.5. of the zoning ordinance. The applicant is requesting approval of a SIP/CUP for a building height of five stories and 75 feet 6 inches in height and an impervious surface coverage greater than 75%. The exact impervious surface coverage would be determined during the PUD General Plan stage of development. Structures shall not be allowed to exceed a height beyond that cannot be screened by landscaping or other design features.

C. Zoning Ordinance Text Amendments: The Applicant is requesting amendments to three sections of the Zoning Ordinance:

- 1) Section 933.02.A.13.d) Setbacks: In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, **and PUD Districts that were zoned commercial prior to PUD, exceed 3 acres and are determined by the City Council, at its sole discretion, to have sufficient public benefit** the allowable setbacks shall be negotiated and agreed upon between the applicant and the City.

Staff Comment: *The proposed text amendment in bold and underlined could allow the City Council to approve a building in a 3 acre PUD District with no setbacks from the property lines.*

- 2) Section 933.02.A.14.c) Height: In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres **and PUD Districts that were zoned commercial prior to PUD, exceed 3 acres, and are determined by the City Council at its sole discretion to have sufficient public benefit** the allowable height shall be negotiated and agreed upon between the applicant and the City.

Staff Comment: *The proposed text amendment in bold and underlined could allow the City Council to approve a building in a 3 acre PUD District beyond three (3) stories in height.*

- 3) Section 909.10.B. Screening of Rooftop Equipment in the Wayzata Blvd District **and any other C-3 zoning as of April 23, 2019**:

1. All mechanical equipment shall be completely screened behind a parapet wall, so as not to be visible from adjacent properties and pedestrian view vantage points from adjacent sidewalks.
2. No enclosure shall be larger than 25 percent of the roof area.

Staff Comment: *The proposed change in bold and underlined could allow the City Council to approve rooftop equipment for the Boatworks with screening.*

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Lakeshore Weekly News* on May 23, 2019. The public hearing notice was also mailed to all property owners located within 350 feet of the subject property on May 22, 2019.

Background Information

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

- off-site parking for the Boatworks property (294 Grove La E) to be located on the Lake Street property (259 Lake St E), since the Boatworks property does not have enough on-site parking for the uses that occupy the building;
- Parking lot improvement to the City Marina and Park, within the Grove Lane right-of-way, and on the Boatworks property;
- A shared parking agreement over the three parking areas;
- Various marina regulations including transient boat parking; and
- And various other conditions.

In 2002, an amendment to the PUD/CUP was granted to allow for change in the types and amount of uses within the Boatworks that included office, retail, and restaurant uses. This amendment included additional seasonal parking for the City beach and ten (10) additional public boat dock spaces.

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

In the current application, the applicant and property owner has applied for approval of a PUD concept plan and a SIP/CUP to demolish the existing Boatworks building and replace it with a new five story mixed use building consisting of office, restaurant, retail, service commercial, and residential condominiums uses.

There are a couple of sections of the Zoning Ordinance that would prohibit the approval of PUD concept plan's proposed building setbacks and height. The applicant also has a concern on how the rooftop equipment would be regulated. To address these three issues, the applicant has requested Zoning Ordinance text amendments to modify the PUD setback and height standards and the rooftop equipment design standards.

Proposed Changes to the Boatworks

The proposed Boatworks project as shown in the PUD Concept Plan includes a five-story building with the first two floor being commercial (restaurant and office) uses and the top three floors being occupied by 33 residential units. The proposed net square footage of the office uses is 68,841 square feet and the proposed restaurant square footage is 8,797 square feet. The total gross square footage of the entire building is proposed to be 239,940 square feet. To accommodate this redevelopment, a three level parking structure would be constructed within the building that would provide 294 parking stalls.

There is an additional 85 parking stalls located north of Lake St as a part of 1997 approval that would provide a total of 379 parking stalls.

The building is proposed to be located generally along the western property line with a small portion of the parking structure's public parking stall over the property line into the Grove Lane right-of-way. The 1997 approval included a shared parking easement that allowed public parking across both properties. No portion of the leaseable area of the building will be located within the Grove Lane right-of-way.

Analysis of Application

City staff has reviewed the pertinent information and City Code requirements for the proposed project, and provides the following analysis and information:

Comprehensive Plan

The Comprehensive Plan land use designation for the subject property is Central Business District. The Comprehensive Plan includes the following discussion for the Central Business District:

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

Design Review

This is only a PUD Concept Plan review and therefore no design review is required at this stage. Should the PUD Concept Plan be approved, the design review will be conducted with the PUD General Plan stage of development.

This property would fall within the Bluff District design standards. The Bluff and Lake District design standards do not allow rooftop mechanical equipment. The applicant is concerned that the mechanical equipment on the fourth floor roof to the north and west of the fifth floor penthouse would be counted as rooftop equipment. To address this concern, the applicant is requesting a text amendment that would allow this lot to be reviewed under the Wayzata Blvd design standards which allows rooftop mechanical equipment provided that it is screened. This concern is inconsistent with the previous Lake District design review of Swans Corner which approved the mechanical equipment on the second story roof of a three-story building.

The applicant is also requesting the text amendment to allow for rooftop air conditioner condensers on the penthouse roofs.

Zoning

The property is currently zoned C-3 PUD/Planned Unit Development and is located within the shoreland and wetland overlay districts. The following table outlines the zoning standards for the PUD and shoreland overlay districts:

	C-3 Zoning	Shoreland Overlay District	Proposed PUD
Height (max.)	2 stories and 30 feet, whichever is less	35 feet	5 stories* 75 ft. 6 in. to parapet*
3 rd Story Setback	None	None	2 nd and 3 rd Stories: ~6 ft. 4 th Story: ~14 ft. 5 th Story: ~28 ft.
Floor Area Ratio (max.)	1.0	None	1.78
Impervious Surface (max.)	50 percent	25% 75% with stormwater management 100% with shoreland impact plan/CUP	To be determined with PUD General Plan
Property Line Setbacks (min.)	10 feet	None	North: 0 ft. East: ~25 ft. South: ~20 ft. West 0 ft.
Lot Area (min.)	15,000 sq. ft.	Same as underlying zoning district	134,361 sq. ft.

*zoning ordinance text amendment and shoreland impact plan/conditional use permit requested

Building Height

The C-3 zoning district established a maximum building height of 30 feet. Per the zoning ordinance, the building height is measured from the average grade along the building footprint to the top of the parapet/coping of a flat roof. The proposed plans include a building height of 75 feet 6 inches to the parapet of the flat roof of the partial fifth story.

Section 933.02 of the zoning ordinance stipulates that the maximum building height within a PUD District shall be 35 feet and three stories, whichever is lesser. There is one exception to this standard that states:

In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the maximum allowable height shall be as negotiated and agreed upon between the applicant and the City.

To allow for the Boatworks redevelopment to exceed 35 feet or three stories, the applicant is proposing a text amendment to add that properties in excess of three acres with

sufficient public benefit can negotiate the maximum allowable height between the applicant and the City.

Section 991.10 of the zoning ordinance stipulates that the building height in the shoreland overlay district as follows:

The minimum building structure height for either lake classification shall follow the individual district requirements of the base zoning districts but shall not exceed 35 feet. Building heights of over 35 feet may be allowed through approval of a shoreland impact plan/conditional use permit as regulated under Section 801.91.19 of this Ordinance.

Therefore, the proposed building height of 75 feet 6 inch height and five-stories and 48 feet to the elevator overrun requires the text amendment and a conditional use permit/shoreland impact plan.

Setbacks

The C-3 zoning district requires ten (10) foot setback with additional setbacks from residential properties. The redevelopment is proposing no setback from the north and the west property line. To allow for the Boatworks redevelopment to have no setback, the applicant is proposing a text amendment to add that properties in excess of three acres with sufficient public benefit can negotiated the minimum setbacks between the applicant and the City.

Building Uses

The applicant will be proposing the development under the standards of the C-3 zoning district, a conditional use permit for the restaurant use and a planned unit development for the residential uses. Therefore, the uses within the building would be regulated by the requirements in the C-4 district for the office and restaurant uses and the R-5 district for the residential uses.

Parking

The City's parking ordinance establishes the minimum number of parking stalls that must be provided in a development based on the uses in the building. For office uses, the parking ordinance requires a minimum of 3 spaces for each 1,000 sq. ft. of net floor area. For restaurant uses, the parking ordinance requires a minimum of 15.2 spaces for each 1,000 sq. ft. of net floor area. For multiple family residential uses, the parking ordinance requires a minimum of 2 spaces for each unit. For the existing 75 marina slips, the parking ordinance requires a minimum of 7 spaces for each 10 boats moored. The proposed building consists of 61,675 net sq. ft. of office uses, up to 11,517 net sq. ft. of restaurant uses, 33 condominiums, and up to 75 boats slips. Based on the proposed retail/service commercial and office uses, the proposed building requires an aggregate total of 479 parking spaces.

The City's parking ordinance also allows the use of joint parking facilities for one or more uses to provide the required off-street parking by joint use of one or more sites where the total number of spaces provided are less than the sum of the total required for each use or site. For mixed use buildings, the zoning ordinance allows for reductions in the aggregate number of parking stalls based on the peak demand for individual uses. Based on the mixed use reduction, the proposed building requires 356 parking spaces.

Use	Size (nsf)	Min Parking	Weekdays		
			Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight
Office	61,675	185	9	185	9
Restaurant	11,517	175	12	84	175
Condominiums	33	66	66	66	66
Boat Slips	75	53	0	21	11
Total		479	87	356	261

The proposed parking structure provides 294 parking stalls with an additional 85 parking stalls located north of Lake St for a total of 379 parking stalls. This is 23 more stalls than required.

Boatworks' Proposed Public Benefits

The applicant requests as a part of the text amendments to the PUD standards that addition height or reduced setbacks can be consider with sufficient public benefits. The applicant proposes that the following public benefits would be provided from the redevelopment:

- World class new building design that enhances the image of the west end of downtown.
- Increases the number of on-site parking spaces and provides clearer definition of beach and building parking.
- Provides for 33 +/- new residential units with great connection to the downtown business district.
- Significantly enhanced and safer pedestrian access to the beach and the extension of the Lake Effect concept along the south side of the building.
- Potential to construct a better connection to the Depot boardwalk.
- Numerous areas for public to gather and enjoy the lake and other activities, with a potential major focal point for pedestrian access to the lake. We are attaching an additional graphic that provides some delineation of the public spaces, private spaces and semi-private spaces for the pedestrian/seating areas on the north, west and south sides of the building. The area noted as

semi-private will generally be available for public use, but may be reserved periodically for special events, such as corporate events or private party events. We plan on working with city staff, the Park Board and the consultant for the Lake Effect on the detailed walkway, seating and landscaping for these areas.

- Significant improvements to the storm water treatment for the site, by directing almost all of the storm water from the parking deck and building roof into an above grade storm water filtration system before discharge into Lake Minnetonka.
- Adjusts the grade of beach parking and portion of Grove Lane East to avoid high lake level flooding. Including the reconstruction of beach parking area to comply with the new Parks Master Plan for the beach area.
- Moves northeast corner of building back from Lake Street approximately 30 ft.
- Moves all truck delivery, boat launch and trash pick-up to a dedicated delivery/turn-around bay on the east side of the building.
- Provides significant long-term increase in tax base.
- Potential opportunity to reduce the size of the existing stormwater pond to provide room for a beach shade pavilion.

Additionally, the City Council and HRA will be exploring the potential use of Tax Increment Financing (TIF) associated with the Boatworks site on June 11th in the form of a work shop or at its regular meeting. The objective will be to determine whether TIF should be explored to assist in accomplishing additional City initiatives, specifically around the West End/Lake front areas.

Standards of Planning Commission Review of Application Requests

The shoreland impact plan/conditional use permit (SIP/CUP) is a quasi-judicial review and decision, meaning that the Planning Commission acts as similar to a judge in a courtroom and applies the relevant rules of the Zoning Ordinance to this particular property and proposed development. The Planning Commission should recommend approval of the SIP/CUP requested by the applicant if the Commission determines that it meets all of the zoning ordinance requirements.

The proposed planned unit development (PUD) concept plan and zoning ordinance text amendments are legislative reviews and decisions, meaning that the Planning Commission acts similar to a legislative body and has wide discretion on whether to recommend approval or denial as long as it has a rational basis for its decision. In addition, the proposed text amendment will affect all properties that fall under the regulations of that section of the zoning ordinance, which could be beyond just the property that is being proposed for redevelopment. The Planning Commission should

review what the applicant has proposed but is not bound to limit its review to any that proposal. The Planning Commission should consider the other properties that can be affected by these proposed changes and concern modifying the proposed text amendment language if it would have a positive effect on those properties. Some issues to consider for the PUD text amendments are:

- Why only commercial zoning districts?
- Is 3 acres the right threshold?
- Should the public benefits be better defined?
- Should there be further limitation on height increase or setback reduction?

Comments from the Public

Prior to the public hearing, the City received one public comment:

Brad Hoyt provided an email to the City Manager Jeffrey Dahl regarding the proposed Boatworks redevelopment on May 28, 2019. Mr. Hoyt's email outlining his concerns and viewpoints is attached to this staff report. The court documents referred to in Mr. Hoyt's email can be reviewed at City Hall.

Action Steps

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

Attachments

Application
Applicant's Narrative
Concept Plans
Private/Semi-Private Exhibit
Lake Street Buildings Height Comparison Exhibit
Building Height Sections
Building Square Footage Table
Parking Calculations
Stormwater Filtration Brochure
Email from Brad Hoyt

Applicable Code Provisions for Review

Comprehensive Plan

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

- Allow a mix of commercial, office, and residential uses that strengthen the CBD as the shopping, employment, and entertainment destination of Wayzata.
- Update development standards continually to assure the highest development quality possible for the Central Business District.
- Complement the CBD and its strong sense of place through land use choices, urban design principles, traffic, parking, and architectural style.
- Investigate strategies to increase retail vitality throughout the CBD.
- Define and evaluate on-street/off-street parking needs consistent with land use, and requirements within the CBD so as to emphasize circulation ease and access control.
- 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.
- Enhance the image and identity of the CBD by emphasizing street trees and landscaping elements.
- Plan for an orderly transition between the CBD development and adjacent residential neighborhoods.
- Accommodate traffic without negatively compromising the integrity of the downtown and its adjacent neighborhoods.
- Consider complementing abutting edges, both residential and retail/commercial.
- 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.

- Commercial buildings on Lake Street, west of Barry Avenue, should not be required to have a first floor retail use, although it is allowed and encouraged. Transparency requirements under the Lake Street District of the Design Standards remain in effect.
- Identify ecological and water quality impacts on the lake and other water bodies caused by proposed land use developments, for example stormwater runoff, and work to mitigate these impacts.

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

- Plan development of parking so that it is not a focal point but rather placed behind buildings with appropriate buffers and landscaping.
- Adjust City’s Zoning Ordinance to address concerns of sun-orientation on southern side of Lake Street by requiring upper story setbacks for all new construction to avoid shading the north side of Lake Street.
- 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.

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

- A. Innovations in development to the end that the growing demands for all styles of economic expansion may be met by greater variety in type, design, and placement of structures and by the conservation and more efficient use of land in such developments.
- B. Higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects, and engineers.
- C. More convenience in location and design of development and service facilities.
- D. The preservation and enhancement of desirable site characteristics such as natural topography and geologic features and the prevention of soil erosion.

- E. A creative use of land and related physical development which allows a phased and orderly development and use pattern.
- F. An efficient use of land resulting in smaller networks of utilities and streets thereby lower development costs and public investments.
- G. A development pattern in harmony with the objectives of the Wayzata Comprehensive Plan. (PUD is not intended as a means to vary applicable planning and zoning principles.)
- H. A more desirable and creative environment than might be possible through the strict application on zoning and subdivision regulations of the City.

PUD General Standards. Section 933.02 sets forth the general standards for review of a PUD application. These are:

1. **Review.** In its review of any application under this Section, the City Council shall consider comments on the application of those persons appearing before the Council, the report and recommendations of the Planning Commission, the recommendations of the Design Review Board and any staff report on the application. The Council also shall evaluate the effects of the proposed project upon the health, safety and welfare of residents of the community and the surrounding area and shall evaluate the project's conformance with the overall intent and purpose of this Section. If the Council determines that the proposed project will not be detrimental to the health, safety and welfare of residents of the community and the surrounding area and that the project does conform with the overall intent and purpose of this Section, it may approve a PUD permit, although it shall not be required to do so.
2. **Ownership.** An application for a PUD District or conditional use permit approval must be filed by the land owner or jointly by all land owners of the property included in a project. The application and all submissions must be directed to the development of the property as a unified whole. In the case of multiple ownership, the approved Final Plan shall be binding on all owners.
3. **Comprehensive Plan Consistency.** The proposed PUD shall be consistent with the City Comprehensive Plan.
4. **Sanitary Sewer Plan Consistency.** The proposed PUD shall be consistent with the City Comprehensive Sewer Plan and shall not create a discharge which is in excess of the City's assigned regional limitations.
5. **Common Open Space.** Common private or public open space and facilities at least sufficient to meet the minimum requirements established in the Comprehensive Plan and such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the residents of the PUD shall be provided within the area of the PUD development.

-
6. Operating and Maintenance Requirements for PUD Common Open Space Facilities. Whenever common private or public open space or service facilities are provided within the PUD, the PUD plan shall contain provisions to ensure the continued operation and maintenance of such open space and service facilities to a predetermined reasonable standard. Common private or public open space and service facilities within a PUD may be placed under the ownership of one or more of the following, as approved by the City Council.
- a) Dedicated to public, where a community-wide use is anticipated and the City Council agrees to accept the dedication.
 - b) Landlord control, where only use by tenants is anticipated.
 - c) Property Owners Association, provided all of the following conditions are met:
 - 1) Prior to the use or occupancy or sale or the execution of contracts for sale of an individual building unit, parcel, tracts, townhouse, apartment, or common area, a declaration of covenants, conditions and restrictions or an equivalent document or a document such as specified by Laws 1963, Chapter 457, Section 11 and a set of floor plans such as specified by Laws 1963, Chapter 457, Section 13 shall be filed with the City of Wayzata, said filing with the City to be made prior to the filings of said declaration or document or floor plans with the recording officers of the County.
 - 2) The declaration of covenants, conditions and restrictions or equivalent document shall specify that deeds, leases or documents of conveyance affecting buildings, units, parcels, tracts, townhouses, or apartments shall subject said properties to the terms of said declaration.
 - 3) The declaration of covenants, conditions and restrictions shall provide that an owner's association or corporation shall be formed and that all owners shall be members of said association or corporation which shall maintain all properties and common areas in good repair and which shall assess individual property owners proportionate shares of joint or common costs. This declaration shall be subject to the review and approval of the City Attorney. The intent of this requirement is to protect the property values of the individual owner through establishing private control.
 - 4) The declaration shall additionally amongst other things, provide that in the event the association or corporation fails to maintain properties in accordance with the applicable rules and regulations of the City of Wayzata or fails to pay taxes or assessments on properties as they become due and in the event the said City of Wayzata incurs any expenses in enforcing its rules and regulations, which said expenses are not immediately reimbursed by the association or corporation, then the City of Wayzata shall have the right to assess each property its prorated share of said expenses. Such assessments, together with interest

thereon and costs of collection, shall be a lien on each property against which each such assessment is made.

- 5) Membership must be mandatory for each owner, and any successive buyer.
 - 6) The open space restrictions must be permanent and not for a given period of years.
 - 7) The association must be responsible for liability insurance, local taxes, and the maintenance of the open space facilities deeded to it.
 - 8) Property owner must pay their prorated share of the cost of the association by means of an assessment to be levied by the association which meets the requirements for becoming a lien on the property in accordance with Minnesota Statutes.
 - 9) The association must be able to adjust the assessment to meet changed needs.
7. Staging of Public and Common Open Space. When a PUD provides for common private or public open space, and is planned as a staged development over a period of time, the total area of common or public open space or land escrow security in any stage of development shall, at a minimum, bear the same relationship to the total open space to be provided in the entire PUD as the stages or units completed or under development bear to the entire PUD.
8. Density.
- a) The maximum allowable density in a PUD District shall be determined by standards negotiated and agreed upon between the applicant and the City. In all cases, the negotiated standards shall be consistent with the development policies as contained in the Wayzata Comprehensive Plan. Whenever any PUD is to be developed in stages, no such stage shall, when averaged with all previously completed stages, have a residential density that exceeds 125 percent of the proposed residential density of the entire PUD.
 - b) There shall be no density variation from the standards applied in an applicable zoning district for PUD conditional use permits.
9. Utilities. In any PUD, all utilities, including telephone, electricity, gas and telecable shall be installed underground.
10. Utility Connections.
- a) Water Connections. Where more than one property is served from the same service line, individual unit shut off valves shall be provided as required by the City Engineer.
 - b) Sewer Connections. Where more than one unit is served by a sanitary sewer lateral which exceeds 300 feet in length, provision must be made for a manhole to allow adequate cleaning and maintenance of the lateral. All

maintenance and cleaning shall be the responsibility of the property owners association or owner.

11. Roadways. All streets shall conform to the design standards contained in the Wayzata Subdivision Regulations unless otherwise approved by the City Council.
12. Landscaping. In any PUD, landscaping shall be provided according to a plan approved by the City Council, which shall include a detailed planting list with sizes and species indicated as part of the Final Plan. In assessing the landscaping plan, the City Council shall consider the natural features of the particular site, the architectural characteristics of the proposed structure and the overall scheme of the PUD plan.
13. Setbacks.
 - a) The front, rear and side yard restrictions on the periphery of the Planned Unit Development site at a minimum shall be the same as imposed in the underlying districts, if a PUD conditional use permit, or the previous zoning district, if a PUD District.
 - b) No building shall be located less than 15 feet from the back of the curb line along those roadways which are part of the internal street pattern.
 - c) No building within the project shall be nearer to another building than one-half the sum of the building heights of the two buildings.
 - d) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the allowable setbacks shall be as negotiated and agreed upon between the applicant and the City.
14. Height.
 - a) The maximum building height within a PUD District shall be 35 feet and three stories, whichever is lesser.
 - b) There shall be no deviation from the height standards applied within the applicable zoning districts for PUD conditional use permits.
 - c) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the maximum allowable height shall be as negotiated and agreed upon between the applicant and the City.

Shoreland Impact Plan/Conditional Use Permit: Section 991.19.A states that landowners or developers desiring to develop land or construct any dwelling or any other artificial obstruction on land located within any Shoreland District within the City of Wayzata shall first submit a conditional use permit application as regulated by Chapter 904 of this Ordinance and a plan of development, hereinafter referred to as "Shoreland Impact Plan", which shall set forth proposed provisions for sediment control, water management, maintenance of landscaped features, and any additional matters intended to set forth proposed changes requested by the applicant and affirmatively disclose what, if any, change will be made in the natural condition of the earth, including loss of change of earth ground cover, destruction of trees, grade courses and marshes. The plan shall minimize

tree removal, ground cover change, loss of natural vegetation, and grade changes as much as possible, and shall affirmatively provide for the relocation or replanting of as many trees as possible which are proposed to be removed. The purpose of the shoreland impact plan shall be to eliminate and minimize as much as possible potential pollution, erosion and siltation.

Section 991.19.C states that all conditional use permits for consideration under the Shoreland District shall be subject to the following stipulations:

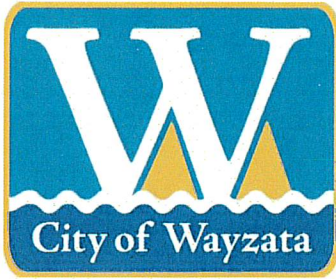
1. The projects shall be analyzed to determine the impact of impervious surfaces, storm water runoff, floodplain, and water quality implications. Only those projects shall be allowed where the adverse impacts have been mitigated through approved means to the extent possible.
2. Storm water treatment measures including, but not limited to, sediment basins (debris basins), desilting basins or silt traps, installation of debris guards, and microsilts basins on storm water inlets, oil skimming devices, etc. shall be required subject to the review of the City Engineer and the Minnehaha Creek Watershed District on projects where applicable.
3. Projects shall be analyzed in terms of provisions for maintenance and enhancement of landscape features, and change in the natural condition of the soil, trees, grade courses and marshes. The vegetative planting plan shall contain trees, when fully mature, that will exceed the building height. The plan shall also minimize tree removal, ground cover change, loss of natural vegetation, and grade changes as much as possible. It shall further provide for the relocation or replanting of trees which are proposed to be removed.
4. Projects shall be analyzed in terms of the appearance of the structure when viewed from the lake's surface. Building materials, and color shall be analyzed to determine which facade and roof materials minimize the appearance and blend the structure into the shoreland and vegetation.
5. Building heights shall be analyzed to determine the impact on surrounding structures and views from the lake surface or other shores. Structures shall not be allowed to exceed a height beyond that is allowed by the base zoning district or cannot be screened by landscaping or other design measures.
6. Residential densities on a project basis shall not be allowed to exceed the maximum allowed density of the base zoning district for which the project is proposed. For higher density residential development and planned unit developments, the density shall not be allowed to exceed the density standards as specified in the R-5 District of this Ordinance.
7. Lot coverage on a project basis shall be restricted to the provisions for maximum impervious surface coverage as provided for in this Ordinance.

8. Overall residential densities in the shoreland area shall not exceed the surplus development capacity for residential density, as calculated for Lake Minnetonka, Gleason and Peavey Lakes, as specified in the Wayzata Comprehensive Plan/Shoreland Management Plan, as may be amended.
9. Overall lot coverage in the shoreland area shall not exceed the surplus development capacity for impervious surface coverage calculated for Lake Minnetonka, Gleason and Peavey Lakes, as specified in the Wayzata Comprehensive Plan/Shoreland Management Plan, as may be amended.
10. All projects shall be in conformance with the Stormwater Management Plan for the City of Wayzata, May 1988, as may be amended and/or approved by the City Engineer.
11. All projects shall be in conformance with the Wayzata Comprehensive Plan/Shoreland Management Plan, as may be amended.
12. All projects shall be subject to the review of the Minnehaha Creek Watershed District.

Amendments to Zoning Ordinance (Section 903.2.F): City Council has the discretion and authority under state law and City Code to amend the City's Zoning Ordinance. Minn. Stat. Section 462.357; Wayzata City Code Section 903. A zoning ordinance amendment may be initiated by the governing body, the planning agency or by petition of affected property owners. Minn. Stat. Section 462.357, Subd. 4. In considering a proposed amendment to the Zoning Ordinance, the Planning Commission and City Council shall consider the possible adverse effects of the proposed amendment. Its judgment shall be based upon (but not limited to) the following factors:

- A. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.
- B. The proposed use's conformity with present and future land uses of the area.
- C. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).
- D. The proposed use's effect on the area in which it is proposed.
- E. The proposed use's impact upon property value in the area in which it is proposed.
- F. Traffic generation by the proposed use in relation to capabilities of streets serving the property.

G. The proposed use's impact upon existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity.



Development Application

Project Information:

Project Name: Boatworks Redevelopment Date Filed: 5/2/19

Property Owner: Boatworks II, LLC

Address: 294 Grove Lane East, Wayzata, MN 55391

Applicant (if different than owner): _____¹

Prior Applications to Wayzata under different names: Boatworks original development

Address (if different than owner): _____

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

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

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

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

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

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

Type of Request:

- | | |
|-------------------------------------|--|
| ☒ | Design Review |
| ☒ | Conditional Use Permit |
| ☐ | Variance |
| ☐ | Subdivision |
| ☐ | Rezoning |
| ☒ | Zoning Amendment |
| ☐ | Comprehensive Plan Amendment |
| ☒ | Planned Unit Development (Concept Plan stage 1 approval) |
| ☐ | Other |

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

Description of Request:

See attached narrative

Applicant may attach other letter sized materials.

Additional Information:**Payment of Fees**

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

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

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

Complete / Incomplete Applications

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

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

Agenda Deadline

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

Notice of Meeting Attendance

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

Accessibility to Property for Site Review

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

Certified List of Property Owners

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

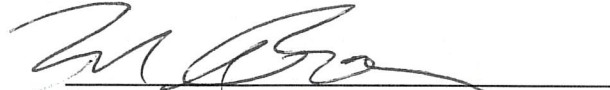
Regular Meeting Schedule

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

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

Acknowledgment and Signature of Owner and Applicant

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



Property Owner as indicated on page one

5/2/19

Date

Applicant (if different than Owner)

Date

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

FOR CITY USE ONLY

Date of Receipt: _____ Receipt No: _____ Recorded by: _____

Date accepted as complete: _____ Accepted by: _____

Introduction:

While we had received quite favorable feedback from a City Council workshop for a four-story re-development of the Minnetonka Boatworks building in September of 2018, the projected revenue from the redevelopment would not support the costs associated with re-constructing the building. We worked hard to come up with an approach that preserved the aesthetics of the design presented in the September workshop as well as the substantial public benefits that came with redeveloping the project. The only solution that met that criteria was to add five or six single loaded penthouse residential units. City staff has suggested that we do a two stage Concept Plan approval process, with this first stage submission focusing on the building design from a use, scale, mass and height perspective. This first stage will also include the required parking calculation and a general concept for the stormwater treatment improvements, site circulation and landscaping.

Once we receive approval for the first stage, the second stage approval will include more detailed concept design of the building exterior elevations including materials, more detailed engineering on the stormwater system and site landscaping design refinements.

General Description of Project:

We proposed demolishing the existing Boatworks building and constructing a new four story plus a fifth residential penthouse level. The first floor (lake level) would consist of office space on the west and a replaced restaurant on the east side. The first floor space has a higher ceiling height to accommodate the restaurant's anticipated new design, a 14ft clear internal loading and boat launch area on the east end, and a mezzanine level of parking for the residential units. The second floor would be at the same grade as the new podium level structured parking on the north side of the building and be primarily office space with the option of a small evening only restaurant just east of the lobby atrium. The third floor would be residential units with the exception of an area on the far east side of the third floor that could be either residential units or office space. The fourth floor would be all residential units. The fifth floor would be five or six single loaded "penthouse" residential units. We are attaching a graphic of each floor plan, and exterior images of the building along with a summary of the new building square footage as compared to the existing building square footage.

We would also be raising the building slightly to meet the new recommended distance above the ordinary high-water level of Lake Minnetonka, and reconstructing a portion of Grove Lane East and the beach parking area as part of the project to address the past flooding problems as well as adjust the grades to meet the new building design.

Public Benefits:

- World class new building design that enhances the image of the west end of downtown.
- Increases the number of on-site parking spaces and provides clearer definition of beach and building parking.
- Provides for 33 +/- new residential units with great connection to the downtown business district.
- Significantly enhanced and safer pedestrian access to the beach and the extension of the Lake Effect concept along the south side of the building.
- Potential to construct a better connection to the Depot boardwalk.
- Numerous areas for public to gather and enjoy the lake and other activities, with a potential major focal point for pedestrian access to the lake. We are attaching an additional graphic that provides some delineation of the public spaces, private spaces and semi-private spaces for the pedestrian/seating areas on the north, west and south sides of the building. The area noted as semi-private will generally be available for public use, but may be reserved periodically for special events, such as corporate events or private party events. We plan on working with city staff, the Park Board and the consultant for the Lake Effect on the detailed walkway, seating and landscaping for these areas.
- Significant improvements to the storm water treatment for the site, by directing almost all of the storm water from the parking deck and building roof into an above grade storm water filtration system before discharge into Lake Minnetonka.
- Adjusts the grade of beach parking and portion of Grove Lane East to avoid high lake level flooding. Including the reconstruction of beach parking area to comply with the new Parks Master Plan for the beach area.
- Moves northeast corner of building back from Lake Street approximately 30 ft.
- Moves all truck delivery, boat launch and trash pick-up to a dedicated delivery/turn-around bay on the east side of the building.
- Provides significant long-term increase in tax base.

Furthering 2040 Comprehensive Plan Approved Vision and Guiding Principles

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 Wayzata 2040 Vision has been adopted by the City of Wayzata. The highlights below are intended to meet the proposed Guidelines of the new 2040 Comprehensive Plan.

Charming (*adjective*; pleasant or attractive)

- Enticing City Spaces. Unlike the current feeling of not being inclusive to the public, the new boardwalk pier's opportunities for kiosks and intimate seating areas creates a destination for people to come visit.
- Strong focus on design and aesthetic. Appealing, attractive, delightful.
- Evokes a sense of belonging for Wayzata Citizens by creating lakefront spaces for social interaction.
- Placing emphasis on the arts. There are opportunities in several areas around the building to incorporate local art, including the potential for sculptures throughout the pedestrian area and interior of the building. Interiors and exteriors could have seasonal Art Show events and the new pier showcasing smaller venue music on the boardwalk pier.
- New developments should be functional while also highlighting Wayzata's History. The history of Boatworks would be shown throughout common areas, highlighting its rich history as a boat building structure.

Walkable and Pedestrian Friendly

- New development enhances walkability and creates a pedestrian friendly environment, leading to a more vibrant community.
- Safer, more physically enticing spaces, leading to happier citizens, as well as visitors, of Wayzata.
- Connects City residents to City's shared spaces (beach, boardwalk pier). This primary location will “fill the gap” between Lake Effect and the beach.

Healthy, Engaged, and Active

- Promotes and fosters greater level of activity and engagement of both the boardwalk and the beach.
- Enhances overall recreation and outdoor lifestyle by enhancing access to trails and walkways.

- An initiative focused toward revitalizing a healthy lakefront and beach activities, including kayaking, paddle boarding, yoga on the beach, sailing events, and family picnics.

Vibrant Parks and City Spaces

- New development encourages connectivity to nature, enhances walkability, and creates a sense of belonging where visitors and residents can come together.
- The redevelopment can be the impetus for a revitalized beachfront to occur.
- Collaboration and timing with the Lake Effect will be important to successfully implement the revitalization of Lake Street.

Environmental Sustainability

- Long term improvement of storm water drainage systems will enhance the health of Lake Minnetonka's ecosystem to foster a healthy, vibrant, and sustainable environment.
- Landscaping and green space will be of the utmost importance, with the addition of attractive live green walls on the exterior of building.
- Replacing an insignificant, inefficient building with the latest in sustainable construction, materials and energy efficient solutions.

Multi-Generational

- The development will attract and enhance a multi-generational community. Improved beach areas will attract younger families and professionals by having safe, walkable and bikeable environments.
- Gathering and seating areas will be a welcoming place for both grandparents and grandkids to enjoy.

Connected

- Improved connection to Parks and Trails. The new proposed Boatworks development will enhance the desirable lakefront to achieve a fully connected and vibrant City.
- Fulfilling the "completion" of the west end of Lake Street. Both ends of Lake Street would be complete with new opportunities to establish connectedness with Lake Street.

City Nodes with Greater Housing Diversity

- Creates nodes within the City that facilitate higher density development that are more walkable, connected and vibrant. The Boatworks redevelopment fits this description.

Recognition of the 2030 Comprehensive Plan:

In recognition of the 2030 Comprehensive Plan, we believe that the Boatworks Redevelopment also achieves many of the visions and priorities for the current Comprehensive Plan. Below is our review and comments of the 2030 Comprehensive plan.

2030 Wayzata Comprehensive Plan - A Shared Vision for Wayzata

Wayzata will continue to be a community with a great spirit and passion for all that it is – a destination on Lake Minnetonka, a desirable place to live, and a profitable place for commerce. We are an engaged community comprised of well-minded independent thinking people who see the value in doing good for the community. We understand this will create tension at times and during those times we expect our civic leaders to take charge. Wayzata will continue to evolve in a manner that has pride in its heritage, joy of living in the present, and an orientation toward the future. We value parks, open spaces other public areas and public art to help broaden our perspectives. We value community building opportunities. We are concerned about not being able to capitalize on opportunities because of high property values. We also recognize that high property values allow us to be who we are today. We see redevelopment as an opportunity for new investment. We also value redevelopment to protect our natural and physical resources. We understand we are part of a larger metropolitan area and have a role to serve in the region.

Preserve and enhance Wayzata's "small town" character

- Scale, walkability, land use patterns, street and boulevard character

We believe that walkability, land use patterns and street level experience on the west end of Lake Street is significantly enhanced for the community experience. Scale, in our opinion, is a function of overall experience for members of the community including access and usability.

Strong residential neighborhoods

- Reinforce and enhance residential neighborhoods. The market has proven that a "residential neighborhood" has an additional meaning.

The "new neighborhoods" include a lifestyle for those seeking walkability, a new form of social interaction, and a sense of home without single family ownership.

A vibrant and healthy business climate

- A strong downtown is key to the economic and social base of the community
- Preserve and enhance the business structure for primary retail/commercial areas

The mixed use of the Boatworks combines a passive use with a strong business component.

Family orientation

- The physical environment is built to allow for the development of cultural and social activities that provide the opportunity for social engagement.

The redevelopment of the western portion of the Wayzata commercial district will bring more opportunity for social interaction and primarily for multi-generational activities.

Community heritage

- Build community form; redevelopment of significant properties; small town roots
- Preservation of historic or significant properties

We believe that a building that is functionally obsolete and has no historical value should be planned for the future.

Maintain and enhance the diversity of housing options

- Continue to recognize housing diversity is a community asset
- Address the need and opportunities for life cycle housing

Wayzata is a desirable place, especially with a walkability component, to meet the primary “life cycle” part of the market.

A connected community

- Build physical and psychological connections between all residential neighborhoods, business areas, and links to other recreational amenities

The redevelopment of the Boatworks property is the link that will bring together the west end of Lake Street and complete the lake front of Wayzata.

Protection of amenities

- Preserve and protect significant natural resource areas
- Promote access to community park and open space resources

One of the greatest benefits of this redevelopment is the significant improvement to the storm water treatment and environmental quality enhancement to one of our greatest natural amenities, Lake Minnetonka.

Strengthen and reinforce community gateways

- Provide announcement and sense of place to areas of the community at key entry points through architectural, landscape and urban design elements

The Boatworks redevelopment will bring pedestrian and social interaction as the west end “gateway” into the Wayzata commercial district.

Sustainability

- As addressed in: policy decisions, legislative actions, and administrative actions and implementation

Sustainability is inclusive for not only environmental issues, but also long-term impact on viability of a business, a forward-thinking real estate use, and introduction of a building that provides energy conservation and the use of sustainable materials, and a social environment that will serve the public for years.

Redesign of West Building Elevation:

Based on feedback from the April 2nd City Council workshop, we have focused on re-designing the west end of the building to reduce the building mass, provide a stairs for enhanced pedestrian access from the podium level parking down to the beach area, utilize a terraced landscaping concept with better locations for planting of trees and shrubbery in place of the sloped berm, and add elements of a “green wall” to soften the look of the building from the beach area and Shaver Park. We are including an image of the new design with this application.

Parking:

We are attaching a summary of the code required parking and a calculation of how the parking provided exceeds the minimum required parking. Since the April 2nd Council Workshop, we have received interest in the possibility of a smaller “evening only” restaurant on the second floor in addition to the lake level restaurant. We have shown that as an option on the plan. Since the parking for that use would only be during the evening and it would replace approximately 4,000 SF of office space, it would actually reduce the peak period parking requirements.

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

When the original Boatworks project was approved in 1996, there were limited opportunities to improve the treatment of storm water runoff, since the entire Boatworks, beach and Grove Lane East were relatively flat and approximately three feet above the lake water level. We worked with the City and the Watershed District to enlarge the storm water treatment pond on the southwest corner of the site, between the Boatworks building and the beach. With the new development incorporating an above grade structured parking, we now have the opportunity to capture virtually all of the storm water run off from both the building and the Boatworks parking area and direct it to above grade storm water treatment chambers. We are looking at using something similar to the Kraken Bio-Clean Stormwater Filtration System (see attached brochure). Conceptually there would be a series of filtration chambers located under the parking ramp access to the mezzanine level parking to treat all of the storm water from the parking area and a portion of the building roof storm water. A smaller series of chambers located under the north east drive way to the podium level parking area to treat storm water that drains toward the entry to the site from Lake Street. Our civil engineer will be working closely with the City staff and the Watershed District to substantially improve the quality of the storm water that goes into Lake Minnetonka from our site.

While we can't direct the water from the beach parking or Grove Lane East into our new water treatment chambers, we do plan on re-constructing the beach parking and portions of Grove Lane East to reduce the chance of those areas flooding during high lake level periods as experienced in the summer of 2014. This will allow a

better opportunity to direct the drainage of the surface water from those areas and work with the city and Watershed District on additional ways to treat the run off from Grove Lane and the beach parking area. It appears very likely that the existing ponding area could be reduced in size and changed to more of a filtration basin. The exact amount of the reduction will not be able to be determined until we have more complete civil engineering drawings. If that works, it would allow more room on the beach for a shade pavilion.

Requested Zoning Text Amendments:

To facilitate the approval of the extra height of the building and not open the door to height increases that are not warranted in the City, we are requesting the following text changes to the Zoning Ordinance.

1. Zoning text amendment

We are requesting amendment to Chapter 933 – Planned Unit Development as follows:

Amend 933.01 A-13 d to read as follows (changes in red underlined):

d) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres and PUD Districts that were zoned commercial prior to PUD, exceed 3 acres and are determined by the City Council, at its sole discretion, to have sufficient public benefit the allowable setbacks shall be negotiated and agreed upon between the applicant and the City.

Amend 933.01 A-14 c to read as follows (changes in red):

c) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres and PUD Districts that were zoned commercial prior to PUD, exceed 3 acres, and are determined by the City Council at its sole discretion to have sufficient public benefit the allowable height shall be negotiated and agreed upon between the applicant and the City.

We are also requesting amendment to Chapter 909 – Design Standards as follows:

Amend 909.10 Screening of Rooftop Equipment to read as follows (changes in red):

A. Wayzata Blvd District and any other C-3 zoning as of 4/23/19.

1. All mechanical equipment shall be completely screened behind a parapet wall, so as not to be visible from adjacent properties and pedestrian view vantage points from adjacent sidewalks.
2. No enclosure shall be larger than 25 percent of the roof area.

(General note: There are a number of C-3 zoned parcels in the Wayzata Blvd District, and only one other C-3 zoned property in the rest of Wayzata,

which is the Boatworks property. We fully intend to screen the mechanical equipment within the penthouse level of the building, but need this provision since technically the screened mechanical would be on the fourth-floor roof or any minor mechanical equipment associated with the residential units, such as small air conditioning condenser units that may need to set on the roof of the penthouse level.)

Planned Unit Development Conditional Use Permit:

We are requesting that the current C-3 zoning stay in place and that a new Planned Unit Development Conditional Use Permit be approved. The new PUD/CUP would carry forward the appropriate elements of the existing PUD/CUP to be incorporated into a new Development Agreement covering any of the items that are needed to facilitate the redevelopment of the property including the approved final Design Plans and uses.

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

The current PUD/CUP Development agreement for the property did include a Shoreland Impact Plan/Conditional Use Permit and waiver of shoreland setback and impervious surface, but not the increase in height. Since the new building is larger and higher, we will be revising the Shoreland Impact Plan/Conditional Use Permit to reflect the new building design. We believe that the substantially improved storm water treatment elements that will be incorporated into the building will more than offset any perceived impacts of the building height from the lake.

Next Steps:

If the Concept Plan – Stage 1 submission receives approval by the City Council, we will move forward with more detailed design of the building, site work, storm water treatment design and any corresponding improvements to the beach area and Grove Lane East, and submit that information for a Concept Plan – Stage 2 submission. Once that is approved, we would then proceed with the formal PUD General Plan and any related approvals including a new vertical RLS plat to accommodate the separate ownership of the office/restaurant space and the residential units and related support space including the secured parking area on the mezzanine level parking area.



Wayzata Boatworks Re-imagined

Concept Plan Approval - Stage 1 - May 1, 2019

Past – Present – Future

Much more than redevelopment – A toast toward the “best is yet to come!”

A special and unique “Century” opportunity. Few properties deserve the attention that could span more than 100 years of future use and enjoyment. Looking back, Lake Minnetonka’s history can give us a wink into what the future can be for such a rare property. Vision, Careful Design & Enhancement of this lake property aligned with other lake front initiatives can ensure that this property will be the best it can be for many-many years.

The Wayzata Real Estate market may change, but the past indicates that the demand for Lake Front Commercial use including Executive Offices and an opportunity for Dining along with Luxury Residences are the best uses for the future of this site.

The historical evolution of the current use and site layout began as a boat building and repair work building fulfilling that business need and character of Wayzata’s lake front. As times changed, it set into motion a remodel after remodel of a building to try and adapt to revised “best uses”. Unfortunately, today the building is a series of remodel projects that leaves a building that is outdated, not functional, poorly designed for parking and its span of asphalt, inefficient in use and is in need of continuous repair and economically challenged for tenants and value for the building.

This valuable property is worthy of, and deserving of, a “World Class” change for the future.

The proposed Boatworks Re-Imagining balances the appropriate scale of building size and parking reconfiguration. It also maintains and enhances the public experience and access to the Public Beach front and connectivity to the rest of the downtown area.

The redevelopment ideas for the site began with the following primary criteria and considerations; Development Design – Architecture & Use – Site Conditions & Planning, but it all began with the forethought of Community Benefit. The categories reflect the thinking that helped us create a well-balanced redevelopment plan.

Development Design Criteria:

1. Community Enhancement: “100 year Opportunity”
 - Public Circulation and pedestrian spaces; Beach enhancement, Relationship to Depot
 - Opportunities to assist in the following areas:
 - + Improve water quality treatment from storm water run-off.
 - + Potential to raise portions of parking area, portions of Grove Lane East, beach and marina areas out of flood prone areas.
 - + Enhanced public experience along Lake Front with significant public focal point at central thru lobby area.
 - Enhanced long term tax value of project to city.
2. Architecture and Use:
 - Must be outstanding and compelling architecture.
 - Uses: Office – Residential - Restaurant
 - Mass and Height - a design that fits into the visual aesthetic of Wayzata while recognizing the need for some height flexibility to make the economics of reimagining work.
 - Parking redesign to increase number of on-site parking spaces and better clarify public vs Boatworks building parking.
3. Site Conditions & Planning
 - Must show that we are not limiting perception or actual public access, but enhancing the beach and surrounding uses.
 - Inviting – encouraging – exciting element on Wayzata's Lake front
 - Structured parking supplementing existing on-grade This also allows for a significant improvement in storm water runoff treatment.
 - Ability to raise parking and portions of Grove Lane East out of a flood prone area.
 - Incorporate a workable delivery, boat launch, trash collection area.
 - Move building back from street/rail road at main entry to the site to provide a more aesthetic view from Lake Street. Include a meaningful sculpture piece at entry to site.
 - Enhance connection of lake front boardwalk to the east lake front boardwalk, and provide better access to the lake.

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 Wayzata 2040 Vision has been adopted by the City of Wayzata. The highlights below are intended to meet the proposed Guidelines of a new 2040 Comprehensive Plan.

Charming (adjective; pleasant or attractive)

- Enticing City Spaces. Unlike the current feeling of not being inclusive to the public, the new boardwalk pier, opportunities for kiosks and intimate seating areas will create a destination people will want to come visit.
- Strong focus on design and aesthetic. Appealing, attractive, delightful.
- Evokes a sense of belonging for Wayzata Citizens by creating lakefront spaces for social interaction.
- Placing emphasis on the arts. There are opportunities in several areas around the building to incorporate local art, including the potential for sculptures throughout the pedestrian area and interior of the building. Interiors and exteriors will have seasonal Art Show events and the new pier will showcase smaller venue music on Boardwalk.
- New developments should be functional while also highlighting Wayzata's History. The history of the Boatworks will be shown throughout common areas, highlighting its rich history as a boat building structure.

Walkable and Pedestrian Friendly

- New development will enhance walkability and create a pedestrian friendly environment, leading to a more vibrant community.
- Safer, more physically enticing spaces, leading to happier citizens, as well as visitors, of Wayzata.
- Connects city residents to city's shared spaces (beach, boardwalk pier). This primary location will “fill the gap” between Lake Effect and Beach.

Healthy, Engaged, and Active

- Promotes and fosters greater level of activity and engagement of both the boardwalk and the beach.
- Enhances overall recreation and outdoor lifestyle by enhancing access to trails and walk ways.
- An initiative focused toward revitalizing a healthy lakefront and beach activities, including kayaking, paddle boarding, yoga on the beach, sailing events, and family picnics.

Vibrant Parks & City Spaces

- New development will encourage connectivity to nature, enhance walkability, and create a sense of belonging where visitors and residents can come together.
- The redevelopment can be the impetuous for a revitalized beachfront to occur.
- Collaboration and timing with the Lake Effect will be important to successfully implement the revitalization of Lake Street.

Environmental Sustainability

- Long term Improvement of storm water drainage systems will enhance the health of Lake Minnetonka's ecosystem to foster a healthy, vibrant, and sustainable environment.
- Landscaping and green space will be of the utmost importance, with the addition of attractive live green walls on the exterior of building.
- Replacing an insignificant, inefficient building with latest in sustainable construction, materials and energy efficient solutions.

Multi-Generational

- The development will attract and enhance a multi-generational community. The improved beach areas will attract younger families and professionals by having safe walkable and bikeable environments.
- Gathering and seating areas will be a welcoming place for both grandparents and grandkids to enjoy.

Connected

- Improved connection to Parks & Trails. The new proposed Boatworks development will enhance the desirable lakefront to achieve a fully connected and vibrant city.
- Fulfilling the “completion” of the west end of Lake Street. Both ends of Lake Street will now be complete and new opportunities to establish the connectedness of Lake Street.

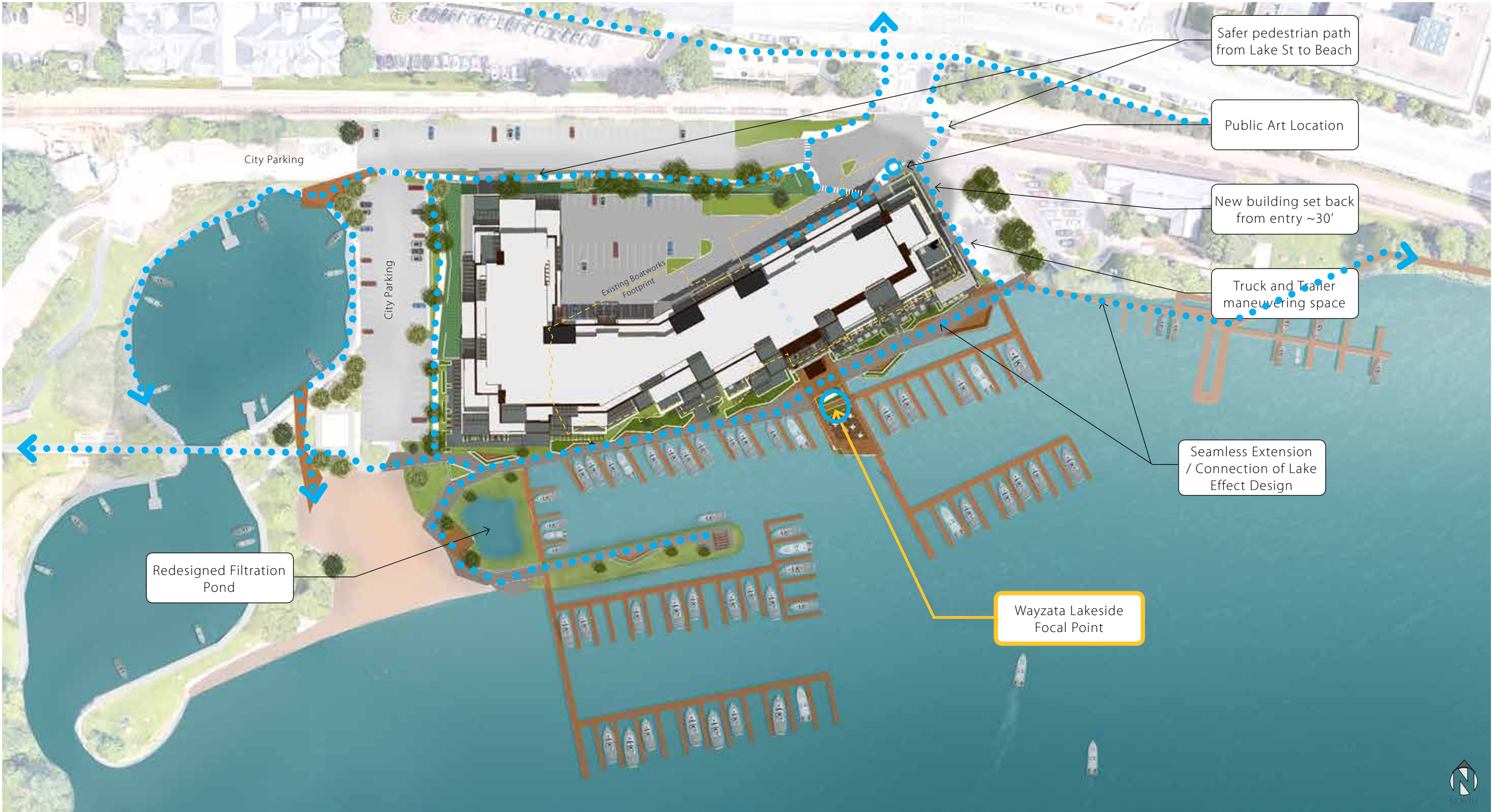
City Nodes with Greater Housing Diversity

- Create nodes within the city that facilitate higher density development that are more walkable, connected, and vibrant. The Boatworks redevelopment fits this description.

Existing Conditions



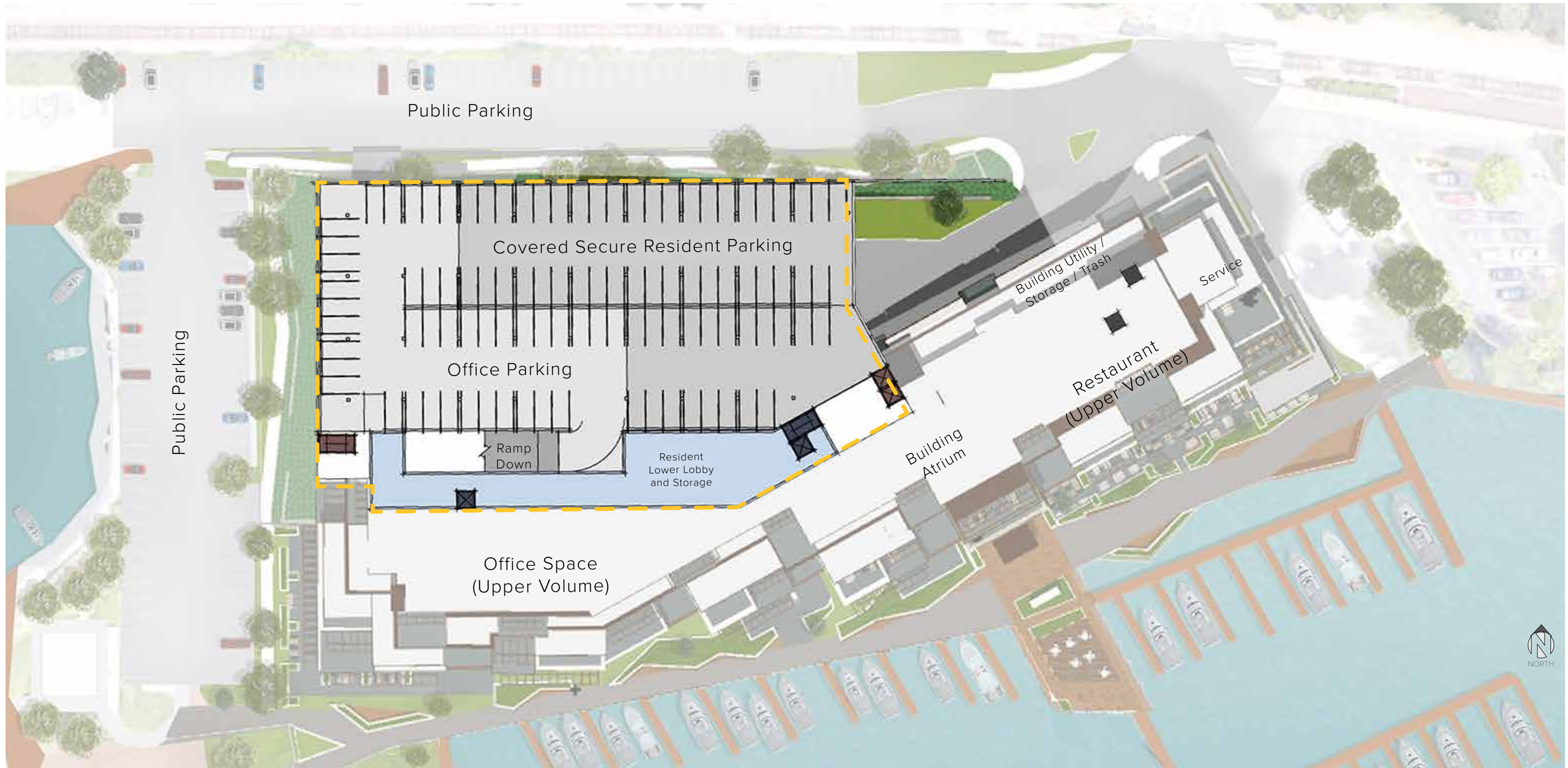
Concept Site Plan



Conceptual Floor Plan - Lake Grade - Level 1



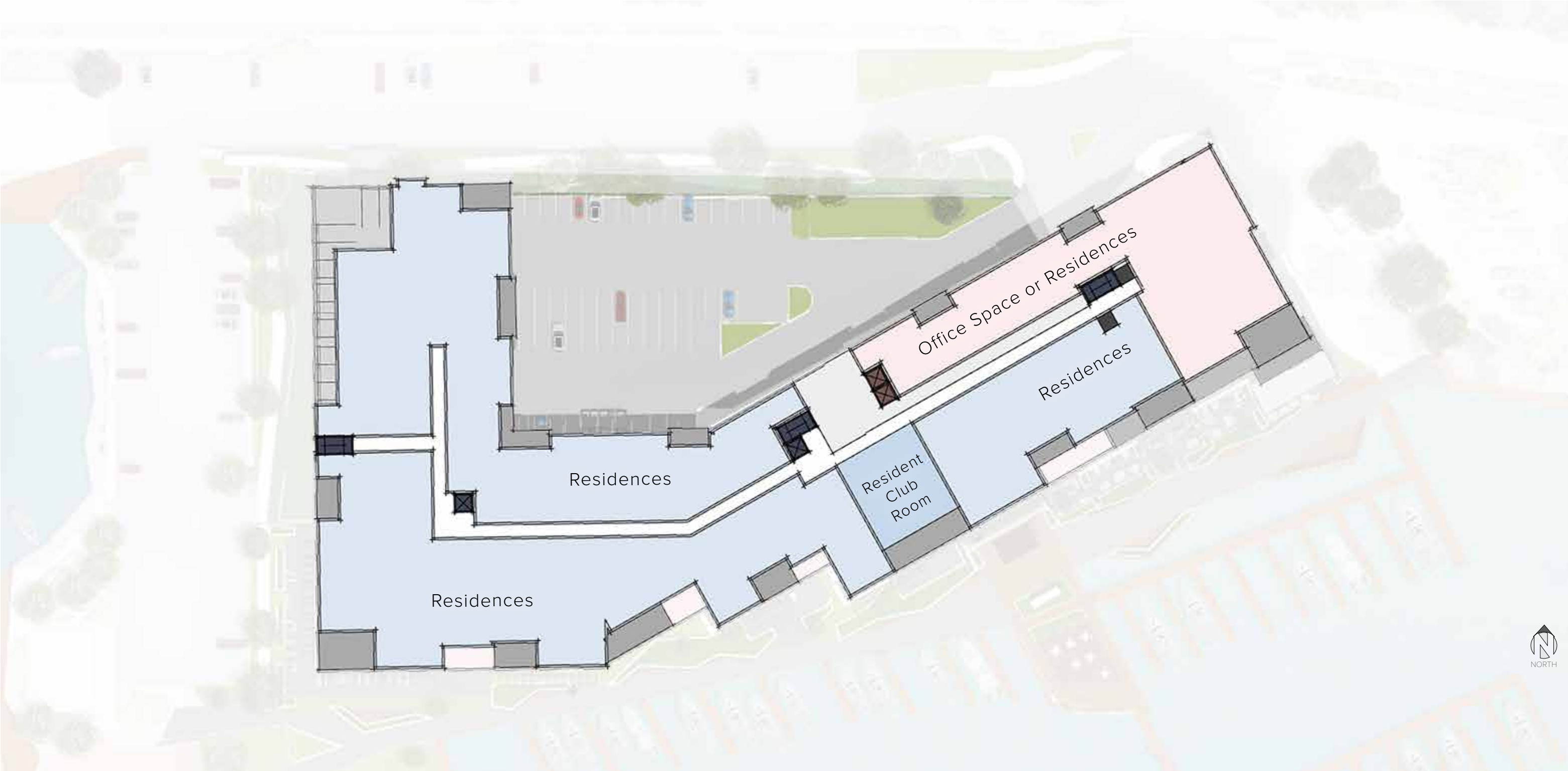
Conceptual Floor Plan - Mezzanine Parking - Level 1.5



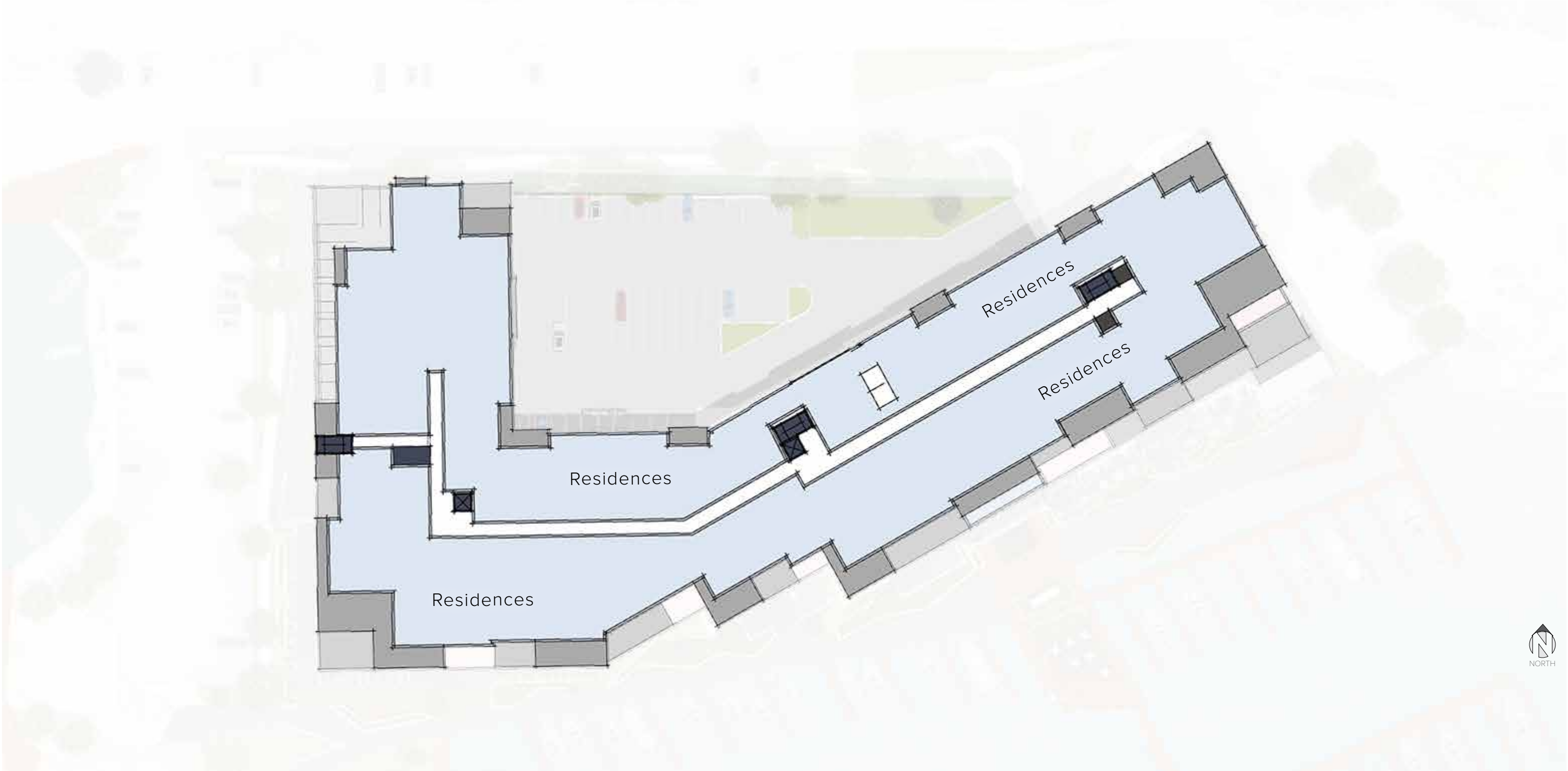
Conceptual Floor Plan - Parking Grade - Level 2



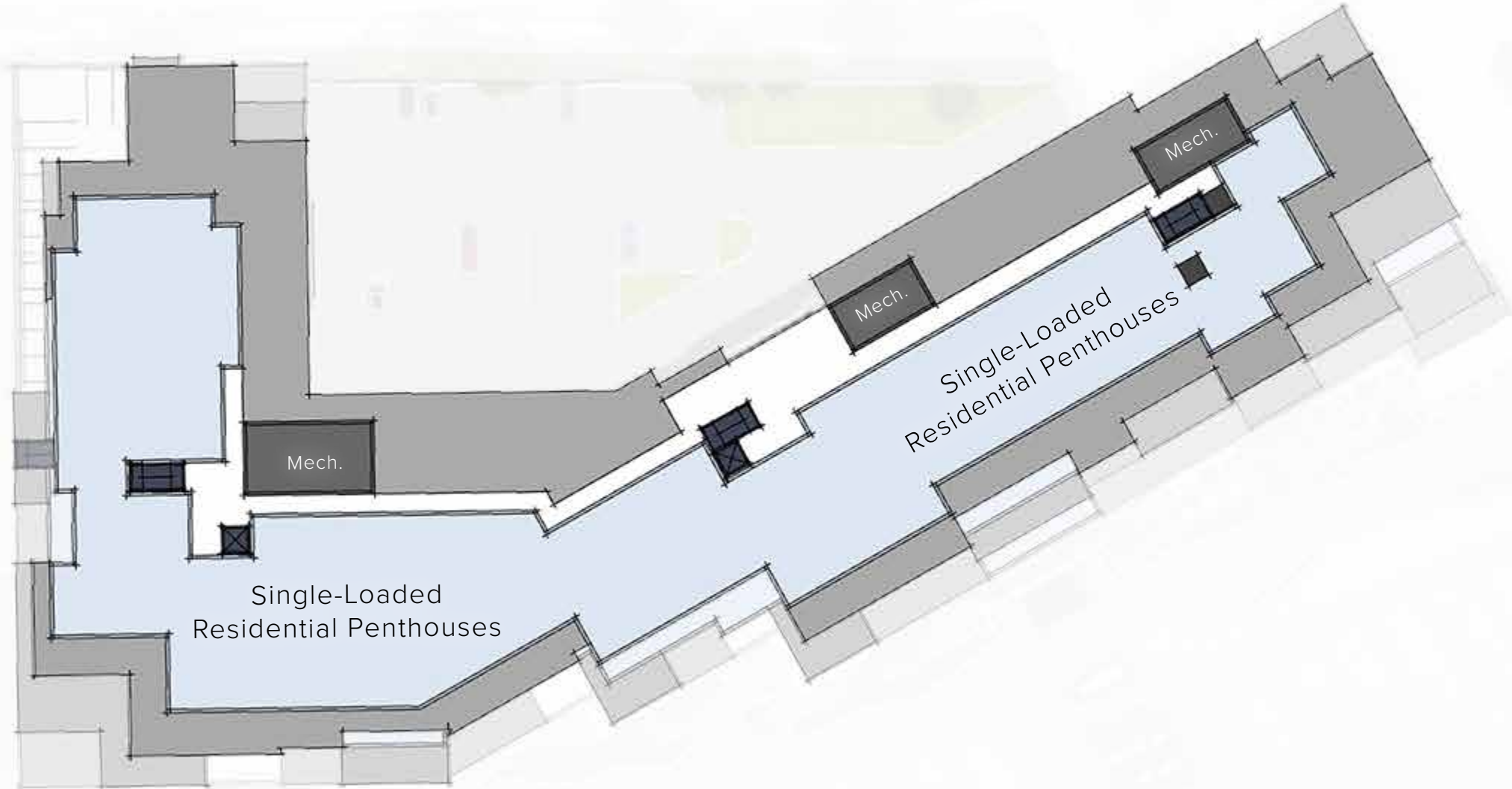
Conceptual Floor Plan - Level 3



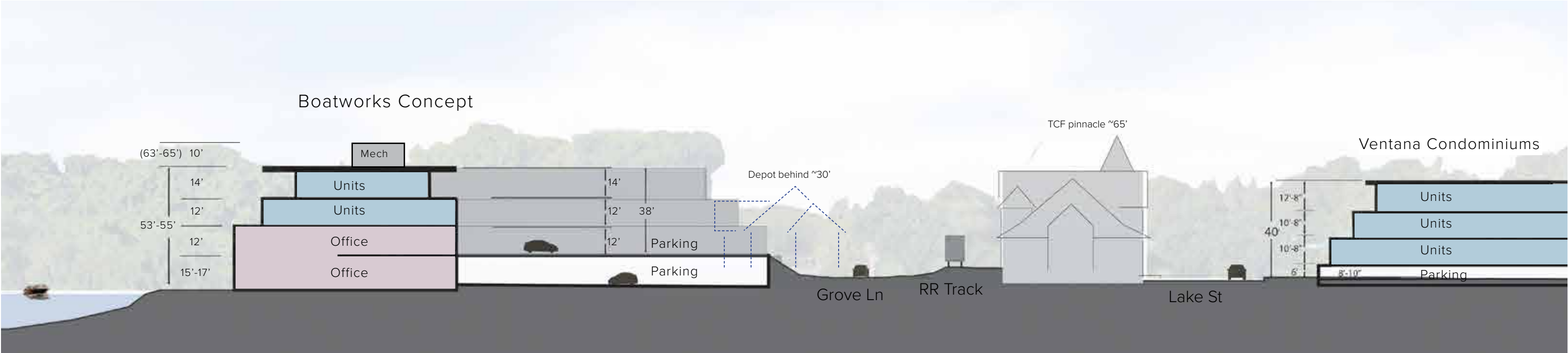
Conceptual Floor Plan - Level 4



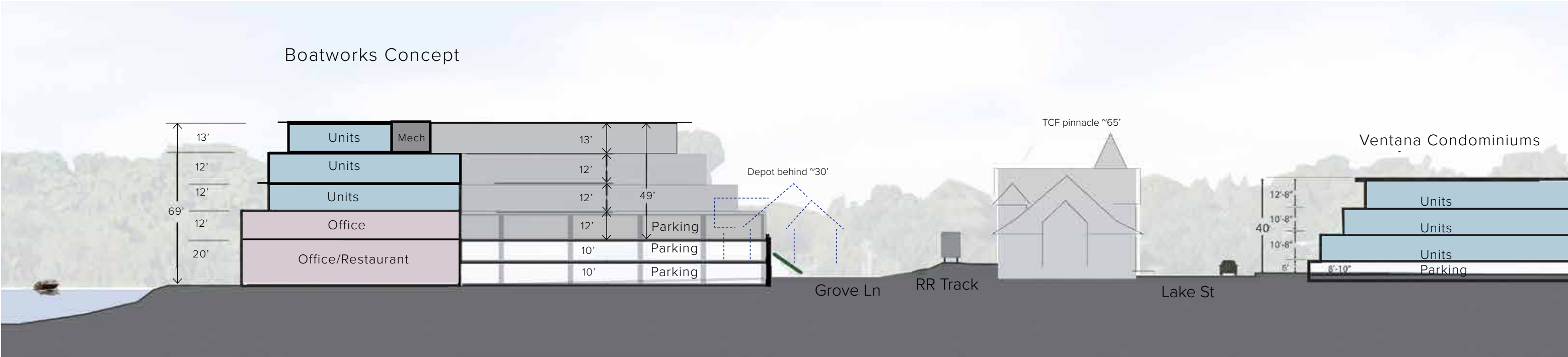
Conceptual Floor Plan - Level 5



Site Sections with Approximate Building



Workshop 1 - September 18, 2018



Workshop 2 - April 2, 2019

Relative Height Comparison



TCF Office
Tower
78'

Boatworks
Proposed
73'

Noland
Bldg.
68'

445
Lake St. E
54'

Harrington
House
93'

COV
Tower
46'

Windsten
Townhomes
85'

Promenade
79'



Lake and Broadway



COV Entrance



Lake Street and Walker Ave



Lake Street and Minnetonka Ave



Lake Street and Barry Ave



Lake Street at New Apartments



Lake Street and Carwash





An architectural rendering showing a modern building with stone and wood siding, a paved walkway, and people walking and pushing a stroller. A man in the foreground is walking a dog. The scene is set outdoors with trees and a clear sky.

Exterior Animation

Rendering from Beach



Rendering from Docks



Rendering from Grove Lane





Boatworks Siteplan - Public Areas of Access



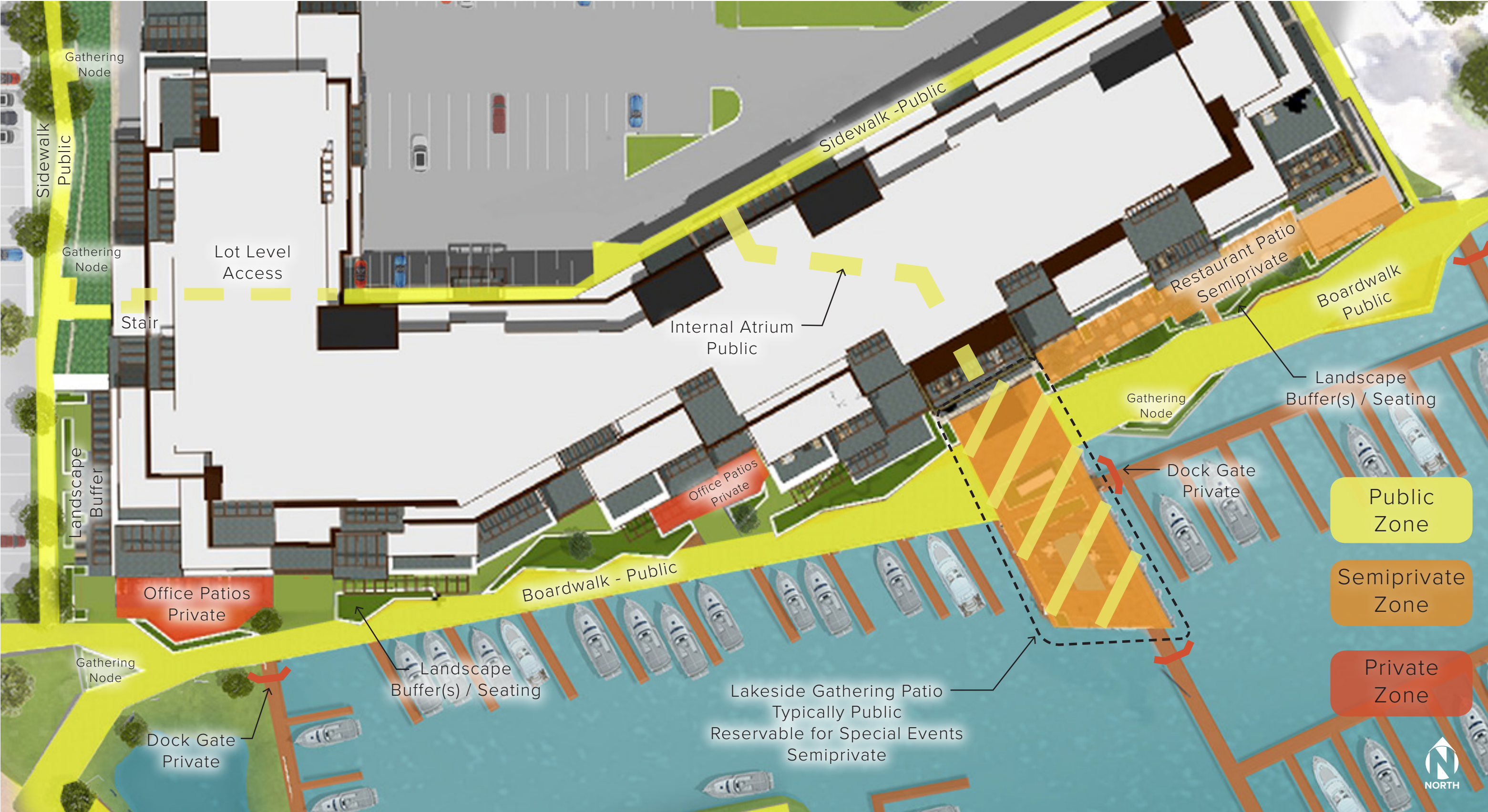
Wayzata Boatworks

Wayzata | MN

Boatworks Siteplan - Public Areas of Access



Boatworks Siteplan - Public Areas of Access - Lakeside Detail



Boatworks Siteplan - Public Areas of Access - Cityside Detail

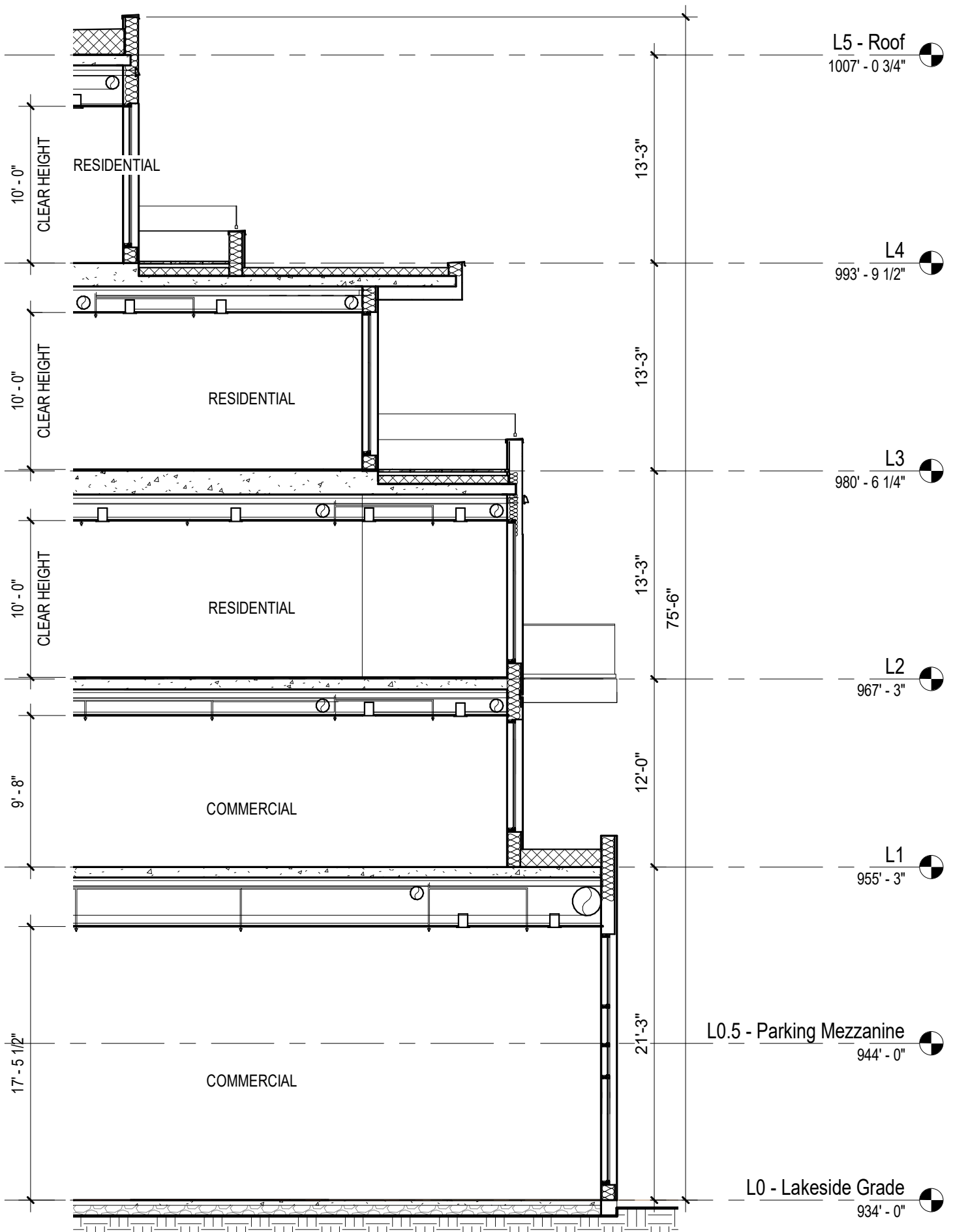


Relative Approximate Height Comparison



TCF Office Tower	Boatworks Proposed	Noland Bldg.	445 Lake St. E	Harrington House	COV Tower	Windsten Townhomes	Promenade
78'	78'6	68'	54'	93'	46'	85'	79'

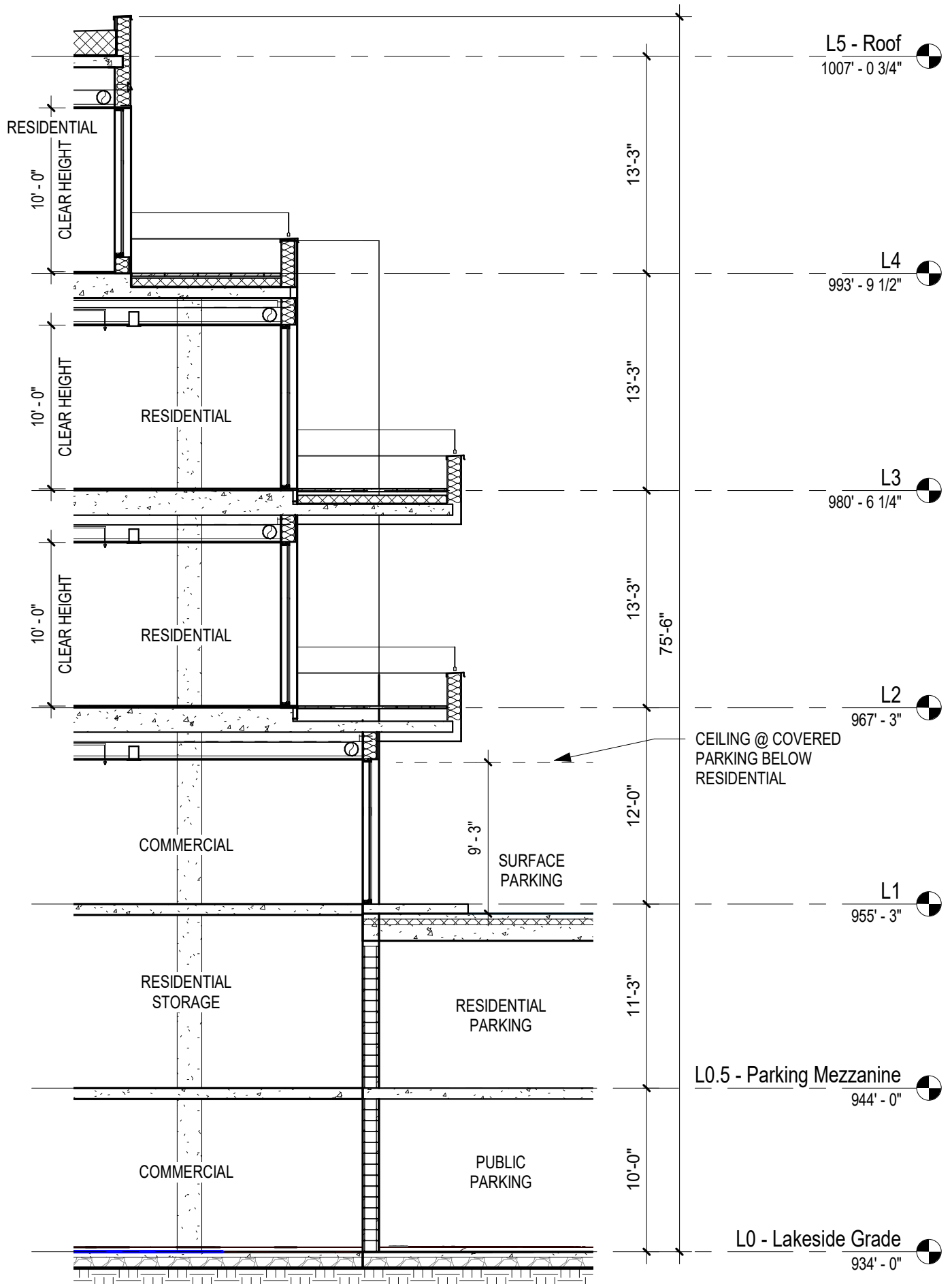


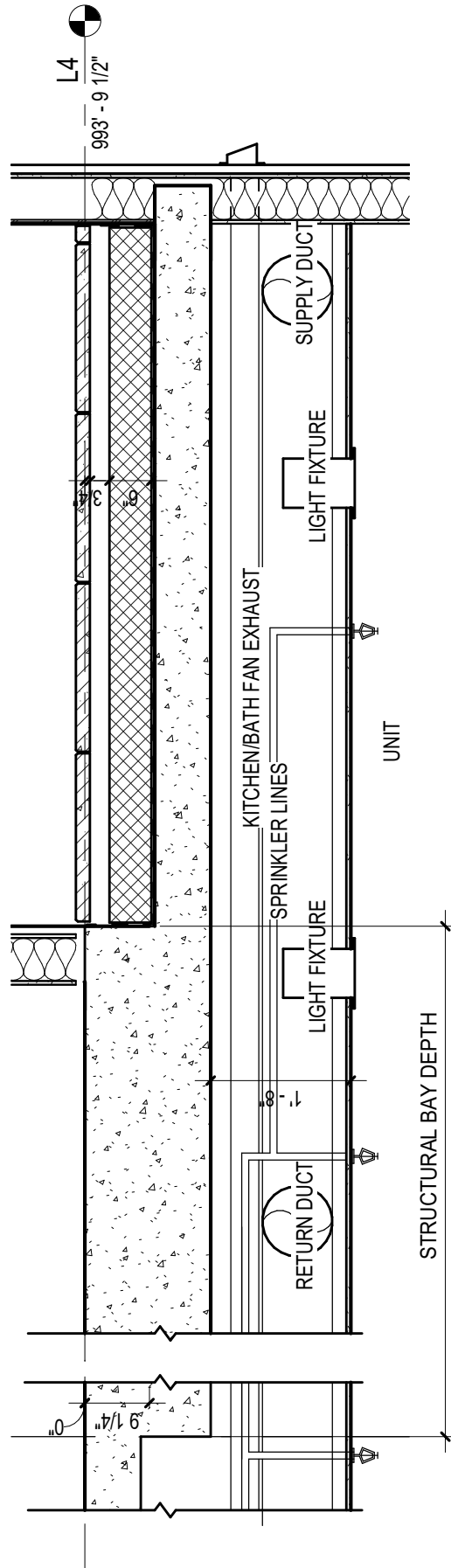


Wayzata Boatworks - Wall Section @ Lake Side

05/23/19

CUNINGHAM
G R O U P





Floor @ Patio Detail

1/2" = 1'-0"

Boatworks Phase 3 Redevelopment - Square Footage analysis

Based on 5/20/19 Concept Plan

**(Note: residential unit square footages below are our best guess at this point in time. The actual number of units and unit square footage may vary, but the total net square footage should remain close to what is shown)

Residential

Penthouse (5th Floor)

Unit #	Approx. Net SF
1	4,569
2	4,808
3	4,672
4	4,843
5	4,758
6	4,716
Total Net SF	28,366

4th Floor

Unit #	Approx. Net SF
7	5,174
8	3,945
9	2,996
10	3,231
11	2,537
12	3,665
13	2,720
14	1,791
15	1,775
16	2,068
17	2,177
18	2,167
19	3,225
20	3,508
21	2,538
22	1,925
Total Net SF	45,442

3rd Floor

Unit #	Approx. Net SF
23	4,277
24	4,600
25	4,220
26	4,375
27	2,197
28	2,860
29	3,273
30	3,459
31	2,211
32	2,394
33	1,955
Total Net SF	35,821
Total	109,629
Ave. SF for 33 units	3,322

Office space

Approx. Net SF

First Floor (lake level)	
South west	20,845
Second Floor (street level)	
North east	4,377
South east	7,771
North west	4,424
South west	19,738
Third floor	11,686

Total Office Net SF 68,841

*note: 3,560 SF of SE office could change to evening only restaurant

Restaurant

Approx. Net SF

First Floor	8,797
Total Restaurant	8,797

Total Office/Rest. Net 77,638

Office/Restaurant common area 19,411

Total office/restaurant rentable SF 97,049

Gross Square footage

	Building
First floor	46,602
Mezzanine	8,210
Second floor	47,678
Third floor	55,518
Forth floor	49,748
Fifth floor	32,184
Total	239,940

Building Square Footage summary by use

Residential net SF	109,629
Residential common area	28,404
Office rentable area	86,053
Restaurant rentable area	10,996
Non-allocated building area	4,858
Total Grosss Bldg Square footage	239,940
Structured Parking	66,517

Boatworks Phase 3 Redevelopment									
Parking per Concept plan as of 5/20/19									
Base Parking									
		Unit			Stalls per unit	Total required			
	Condominiums	33		Units	2	66			
	Office (90%)	61,675		SF	333	185			
	Marina	75		Slips	70%	53			
	(Option for evening only restaurant in lieu of office on 2nd Fl.)	3,600		SF	66	55			
	Restaurant (90%)	7,917		SF	66	120			
						479			
Parking required per Joint Facilities formula (801.20.9)									
					Weekday			Weekend	
				Midnight to 7:00 AM	7:00 AM to 6:00 PM	6:00 PM to Midnight	Midnight to 7:00 AM	7:00 AM to 6:00 PM	6:00 PM to Midnight
	Condominiums	66		66	66	66	66	66	66
	Office	185		9	185	9	0	19	0
	Marina	53		0	21	11	0	39	14
	Option evening only Restaurant	55		0	0	55	0	0	55
	Restaurant	120		12	84	120	24	84	120
				87	356	261	90	208	255
	Adjusted Required parking	356	* Note - evening only restaurant would actually reduce the peak daytime parking demand since there would be around 4,000 SF less of office.						
					Height analysis with mezz level parking added:				
	Provided parking:				Level		Elevation	Difference from podium	Difference from grade
	Grade Level	129			Grade level		934.0		
	Secure condo parking	66			Mezz level		944.0		
	Mezz public pkg	14			Street/podium		955.3		
	Podium level parking	85			First Resid. Level		967.3		
	Shaver McCarthy property	85			Second Resid. Level		980.5		
	Total provided	379			Third Resid. Level		993.8		
					Roof parapet elev.		1009.5	54.2 ft	75.5 ft
	Excess Parking spaces	23							



Kraken™ Filter

A Stormwater Filtration Solution

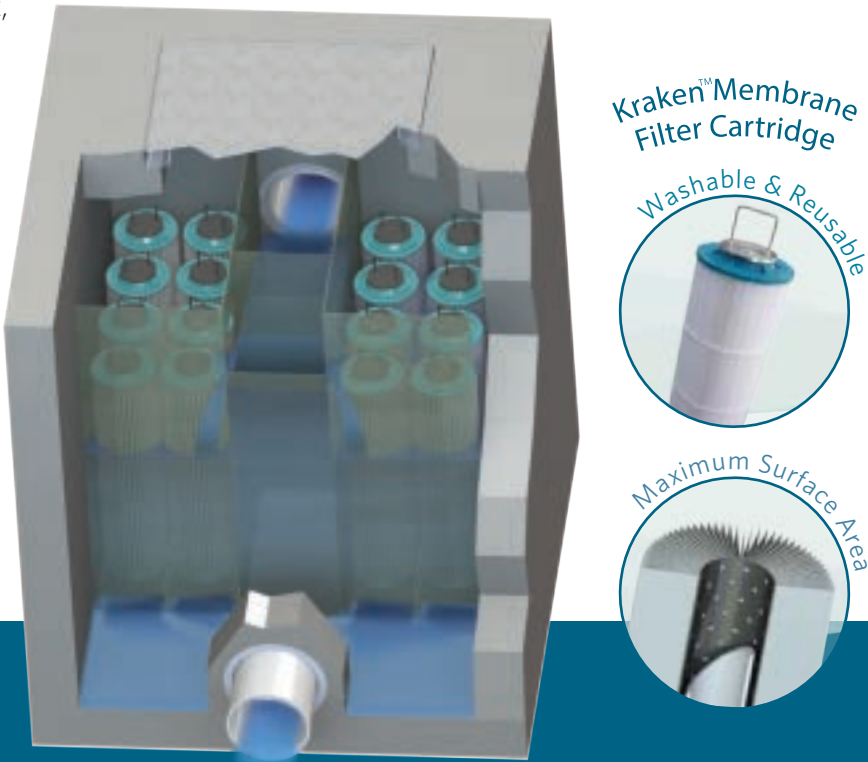


OVERVIEW

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

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

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



PERFORMANCE

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

72% REMOVAL OF PHOSPHORUS

ADVANTAGES

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

APPROVALS

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



TAPE PERFORMANCE

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



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

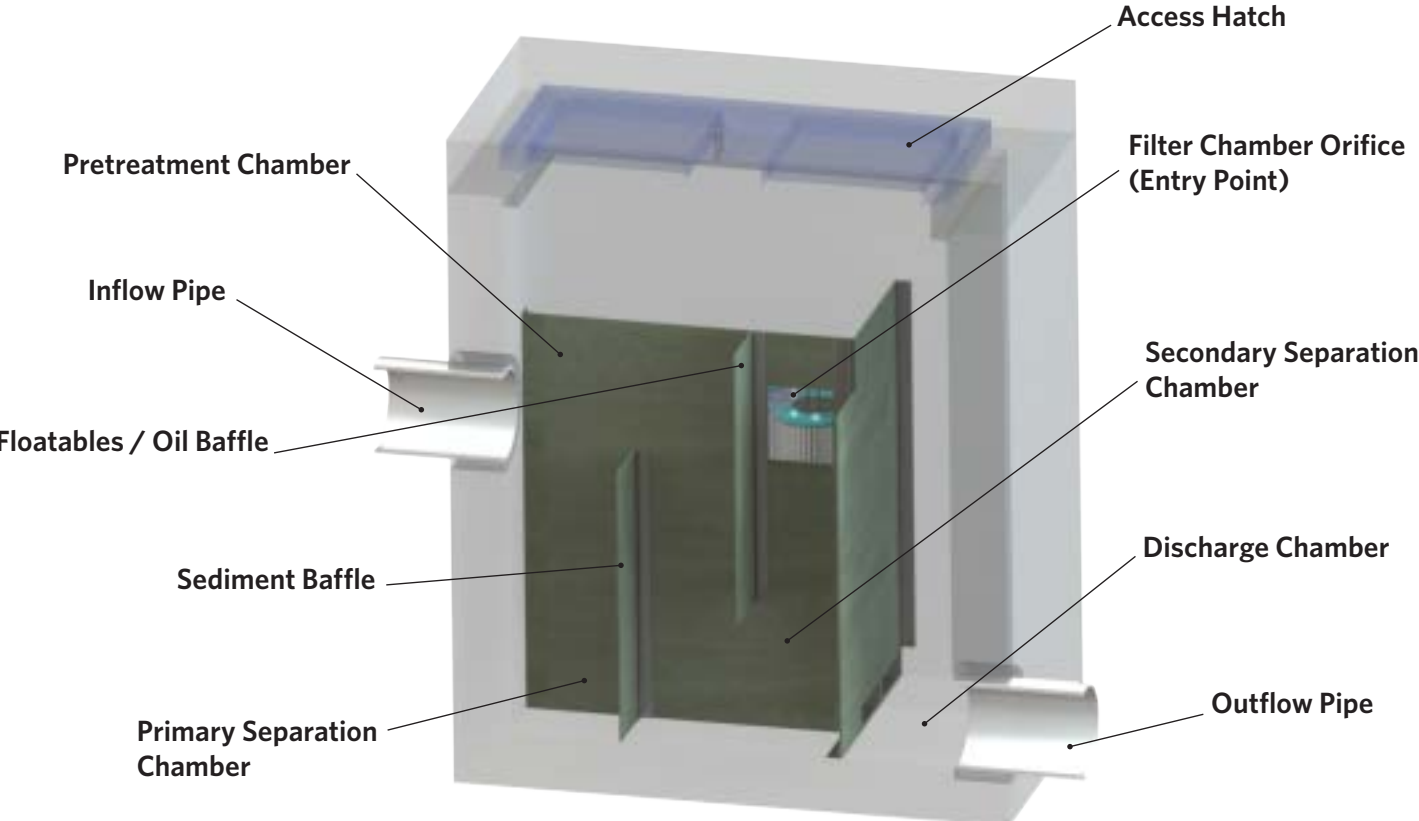
SPECIFICATIONS

Based on Max Cartridge Capacity

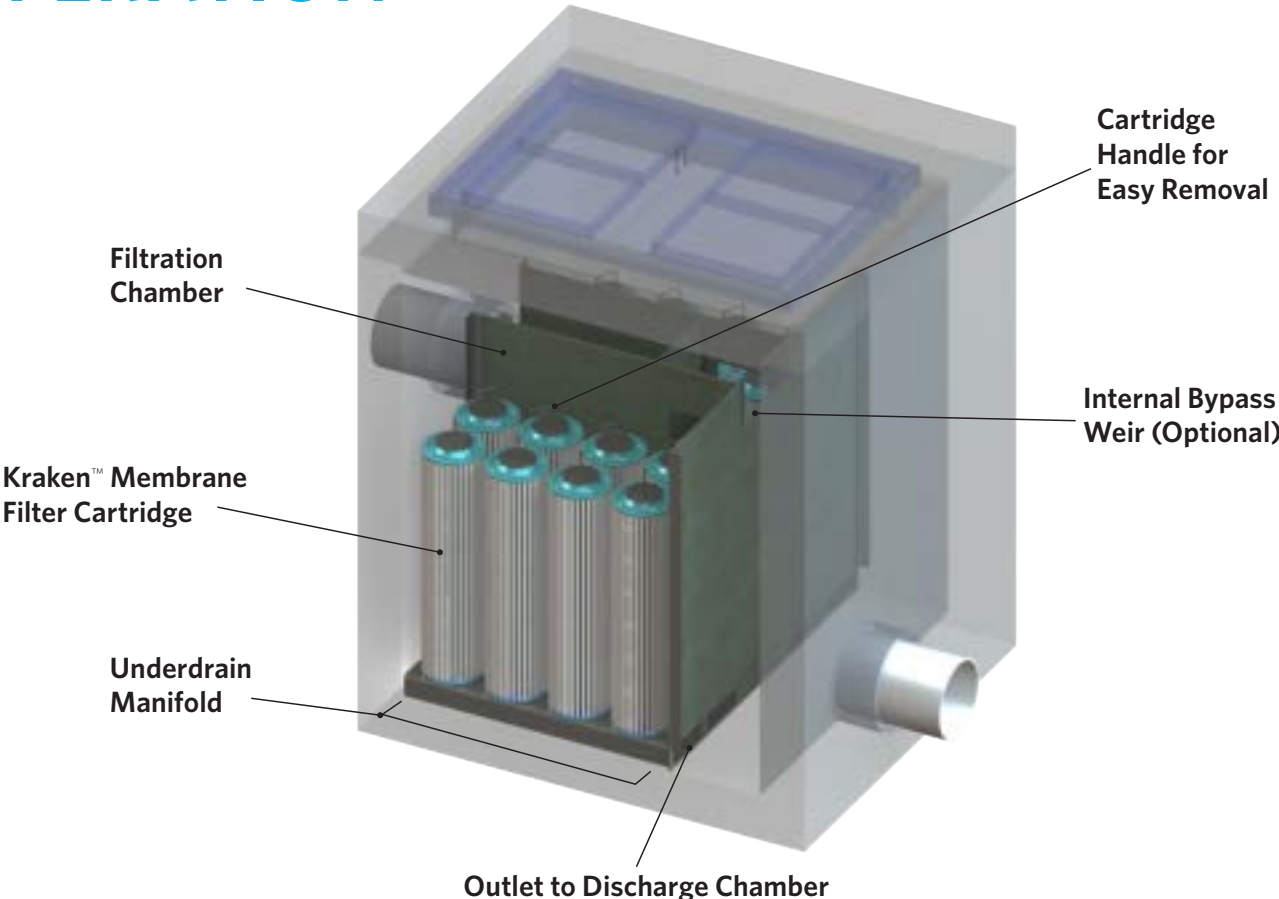
MODEL #	STRUCTURE SIZE (ft. x ft.)	CARTRIDGE CAPACITY	MAX MEDIA SURFACE AREA (sq. ft.)	TREATMENT FLOW CAPACITY (cfs)
KF-4-4	4' x 4'	9 to 16	2720	0.30
KF-4-6	4' x 6'	17 to 24	4080	0.46
KF-4-8	4' x 8'	25 to 32	5440	0.61
KF-8-8	8' x 8'	33 to 48	8160	0.91
KF-8-10	8' x 10'	49 to 65	11220	1.25
KF-8-12	8' x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

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

OPERATION

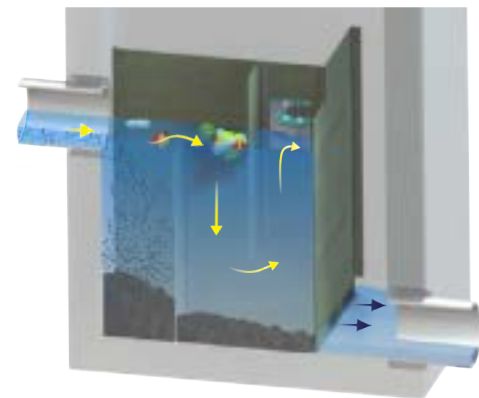


OPERATION



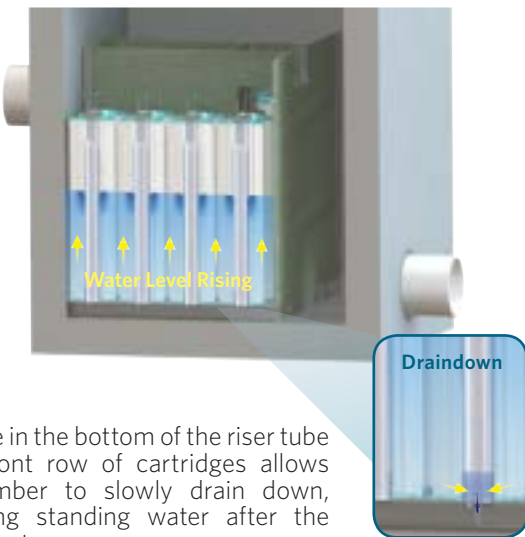
1 PRETREATMENT

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



2 MEMBRANE FILTRATION FILL-UP

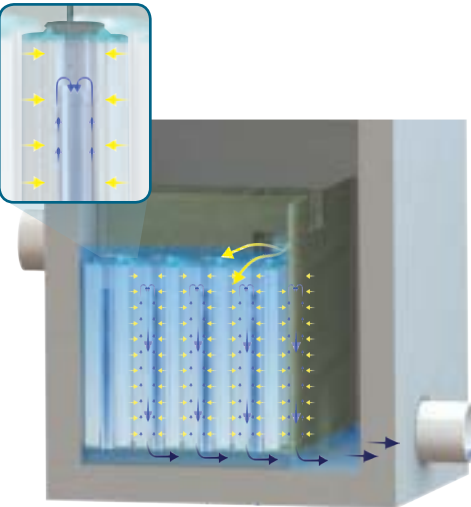
During the fill-up process, a riser tube prevents flow through the membrane cartridge until the water level nears the top of the cartridge. This ensures loading is evenly distributed over the vertical height of the cartridge maximizing efficiency.



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

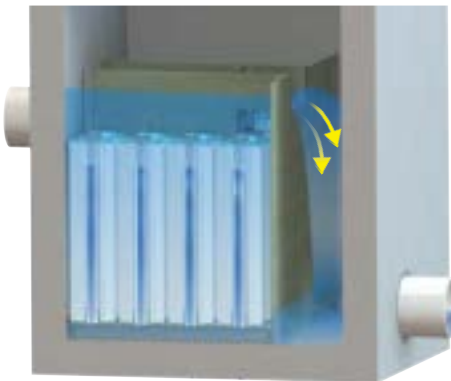
3 MEMBRANE FILTRATION PEAK CAPACITY

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



4 BYPASS

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



INSTALLATION



Small footprint reduces installation and shipping costs.

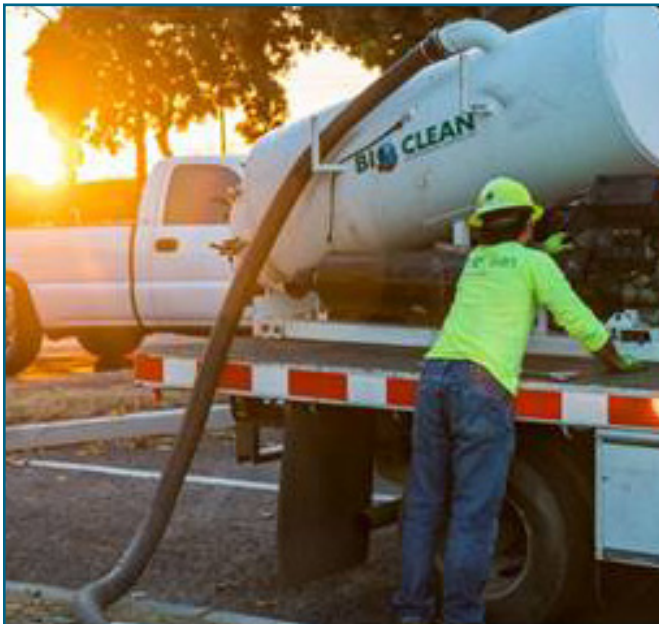


No deep sump chamber (as found with tentacle-type systems) and reduces excavation costs.

MAINTENANCE



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



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





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

Email from Brad Hoyt received on May 28, 2019

Hi Jeff

Thanks for breakfast and your time this morning. We discussed my reaction to the news on the street that the council is supportive of the Boatworks proposal. It strains credulity. I am aware that the Council has not held a public hearing, however, they did hold a workshop which apparently encouraged the proponent to move forward.

As a developer I appreciate workshops. It is a chance for the council to kill a deal that will never be approved before we spend any time or money on it. This makes everyone happy. The City did not do that. That means one of two things:

- 1) The City doesn't support it but didn't want to hurt his feelings , or,
- 2) The City actually does support it.

Regardless there is now an application. I have stopped the construction of my project because of the prospect that the City might approve the Boatworks proposal. Not only have we not been able to market a single unit because of the uncertainty - neither have Carlson or Schoenwetter. The rumor that it will be approved has killed all sales in the three Lake Street projects. Obviously this is bad for everyone, including the City. My project will NOT go forward if the Boatworks project does. Hughes will return with a request for five stories or more as will I. The suggestion that the City would use another end-around by doing another text amendment to allow this outrageous abomination is simply incredible.

Mr Born does not have any sort of hardship unless making too much money can be considered as such. He told a neighbor the building cash flows \$2,000,000 per year. In addition it has increased in value to nearly \$23,000,000 since he bought it for \$12,000,000 five years ago. That is a \$21,000,000 profit in five years. In fact it is the highest valued office building in the state based on buildings over 20,000 sf. To suggest that it is somehow substandard will certainly elicit laughter from the Hennepin County Assessors office.

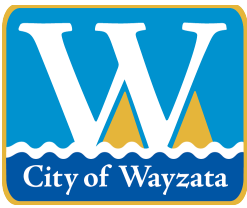
You will recall that my approval took place after twenty-six (26) years of denials costing over \$1,000,000 in plans, \$2,000,000 in legal fees and the payment of over \$4,000,000 in taxes while saddled with a property that was unusable. You will recall that 5 years ago I proposed a 5 story project that followed the Bay Center development in height and density. You will recall the City denied it. I sued and lost. Therefore I will let the court judgement speak for me as to why the City cannot now approve this project. To suggest that it has a hardship, is blighted, is substandard, would be a benefit, etc is preposterous.

I have attached the pertinent court records. Please make sure they are in the planning and council packets. In the event there is a motion to approve I would ask that the City Attorney first advise the City Council as to the likely repercussions of reversing the stance that was pled to the courts in my case.

I know that everyone in the City Hall is acting in good faith. I do not question that. However, this is a matter of enormous import for our City. The Council simply MUST honor the history and prior conduct

of its predecessors. In closing, this project is NOT on Lake Street as stated in the narrative at workshop. It is ON THE LAKE.

Respectfully,
Brad Hoyt



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 3, 2019	AGENDA ITEM: 7.a.
TITLE: Review of Development Activities	
PREPARED BY: Nick Kieser, Assistant Planner	
REVIEWED BY: Eric Zweber, Planning Consultant	
60 DAY DEADLINE: N/A	

BACKGROUND:

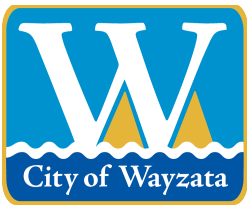
Staff will be providing a verbal update at the meeting.

ACTION REQUESTED:

N/A

ATTACHMENTS:

None



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 3, 2019	AGENDA ITEM: 7.b.
TITLE: May 21st City Council Meeting Report	
PREPARED BY: Nick Kieser, Assistant Planner	
REVIEWED BY: Eric Zweber, Planning Consultant	
60 DAY DEADLINE: N/A	

BACKGROUND:

A verbal update will be given at the meeting.

ACTION REQUESTED:

N/A

ATTACHMENTS:

None