

WAYZATA CITY COUNCIL

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street
Tuesday, June 11, 2019

7:00 PM - CITY COUNCIL MEETING

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Approve Agenda**
5. **Public Forum (3min/person)**
 - a. Swearing In of New Fire Fighters Josh Byers and Rob Houts
 - b. 2020 US Census Presentation
6. **New Agenda Items**
7. **Consent Agenda**
 - a. Approval of City Council Regular Meeting Minutes of May 21, 2019
 - b. Approval of Check Register
 - c. Approval of Municipal Licenses
 - d. Approval of CMT Janitorial Services Agreement
 - e. Approval of Plans and Authorization to Solicit Public Bids for the 2019 Street Improvements Project
8. **New Business**
 - a. Consider Draft 2040 Comprehensive Plan Submittal to the Metropolitan Council
 - b. Consider Adoption of Resolution 20-2019 Support of National Register of Historic Places Application for the Heritage Preservation Board and the Section Foreman House
 - c. Consider Alternatives for Improvements at Walker Avenue South and Rice Street Intersection
9. **City Manager's Report and Discussion Items**
10. **Public Forum (as necessary)**
11. **Adjournment**

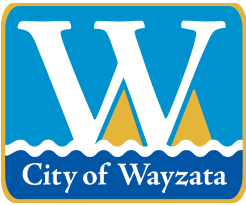
Meeting Rules of Conduct:

Turn in white card for public forum and blue card for agenda item
Give name and address
Indicate if representing a group
Limit remarks to 3 minutes

Upcoming Meetings:

City Council - June 18, 2019
Planning Commission - June 17, 2019

Members of the City Council 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 City Council Agenda Report

MEETING DATE: June 11, 2019	AGENDA ITEM: 7.a.
TITLE: Approval of City Council Regular Meeting Minutes of May 21, 2019	
PROPOSED MOTION: To Approve the Meeting Minutes of May 21, 2019	
PREPARED BY: Kathy Leervig, City Clerk	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends approval of the attached draft minutes.

FINANCIAL OR BUDGET CONSIDERATION:

N/A

BACKGROUND:

N/A

ATTACHMENTS:

1. May 21, 2019 Draft Minutes

WAYZATA CITY COUNCIL
DRAFT - MEETING MINUTES
May 21, 2019

AGENDA ITEM 1. Call to Order.

Mayor Willcox called the meeting to order at 7:00 p.m.

AGENDA ITEM 2. Pledge of Allegiance.

AGENDA ITEM 3. Roll Call.

Council Members present: Koch and McCarthy. Also present: City Manager Dahl, Director of Public Works/City Engineer Kelly, and Attorney Ross.

Council Members excused: Buchanan and Plechash.

AGENDA ITEM 4. Approve Agenda.

Mrs. McCarthy made a motion, seconded by Mr. Koch, to approve the agenda, as presented. The motion carried 3/0.

AGENDA ITEM 5. Public Forum.

a. Swearing in of Police Officer Erik Peterson

Mr. Dahl administered the oath of office for Officer Peterson.

Police Chief Risvold shared Officer Peterson's biography and welcomed him. Officer Peterson appreciated the opportunity to work in the community and was excited to get started.

b. Recognition of Life Saving Awards for Police Officers Anders Seeland, Brandon Haapoja, and Retired Sergeant Phil Reiter

Chief Risvold talked about the accident that they responded to and presented the award.

c. Introduction of Sharon McGowan as a Full-Time Employee

Ms. Leervig introduced Ms. McGowan and explained that she was moving from part-time to full-time on the support staff.

Ms. McGowan thanked the City for the opportunity and hoped to be around for a long time.

d. Recognition of Wayzata High School Science Bowl Team as National Champions

Mr. Dahl introduced the winning team including Aayush Gupta, Matthew Qu (not present), Stephen Chen, Benjamin Weiner, and Geoffrey Chen. They were coached by Amanda Laden.

The team each talked about the competition. They had hoped to place in the top 16 so winning was a dream come true. It was a great culmination of all the hard work put forth.

Mayor Willcox read a statement from Council Member Plechash congratulating the team. Mayor Willcox, Mrs. McCarthy, and Mr. Koch each offered their congratulations.

e. Recognition of Volunteers Nancy and Jerry Johnson

Lynn McCarthy, Wayzata Volunteer Coordinator, said that Mr. and Mrs. Johnson had been part of the Wayzata tribe for 47 years. They also, for the past many years, had provided a vital communication function for the City. Mr. and Mrs. Johnson delivered the Portal Newsletter to all the residents who did not receive it with their water bill. The City wanted to honor them for their years of service in the rain, sleet, or snow.

Mayor Willcox presented the certificate of appreciation. Mr. and Mrs. Johnson talked about their history in Wayzata and thanked the Council.

f. Volunteer Committee Annual Update

Mrs. McCarthy shared the highlights from the 2018 volunteer season and the plans for the 2019 season. She thanked the Mayor for creating the volunteer force in 2009.

Mayor Willcox thanked Mrs. McCarthy for her management and hard work over the years.

g. Heritage Preservation Board Centennial Home Award Presentations for 601 Bushaway Road and 16215 Holdridge Road West

Chair Nate Leding said May was Preservation Month. The Heritage Preservation Board was celebrating two 100-year old homes.

Dan Gustafson, Board member, talked about the home and history at 601 Bushaway Road. Judy Starkey, Board member, talked about the home and history at 16215 Holdridge Road. The owners were unable to attend. Mr. Leding read the awards.

h. Tree Preservation

Cathy Iverson, 220 Central Avenue South, declined to comment.

AGENDA ITEM 6. New Agenda Items.

None.

AGENDA ITEM 7. Consent Agenda.

Mr. Koch asked a question concerning Item 7.c. He noted that Polar Builders Inc. had a prior conviction listed for conspiracy and was curious what the current practice was for background checks. Mr. Dahl answered that there was either not a conviction or it was expunged so the police had given a green light in the case of Polar Builders Inc. Background checks were conducted for in state people or companies. The City did not do background checks for out of state because it was cost prohibitive.

Mayor Willcox noted there were a lot of Peddler, Solicitor, Transient Merchant Licenses and asked if there were any concerns. Mr. Dahl explained that the majority were from Aptive Environmental. Aptive had been here previously and there had not been any issues.

Mrs. McCarthy made a motion, seconded by Mr. Koch, to approve the consent agenda:

- a. Approval of City Council Workshop and Regular Meeting Minutes of May 7, 2019
- b. Approval of Check Register
- c. Approval of Municipal Licenses

- 1 d. Police Activity Report
- 2 e. Building Activity Report
- 3 f. Approval of First Amendment to Cooperative Easement Agreement with Three
- 4 Rivers Park District for the Funding of the Dakota Regional Trail Construction
- 5 between Broadway Avenue and Barry Avenue
- 6 g. Approval of Development Agreement with Swans Corner, LLC at 305 and 309
- 7 Lake Street East
- 8 h. Approval of Joint Powers Agreement for Lake Minnetonka Area SWAT Team
- 9 i. Approval of 2019 Outdoor Sidewalk Café Permit for The Dough Room
- 10 j. Approval of 2019-2020 Assessing Contract with Southwest Assessing
- 11 The motion carried 3/0.

12

13 **AGENDA ITEM 8. New Business.**14 **a. Consider Approval of the Special Event Permit for Bellecour Bastille Day**
15 **Event 2019**

16 Mr. Kelly presented the request from Bellecour restaurant to host a Bastille Day celebration
17 on Saturday, July 13, 2019 from 11:00 a.m. to 4:00 p.m. The applicant was requesting to
18 close a portion of Mill Street, behind the restaurant, to hold the event. In addition to the
19 permit fee, the applicant was responsible to cover the costs of any traffic control devices
20 and City personnel needed to safely conduct the event.

21 Mrs. McCarthy asked for more clarity on whether there would be any traffic around
22 the tent area. Mr. Kelly answered no; the road would be closed off with concrete
23 barricades. Mrs. McCarthy asked about the entrances. Gavin Kaysen, owner and Kylie
24 Purtell, representative for Bellecour, replied that there would be one through the front door
25 of the restaurant and one through the tent area. They also described the activities.

26 Mrs. McCarthy made a motion, seconded by Mr. Koch, to approve the Special
27 Event Permit by Bellecour for the Bastille Day event to be held on Saturday, July 13, with
28 the conditions stated on the permit. The motion carried 3/0.

29

30 **b. Consider approval of the Special Event Permit for McCormick's St. Patrick's**
31 **Day Event 2020**

32 Mr. Kelly presented the request from McCormick's restaurant to modify their event that
33 was annually held around St. Patrick's Day. The applicant requested to close a portion of
34 Broadway Avenue South, between Mill Street and Lake Street, to hold the event. The
35 closure would be put in place on Friday at noon and picked up on Monday by 8:00 a.m.
36 The applicant would be required to provide insurance, finalize a detailed traffic plan, and
37 provide notice to the impacted properties at least two weeks prior to the event.

38 Mrs. McCarthy was concerned about impeding traffic on a work day and wanted
39 the road to be opened up on Sunday evening. Michael Simpson, Manager, explained that
40 even though St. Patrick's Day fell on Tuesday, March 17, 2019, the event would be held
41 on Saturday, March 14, 2019. Set up would take place on Friday; however, take down had
42 been changed to Sunday morning.

43 Mayor Willcox asked about the size of the larger tent. Mr. Simpson answered that
44 the previous tent was 40 feet by 70 feet. The new tent would be moved off the curb and
45 out into the street. He was unsure of the exact dimensions and would send that information
46 to staff. All of the activities would be contained within the restaurant, patio, and tent.

1 Mr. Kelly asked if the applicant was amenable to leaving an emergency lane open
2 on Broadway. Mr. Simpson agreed.

3 Mr. Koch voiced his support for the request based on the shorter time frame. He
4 noted that it was a fun event in a slower time of year.

5 Mrs. McCarthy agreed and liked the addition of the emergency lane.

6 Mayor Willcox said McCormick's did a fine job each year, but because Broadway
7 was a main road, he wanted to view this an experiment and see how it went.

8 Mr. Koch made a motion, seconded by Mrs. McCarthy, to approve the Special
9 Event Permit by McCormick's for their St. Patrick's Day event to be held in March of 2020
10 subject to any recommended conditions by staff. The motion carried 3/0.

11 12 **AGENDA ITEM 9. City Manager's Report and Discussion Items.**

13 **a. Upcoming Events/Announcements**

- 14 • The Comprehensive Plan would be ready to submit to the Metropolitan Council by
15 the end of June. The Planning Commission held a public hearing and planned to
16 address some of the questions raised at a future workshop.
- 17 • The Circle E Neighborhood Open House would be held on Thursday, May 23 from
18 5:30 – 7:30 p.m. at City Hall concerning street and sidewalk reconstruction.
- 19 • Mr. Kelly noted that it was National Public Works Week and wanted to publicly
20 thank the City's crew.

21 22 **b. Council Member Updates/Announcements**

23 Mrs. McCarthy mentioned that City Hall did not have building numbers prominently
24 displayed and suggested staff look into adding signage. She was also concerned about a
25 local restaurant hosting a Cinco de Mayo celebration without the appropriate permit. Mr.
26 Dahl confirmed that Baja Haus hosted an event and did not apply for a permit. The Police
27 department was aware and had been in contact with the owner. They discussed the
28 consequences. Mrs. McCarthy also asked about a developer who instructed its tree
29 trimming service to cut trees in a city right-of-way. Mr. Dahl confirmed that trees and
30 brush had been cut at the corner of La Salle Street and Central Avenue on a public right-
31 of-way. Staff was aware and had contacted the builder. This was a repeat issue and staff
32 was speaking to the Police Chief and prosecutor to move forward with enforcement of
33 penalties. Mrs. McCarthy communicated her disappointment with the developer especially
34 because he was a resident of Wayzata and wanted to move forward with the strictest
35 penalty. She also wanted to revisit the tree ordinance. Mayor Willcox agreed this was a
36 pattern of behavior and any future permits from the developer needed to be scrutinized.
37 Mr. Dahl agreed that a fine sent a clear message, but the best way to handle this situation
38 in the future would be permitting.

39 40 **AGENDA ITEM 10. Public Forum Continued (if necessary).**

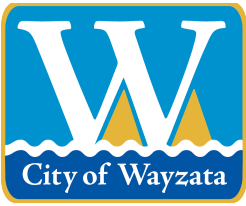
41 There were no comments.

42 43 **AGENDA ITEM 11. Adjournment.**

44 Mrs. McCarthy made a motion, seconded by Mr. Koch to adjourn. There being no further
45 business, Mr. Willcox adjourned the meeting at 8:32 p.m.

1 Respectfully submitted,
2
3
4
5 Kathy Leervig
6 City Clerk
7
8 Drafted by Sarah Peterson
9 *TimeSaver Off Site Secretarial, Inc.*

DRAFT



City of Wayzata City Council Agenda Report

MEETING DATE: June 11, 2019	AGENDA ITEM: 7.b.
TITLE: Approval of Check Register	
PROPOSED MOTION: To Approve the Payment of Checks for May 2019	
PREPARED BY: Kathy Ovshak, Senior Accountant	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends approval of the payment of checks for May 2019.

FINANCIAL OR BUDGET CONSIDERATION:

N/A

BACKGROUND:

N/A

ATTACHMENTS:

1. Check Detail Register - May 2019

***Check Detail Register©**

May 2019

			Check Amt	Invoice	Comment
10100 Old National					
Paid Chk#	112904	5/3/2019	ALPHA VIDEO AND AUDIO, INC.		
E 235-40000-404	Repairs/Maint - Machin/Equip		\$150.00	SVCINV17962	HEADSET REPAIR
Total	ALPHA VIDEO AND AUDIO, INC.		\$150.00		
Paid Chk#	112905	5/3/2019	ANOKA RAMSEY COMMUNITY COLLEGE		
E 101-42200-434	Training and schools		\$2,994.00	00441029	FD TRAINING
Total	ANOKA RAMSEY COMMUNITY COLLEGE		\$2,994.00		
Paid Chk#	112906	5/3/2019	BOND TRUST SERVICES CORP.		
E 610-49100-611	Bond Interest		\$41,100.00	48896	CUSIP#946796 - WATER REV.BONDS
Total	BOND TRUST SERVICES CORP.		\$41,100.00		
Paid Chk#	112907	5/3/2019	CENTERPOINT ENERGY		
E 101-41940-383	Fuel, oil and natural gas		\$1,481.10		SERVICE
E 610-40000-383	Fuel, oil and natural gas		\$113.88		SERVICE
E 640-47000-383	Fuel, oil and natural gas		\$214.04		SERVICE
E 640-48000-383	Fuel, oil and natural gas		\$856.18		SERVICE
E 101-41940-383	Fuel, oil and natural gas		\$0.00		SERVICE
E 101-41940-383	Fuel, oil and natural gas		\$0.00		SERVICE
E 101-42200-383	Fuel, oil and natural gas		\$0.00		SERVICE
E 101-42200-383	Fuel, oil and natural gas		\$0.00		SERVICE
Total	CENTERPOINT ENERGY		\$2,665.20		
Paid Chk#	112908	5/3/2019	HENNEPIN COUNTY TREASURER		
G 650-20818	Garbage Sales Tax		\$2,609.86	15.5%APR.RE	15.5% REFUSE TAX - APRIL 2019
Total	HENNEPIN COUNTY TREASURER		\$2,609.86		
Paid Chk#	112909	5/3/2019	INDEPENDENT SCHOOL DIST. #284		
E 407-40000-411	Rent		\$12,000.00	CELL TOWER	CELL TOWER RENT - 2ND HALF 2019
Total	INDEPENDENT SCHOOL DIST. #284		\$12,000.00		
Paid Chk#	112910	5/3/2019	LMCD		
E 404-40000-437	Payments to Organizations		\$11,348.00	2NDQTR2019	2ND QTR.2019 LEVY PAYMENT
Total	LMCD		\$11,348.00		
Paid Chk#	112911	5/3/2019	MEDEXPRESS URGENT CARE MN		
E 101-41500-306	Personnel Expense		\$131.00	1259604C3908	DRUG/ALCOHOL TESTING
Total	MEDEXPRESS URGENT CARE MN		\$131.00		
Paid Chk#	112912	5/3/2019	MN FIRE SERVICE CERTIFICATION		
E 101-42200-434	Training and schools		\$230.00	6555	BOHL & MALM CERTIFICATION
Total	MN FIRE SERVICE CERTIFICATION		\$230.00		
Paid Chk#	112913	5/3/2019	OUTREACH DEVELOPMENT CORP.		
E 101-41500-499	Miscellaneous		\$1,424.49	2019 TAX ABA	2019 TAX ABATEMENT
Total	OUTREACH DEVELOPMENT CORP.		\$1,424.49		
Paid Chk#	112914	5/3/2019	SCHANKE, SUZIE		
E 101-42200-409	Maint services & Improv		\$145.00	APRIL2019	FD MONTHLY CLEANING
Total	SCHANKE, SUZIE		\$145.00		
Paid Chk#	112915	5/3/2019	TIME SAVER		
E 101-41100-302	Consultants		\$285.00	M24711	MTG.MINUTES
Total	TIME SAVER		\$285.00		
Paid Chk#	112916	5/3/2019	US BANK		
E 315-40000-611	Bond Interest		\$14,250.00	0000324NS 2	BIG WOODS
E 610-49100-611	Bond Interest		\$15,287.50	0000364NS 2	HOLDRIDGE WATER

***Check Detail Register©**

May 2019

		Check Amt	Invoice	Comment
E 620-49100-611	Bond Interest	\$5,175.00	0000371NS 2	CIRCLE A SEWER
E 310-40000-611	Bond Interest	\$31,800.00	802894900 20	SUPERIOR/LAKE
E 640-47000-611	Bond Interest	\$28,320.00	803003900 20	MUNI
E 640-48000-611	Bond Interest	\$28,320.00	803003900 20	MUNI
E 311-40000-611	Bond Interest	\$2,578.75	803004600 20	FERNDAL RECON
Total US BANK		\$125,731.25		
Paid Chk#	112917	5/3/2019	VAN PAPER COMPANY	
E 101-41940-210	Operating Supplies (GENERAL)	\$89.56	499265-00	BLDG.SUPPLIES
Total VAN PAPER COMPANY		\$89.56		
Paid Chk#	112918	5/3/2019	XCEL ENERGY	
E 101-45203-381	Electric Utilities	\$318.15		SERVICE
E 101-41940-381	Electric Utilities	\$4,300.03		SERVICE
E 101-42200-381	Electric Utilities	\$568.32		SERVICE
E 610-40000-381	Electric Utilities	\$8,691.93		SERVICE
E 640-47000-381	Electric Utilities	\$1,334.84		SERVICE
E 640-48000-381	Electric Utilities	\$3,114.64		SERVICE
E 620-40000-381	Electric Utilities	\$684.37		SERVICE
E 101-41940-381	Electric Utilities	\$11.70		SERVICE
Total XCEL ENERGY		\$19,023.98		
Paid Chk#	112919	5/9/2019	AEM FINANCIAL SOLUTIONS	
E 640-47000-301	Auditing and Acct g Services	\$2,479.00	415697	FINANCE DIR.SERVICES
E 640-48000-301	Auditing and Acct g Services	\$2,479.00	415697	FINANCE DIR.SERVICES
E 610-49100-499	Miscellaneous	\$1,500.00	415697	CIP MGMT.
Total AEM FINANCIAL SOLUTIONS		\$6,458.00		
Paid Chk#	112920	5/9/2019	AIRTECH	
E 101-41940-404	Repairs/Maint - Machin/Equip	\$1,500.00	64030	QRTLY MAINT.
Total AIRTECH		\$1,500.00		
Paid Chk#	112921	5/9/2019	AMERICAN FLAGPOLE & FLAG CO.	
E 101-41940-210	Operating Supplies (GENERAL)	\$281.00	146221	SUPPLIES
Total AMERICAN FLAGPOLE & FLAG CO.		\$281.00		
Paid Chk#	112922	5/9/2019	ARVIG ENTERPRISES INC.	
G 101-20300	Deposits Payable	\$1,019.00	REFUND	STREET CUT DEPOSIT REFUND
Total ARVIG ENTERPRISES INC.		\$1,019.00		
Paid Chk#	112923	5/9/2019	ASPEN MILLS	
E 101-42100-217	Uniforms	\$146.50	236192	UNIFORMS
E 101-42100-217	Uniforms	\$104.70	236193	UNIFORMS
E 101-42100-217	Uniforms	\$93.70	236400	UNIFORMS
E 101-42200-217	Uniforms	\$1,236.00	236434	UNIFORMS
Total ASPEN MILLS		\$1,580.90		
Paid Chk#	112924	5/9/2019	CASH - OLD NATIONAL	
G 640-10150	ATM	\$9,000.00	ATM5/9/19	ATM FILL
Total CASH - OLD NATIONAL		\$9,000.00		
Paid Chk#	112925	5/9/2019	CLAREY S SAFETY EQUIPMENT	
E 101-42200-210	Operating Supplies (GENERAL)	\$42.50	182625	FD SUPPLIES
Total CLAREY S SAFETY EQUIPMENT		\$42.50		
Paid Chk#	112926	5/9/2019	CULLIGAN-BOTTLED WATER	
E 101-41940-499	Miscellaneous	\$233.59	2364974	SUPPLIES
Total CULLIGAN-BOTTLED WATER		\$233.59		

***Check Detail Register©**

May 2019

			Check Amt	Invoice	Comment
Paid Chk#	112927	5/9/2019	DONALD SALVERDA & ASSOC.		
E 101-41500-200	Office Supplies (GENERAL)		\$42.94	P-1810-06	SUPPLIES
Total	DONALD SALVERDA & ASSOC.		\$42.94		
Paid Chk#	112928	5/9/2019	EMERGENCY AUTOMOTIVE		
E 101-42100-404	Repairs/Maint - Machin/Equip		\$525.60	DL042319-24	PD REPAIRS
Total	EMERGENCY AUTOMOTIVE		\$525.60		
Paid Chk#	112929	5/9/2019	ESS BROTHERS & SONS INC.		
E 620-40000-225	Repair & Maint - System		\$660.00	ZZ1559	PARTS
E 610-40000-225	Repair & Maint - System		\$184.80	ZZ1559	PARTS
Total	ESS BROTHERS & SONS INC.		\$844.80		
Paid Chk#	112930	5/9/2019	EULL S MANUFACTURING CO.,INC.		
E 620-40000-225	Repair & Maint - System		\$196.24	041472	PARTS
Total	EULL S MANUFACTURING CO.,INC.		\$196.24		
Paid Chk#	112931	5/9/2019	FASTENAL		
E 101-43100-226	Sign Repair Materials		\$35.51	MNPLY114571	PARTS
Total	FASTENAL		\$35.51		
Paid Chk#	112932	5/9/2019	GALLS		
E 101-42100-217	Uniforms		\$113.94	012437249	PD UNIFORMS
E 101-42100-217	Uniforms		\$332.90	012517133	PD UNIFORMS
Total	GALLS		\$446.84		
Paid Chk#	112933	5/9/2019	GARELICK STEEL CO.		
E 101-43100-226	Sign Repair Materials		\$249.70	433429	SIGNAGE PARTS
Total	GARELICK STEEL CO.		\$249.70		
Paid Chk#	112934	5/9/2019	GOPHER STATE ONE CALL		
E 610-40000-313	Permit Fees/Gopher State		\$109.35	9040821	MONTHLY LOCATES
E 620-40000-313	Permit Fees/Gopher State		\$109.35	9040821	MONTHLY LOCATES
Total	GOPHER STATE ONE CALL		\$218.70		
Paid Chk#	112935	5/9/2019	GRAINGER, INC.		
E 101-42100-210	Operating Supplies (GENERAL)		\$39.12	9126111773	SUPPLIES
E 101-41940-210	Operating Supplies (GENERAL)		\$124.68	9139408513	SUPPLIES
E 101-43100-210	Operating Supplies (GENERAL)		\$47.16	9162350442	SUPPLIES
E 610-40000-210	Operating Supplies (GENERAL)		\$47.17	9162350442	SUPPLIES
E 620-40000-210	Operating Supplies (GENERAL)		\$47.17	9162350442	SUPPLIES
Total	GRAINGER, INC.		\$305.30		
Paid Chk#	112936	5/9/2019	HAMEL BUILDING CENTER		
E 101-43100-226	Sign Repair Materials		\$59.40	136237	SIGNAGE SUPPLIES
Total	HAMEL BUILDING CENTER		\$59.40		
Paid Chk#	112937	5/9/2019	HENN.CNTY.ACCTG.SERVICES		
E 101-42120-308	Prisoner Care		\$75.00	1000129872	PRISONER PROCESSING
G 101-20300	Deposits Payable		\$225.00	1000129872	PRISONER PROCESSING
Total	HENN.CNTY.ACCTG.SERVICES		\$300.00		
Paid Chk#	112938	5/9/2019	HENN.CNTY.INFO.TECH.DEPT.		
E 101-43100-323	Radio Units		\$0.00		RADIO LEASE
E 101-45200-323	Radio Units		\$0.00		RADIO LEASE
E 610-40000-323	Radio Units		\$0.00		RADIO LEASE
E 620-40000-323	Radio Units		\$0.00		RADIO LEASE
E 101-42200-323	Radio Units		\$1,209.72	1000129946	FD RADIO LEASE
E 101-42100-323	Radio Units		\$818.21	1000129947	PD RADIO LEASE

***Check Detail Register©**

May 2019

			Check Amt	Invoice	Comment
E 409-42100-540	Equipment		\$1,048.79	1000129947	PD RADIOS
Total	HENN.CNTY.INFO.TECH.DEPT.		\$3,076.72		
Paid Chk# 112939	5/9/2019	INTOXIMETERS			
E 101-42100-210	Operating Supplies (GENERAL)		\$152.00	625740	PD SUPPLIES
Total	INTOXIMETERS		\$152.00		
Paid Chk# 112940	5/9/2019	KIRVIDA FIRE, INC.			
E 101-42200-404	Repairs/Maint - Machin/Equip		\$301.18	7902	FD REPARIS
Total	KIRVIDA FIRE, INC.		\$301.18		
Paid Chk# 112941	5/9/2019	LEAGUE OF MN CITIES INS.TRUST			
E 640-48000-365	Workers Comp Ins		\$409.02	14087	W/C CLAIM - BAR
Total	LEAGUE OF MN CITIES INS.TRUST		\$409.02		
Paid Chk# 112942	5/9/2019	LEXISNEXIS RISK DATA			
E 101-42100-309	Contractual Services		\$33.00	121455020190	PD SERVICE
Total	LEXISNEXIS RISK DATA		\$33.00		
Paid Chk# 112943	5/9/2019	LOFFLER COMPANIES, INC.			
E 101-41500-311	Data Processing		\$4,905.00	3101905	NETWORK SUPPORT
Total	LOFFLER COMPANIES, INC.		\$4,905.00		
Paid Chk# 112944	5/9/2019	MANSFIELD OIL COMPANY			
E 101-49200-212	Motor Fuels		\$922.35	21273668	FUEL
E 101-49200-212	Motor Fuels		\$864.48	21273717	FUEL
E 101-49200-212	Motor Fuels		\$202.74	3512658	FUEL
Total	MANSFIELD OIL COMPANY		\$1,989.57		
Paid Chk# 112945	5/9/2019	MCI METRO			
G 101-20300	Deposits Payable		\$1,019.00	REFUND	STREE CUT DEPOSIT REFUND
Total	MCI METRO		\$1,019.00		
Paid Chk# 112946	5/9/2019	METRO GENERAL SERVICES			
G 101-20300	Deposits Payable		\$1,019.00	DEPOSITREF	STREET CUT DEPOSIT REFUND
R 101-00000-34190	Charges for Services/Gen Gov		(\$180.00)	DEPOSITREF	DEGRADATION FEE
Total	METRO GENERAL SERVICES		\$839.00		
Paid Chk# 112947	5/9/2019	METRO SALES INC.			
E 101-42100-409	Maint services & Improv		\$448.72	INV1330076	PD COPIER MAINT.
Total	METRO SALES INC.		\$448.72		
Paid Chk# 112948	5/9/2019	NAPA AUTO PARTS-LONG LAKE			
E 101-42100-404	Repairs/Maint - Machin/Equip		\$26.98	3270438224	PARTS
Total	NAPA AUTO PARTS-LONG LAKE		\$26.98		
Paid Chk# 112949	5/9/2019	NAPA AUTO PARTS-WATERTOWN			
E 101-45200-221	Equipment Parts		\$18.38	516043	PARTS
Total	NAPA AUTO PARTS-WATERTOWN		\$18.38		
Paid Chk# 112950	5/9/2019	NEWMAN TRAFFIC SIGNS			
E 620-40000-405	Maint/Replac - System		\$254.74	TRFINV01115	SEWER ALARM SIGNS
Total	NEWMAN TRAFFIC SIGNS		\$254.74		
Paid Chk# 112951	5/9/2019	NORTH MEMORIAL			
E 101-42200-434	Training and schools		\$455.00	4/30/19 88850	FD TRAINING
Total	NORTH MEMORIAL		\$455.00		
Paid Chk# 112952	5/9/2019	OFFICE DEPOT			

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E 101-41500-200	Office Supplies (GENERAL)		(\$33.99)	305773530001	SUPPLIES
E 640-47000-200	Office Supplies (GENERAL)		\$91.99	306649486001	SUPPLIES
E 101-41500-200	Office Supplies (GENERAL)		\$9.29	306649891001	SUPPLIES
E 101-42100-200	Office Supplies (GENERAL)		\$10.78	306649892001	SUPPLIES
E 101-41500-200	Office Supplies (GENERAL)		\$44.99	306649892001	SUPPLIES
Total OFFICE DEPOT			\$123.06		
Paid Chk#	112953	5/9/2019	PHILIPS MEDICAL SYSTEMS		
E 101-42100-499	Miscellaneous		\$150.27	938741051	PD SERVICE
Total PHILIPS MEDICAL SYSTEMS			\$150.27		
Paid Chk#	112954	5/9/2019	POPP TELECOM		
E 640-47000-321	Telephone		\$0.00		
E 640-48000-321	Telephone		\$0.00		
E 101-41940-321	Telephone		\$65.00		EXTENSION CHANGES
E 610-40000-323	Radio Units		\$0.00		
E 620-40000-323	Radio Units		\$0.00		
E 101-42100-309	Contractual Services		\$0.00		
Total POPP TELECOM			\$65.00		
Paid Chk#	112955	5/9/2019	RISVOLD, MICHAEL		
E 101-42100-331	Mileage & Expense Account		\$408.89	CONF.EXP.4/2	CONF.EXP & MTG.MEALS
Total RISVOLD, MICHAEL			\$408.89		
Paid Chk#	112956	5/9/2019	TRI-CITY		
E 610-40000-309	Contractual Services		\$63.00	1900116	WATER ANALYSIS
Total TRI-CITY			\$63.00		
Paid Chk#	112957	5/9/2019	UPS STORE		
E 430-40000-499	Miscellaneous		\$64.00	9171.	NAVIGATE WAYZATA SIGNS
Total UPS STORE			\$64.00		
Paid Chk#	112958	5/9/2019	VILLAGE CHEVROLET		
E 101-42400-404	Repairs/Maint - Machin/Equip		\$59.76	321599	INSPECTION VEHICLE MAINT.
Total VILLAGE CHEVROLET			\$59.76		
Paid Chk#	112959	5/9/2019	WALT S GARAGE		
E 101-42100-404	Repairs/Maint - Machin/Equip		\$26.25	9328	PD REPAIRS
Total WALT S GARAGE			\$26.25		
Paid Chk#	112960	5/9/2019	WSB & ASSOCIATES		
E 101-41910-302	Consultants		\$117.00	R-013318-000-	PLANNING SERVICES
Total WSB & ASSOCIATES			\$117.00		
Paid Chk#	112961	5/9/2019	XCEL ENERGY		
E 101-45203-381	Electric Utilities		\$0.00		SERVICE
E 101-41940-381	Electric Utilities		\$0.00		SERVICE
E 101-42200-381	Electric Utilities		\$0.00		SERVICE
E 610-40000-381	Electric Utilities		\$0.00		SERVICE
E 640-47000-381	Electric Utilities		\$0.00		SERVICE
E 640-48000-381	Electric Utilities		\$0.00		SERVICE
E 620-40000-381	Electric Utilities		\$397.69		SERVICE
E 101-41940-381	Electric Utilities		\$0.00		SERVICE
Total XCEL ENERGY			\$397.69		
Paid Chk#	112962	5/14/2019	ABSOLUTE MECHANICAL		
E 408-40000-540	Equipment		\$8,722.00	11359	GARAGE HEATERS - PD
Total ABSOLUTE MECHANICAL			\$8,722.00		

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Paid Chk# 112963	5/14/2019	BANK OF AMERICA			
E 101-42100-499	Miscellaneous		\$271.06		FD SUPPLIES
	Total BANK OF AMERICA		\$271.06		
Paid Chk# 112964	5/14/2019	BERRY COFFEE COMPANY			
E 101-41100-331	Mileage & Expense Account		\$193.33	657957	MTG.SUPPLIES
	Total BERRY COFFEE COMPANY		\$193.33		
Paid Chk# 112965	5/14/2019	CINTAS CORPORATION			
E 630-40000-499	Miscellaneous		\$31.14	4020963531	MV MAINT.-RUGS
E 640-48500-210	Operating Supplies (GENERAL)		\$94.17	4021365616	KITCHEN SUPPLIES
E 640-48500-217	Uniforms		\$36.15	4021365616	KITCHEN UNIFORMS
E 640-48000-210	Operating Supplies (GENERAL)		\$52.68	4021365616	BAR SUPPLIES
E 630-40000-499	Miscellaneous		\$31.14	4021414549	MV MAINT.-RUGS
E 630-40000-499	Miscellaneous		\$36.93	4021854599	MV MAINT.-RUGS
	Total CINTAS CORPORATION		\$282.21		
Paid Chk# 112966	5/14/2019	CLASSIC CLEANING COMPANY			
E 101-41940-409	Maint services & Improv		\$1,345.00	28191	MONTHLY CLEANING
E 101-41940-409	Maint services & Improv		\$507.00	28192	MONTHLY CLEANING
	Total CLASSIC CLEANING COMPANY		\$1,852.00		
Paid Chk# 112967	5/14/2019	COMMERCIAL ASPHALT CO.			
E 430-40000-309	Contractual Services		\$63.71	190430	ASPHALT
	Total COMMERCIAL ASPHALT CO.		\$63.71		
Paid Chk# 112968	5/14/2019	CORE & MAIN			
E 620-40000-225	Repair & Maint - System		\$49.69	K514740	SUPPLIES
	Total CORE & MAIN		\$49.69		
Paid Chk# 112969	5/14/2019	CRAIG RAPP, LLC			
E 101-41500-302	Consultants		\$6,500.00	50619	STRATEGIC PLANNING FACILITATOR
	Total CRAIG RAPP, LLC		\$6,500.00		
Paid Chk# 112970	5/14/2019	ELAN-CARDMEMBER SERVICES			
E 101-41500-331	Mileage & Expense Account		\$1,226.80		MTG.MEALS
E 101-41500-433	Dues, Licensing & Seminars		\$1,093.21		CONF.REG.& EXP.
E 235-40000-433	Dues, Licensing & Seminars		\$85.00		COMM.SEMINAR
E 101-42100-434	Training and schools		\$570.00		PD TRAINING
E 101-42100-210	Operating Supplies (GENERAL)		\$319.76		PD SUPPLIES
E 101-42100-309	Contractual Services		\$244.95		PD SERVICES
E 630-40000-433	Dues, Licensing & Seminars		\$29.95		MV DUES
E 640-47000-497	Credit Card Fees		\$253.47		STORE CC FEES
E 640-47000-433	Dues, Licensing & Seminars		\$565.20		STORE DUES
E 640-47000-306	Personnel Expense		\$41.68		STORE EMP.ADS
E 101-41500-433	Dues, Licensing & Seminars		\$120.00		DUES
E 101-41910-433	Dues, Licensing & Seminars		\$65.00		PLANNING SEMINAR
E 640-48000-306	Personnel Expense		\$69.87		EMP.HOSP.
E 101-41100-210	Operating Supplies (GENERAL)		\$12.13		SUPPLIES
E 101-43100-240	Small Tools and Minor Equip		\$102.00		STREETS TOOLS
E 101-45200-240	Small Tools and Minor Equip		\$102.00		PARKS TOOLS
E 640-48000-497	Credit Card Fees		\$52.50		BAR CC FEES
E 640-48000-306	Personnel Expense		\$18.45		BAR EMP.ADS
E 640-48000-210	Operating Supplies (GENERAL)		\$21.44		BAR SUPPLIES
	Total ELAN-CARDMEMBER SERVICES		\$4,993.41		
Paid Chk# 112971	5/14/2019	FASTENAL			
E 101-43100-220	Repair/Maint Supply (GENERAL)		\$214.27	MNPLY114785	SUPPLIES

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Total FASTENAL			\$214.27		
Paid Chk# 112972	5/14/2019	GOFF PUBLIC			
E 307-40000-499	Miscellaneous		\$28,903.91	157744	NAVIGATE WAYZATA
Total GOFF PUBLIC			\$28,903.91		
Paid Chk# 112973	5/14/2019	GOPHER ACE TRU VALUE			
E 101-42200-210	Operating Supplies (GENERAL)		\$4.99		SUPPLIES
E 101-45200-210	Operating Supplies (GENERAL)		\$50.96		SUPPLIES
E 101-41940-210	Operating Supplies (GENERAL)		\$22.58		SUPPLIES
E 101-43100-210	Operating Supplies (GENERAL)		\$56.25		SUPPLIES
E 610-40000-210	Operating Supplies (GENERAL)		\$24.46		SUPPLIES
E 620-40000-210	Operating Supplies (GENERAL)		\$42.82		SUPPLIES
Total GOPHER ACE TRU VALUE			\$202.06		
Paid Chk# 112974	5/14/2019	HENN.CNTY.INFO.TECH.DEPT.			
E 101-43100-323	Radio Units		\$198.00	1000130003	RADIO LEASE
E 101-45200-323	Radio Units		\$197.36	1000130003	RADIO LEASE
E 610-40000-323	Radio Units		\$150.00	1000130003	RADIO LEASE
E 620-40000-323	Radio Units		\$150.00	1000130003	RADIO LEASE
E 101-42100-323	Radio Units		\$0.00	1000130003	PD RADIO LEASE
E 101-42200-323	Radio Units		\$0.00	1000130003	FD RADIO LEASE
E 409-42100-540	Equipment		\$0.00	1000130003	PD RADIOS
Total HENN.CNTY.INFO.TECH.DEPT.			\$695.36		
Paid Chk# 112975	5/14/2019	LOFFLER COMPANIES, INC.			
E 101-41500-311	Data Processing		\$450.00	CW90100	SERVER EVALUATION
Total LOFFLER COMPANIES, INC.			\$450.00		
Paid Chk# 112976	5/14/2019	MACQUEEN EQUIPMENT, INC.			
E 101-43100-220	Repair/Maint Supply (GENERAL)		\$435.46	P18340	PARTS
Total MACQUEEN EQUIPMENT, INC.			\$435.46		
Paid Chk# 112977	5/14/2019	MANSFIELD OIL COMPANY			
E 101-49200-212	Motor Fuels		\$1,735.57	21289874	FUEL
E 101-49200-212	Motor Fuels		\$1,530.45	21289875	FUEL
Total MANSFIELD OIL COMPANY			\$3,266.02		
Paid Chk# 112978	5/14/2019	MCFOA			
E 101-41500-433	Dues, Licensing & Seminars		\$45.00	2019 DUES	KATHY LEERVIG 2019 DUES
Total MCFOA			\$45.00		
Paid Chk# 112979	5/14/2019	MEDIACOM			
E 101-41940-321	Telephone		\$346.90		SERVICE
Total MEDIACOM			\$346.90		
Paid Chk# 112980	5/14/2019	METROPOLITAN FORD OF EDEN PRAI			
E 101-45200-222	Repair & Maint - Equip		\$174.90	356090	PARTS
otal METROPOLITAN FORD OF EDEN PRAI			\$174.90		
Paid Chk# 112981	5/14/2019	NAPA AUTO PARTS-LONG LAKE			
E 101-42200-404	Repairs/Maint - Machin/Equip		\$24.32	3270-439263	PARTS
Total NAPA AUTO PARTS-LONG LAKE			\$24.32		
Paid Chk# 112982	5/14/2019	OFFICE DEPOT			
E 630-40000-200	Office Supplies (GENERAL)		\$163.75	309770545001	SUPPLIES
Total OFFICE DEPOT			\$163.75		
Paid Chk# 112983	5/14/2019	OLSEN CHAIN & CABLE, INC.			

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E 610-40000-240	Small Tools and Minor Equip		\$59.50	637092	TOOLS
E 620-40000-240	Small Tools and Minor Equip		\$59.50	637092	TOOLS
Total OLSEN CHAIN & CABLE, INC.			\$119.00		
Paid Chk# 112984	5/14/2019	PENNY'S COFFEE			
G 802-20837	800 Lake - Penny's Coffee		\$1,348.60	REFUND	ESCROW PROJECT REFUND
Total PENNY'S COFFEE			\$1,348.60		
Paid Chk# 112985	5/14/2019	PILLAR HOMES			
G 802-20399	231 MANITOBA - PILLAR HOMES		\$132.68	ESCROW REF 231 MANITOBA	ESCROW REFUND
Total PILLAR HOMES			\$132.68		
Paid Chk# 112986	5/14/2019	PIRTEK			
E 101-43100-220	Repair/Maint Supply (GENERAL)		\$158.85	S2929569.001	PARTS
Total PIRTEK			\$158.85		
Paid Chk# 112987	5/14/2019	ROLYAN BUOYS			
E 404-40000-309	Contractual Services		\$1,574.00	3670604	MARINA BUOYS
Total ROLYAN BUOYS			\$1,574.00		
Paid Chk# 112988	5/14/2019	SHORT ELLIOTT HENDRICKSON INC.			
E 610-49100-302	Consultants		\$725.00	367298	WATER TOWER REHAB
Total SHORT ELLIOTT HENDRICKSON INC.			\$725.00		
Paid Chk# 112989	5/14/2019	STAR TRIBUNE			
E 640-48000-433	Dues, Licensing & Seminars		\$126.36	2519144	2019 SUBSCRIPTION RENEWAL
Total STAR TRIBUNE			\$126.36		
Paid Chk# 112990	5/14/2019	SW NEWS MEDIA			
E 307-40000-499	Miscellaneous		\$94.05	809783	BOND SALE
Total SW NEWS MEDIA			\$94.05		
Paid Chk# 112991	5/14/2019	TERMINAL SUPPLY CO.			
E 101-43100-220	Repair/Maint Supply (GENERAL)		\$39.22	31065-00	SUPPLIES
E 101-43100-210	Operating Supplies (GENERAL)		\$70.30	31169-00	SUPPLIES
E 101-45200-210	Operating Supplies (GENERAL)		\$70.31	31169-00	SUPPLIES
Total TERMINAL SUPPLY CO.			\$179.83		
Paid Chk# 112992	5/14/2019	TOLL GAS & WELDING SUPPLY			
E 101-43100-210	Operating Supplies (GENERAL)		\$54.38	10296469	SUPPLIES
E 101-45200-210	Operating Supplies (GENERAL)		\$54.40	10296469	SUPPLIES
E 610-40000-210	Operating Supplies (GENERAL)		\$54.38	10296469	SUPPLIES
E 620-40000-210	Operating Supplies (GENERAL)		\$54.38	10296469	SUPPLIES
E 640-48000-210	Operating Supplies (GENERAL)		\$87.48	40099372	SUPPLIES
Total TOLL GAS & WELDING SUPPLY			\$305.02		
Paid Chk# 112993	5/14/2019	TWIN CITY GARAGE DOOR CO.			
E 101-41940-401	Repairs/Maint Buildings		\$243.50	Z098351	WARMING HOUSE GARAGE DOOR
Total TWIN CITY GARAGE DOOR CO.			\$243.50		
Paid Chk# 112994	5/14/2019	TWIN CITY SEED CO.			
E 232-40000-210	Operating Supplies (GENERAL)		\$131.25	44303	SUPPLIES
Total TWIN CITY SEED CO.			\$131.25		
Paid Chk# 112995	5/14/2019	ULINE			
E 101-42400-499	Miscellaneous		\$212.65	108290326	BLDG.DEPT.SUPPLIES
Total ULINE			\$212.65		
Paid Chk# 112996	5/14/2019	UPS STORE			

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E 101-45200-350	Printing & Publishing		\$50.00	16419	PARKS PRINTING
E 101-45200-350	Printing & Publishing		\$21.36	16532	PARKS PRINTING
E 430-40000-309	Contractual Services		\$1,596.00	16667	CONSTRUCTION SIGNS
Total UPS STORE			\$1,667.36		
Paid Chk# 112997	5/14/2019	VAN PAPER COMPANY			
E 640-48500-210	Operating Supplies (GENERAL)		\$200.65	499337-00	KITCHEN SUPPLIES
E 640-48500-210	Operating Supplies (GENERAL)		\$158.12	500133-00	KITCHEN SUPPLIES
Total VAN PAPER COMPANY			\$358.77		
Paid Chk# 112998	5/14/2019	VILLAGE CHEVROLET			
E 101-43100-220	Repair/Maint Supply (GENERAL)		\$165.96	321656	PARTS
E 610-40000-224	Repair & Maint - Motor Equip		\$13.50	321671	PARTS
E 620-40000-224	Repair & Maint - Motor Equip		\$23.82	321683	PARTS
Total VILLAGE CHEVROLET			\$203.28		
Paid Chk# 112999	5/14/2019	XCEL ENERGY			
E 101-45203-381	Electric Utilities		\$4,204.57		SERVICE
E 101-41940-381	Electric Utilities		\$0.00		SERVICE
E 101-42200-381	Electric Utilities		\$0.00		SERVICE
E 610-40000-381	Electric Utilities		\$0.00		SERVICE
E 640-47000-381	Electric Utilities		\$0.00		SERVICE
E 640-48000-381	Electric Utilities		\$0.00		SERVICE
E 620-40000-381	Electric Utilities		\$0.00		SERVICE
E 101-41940-381	Electric Utilities		\$0.00		SERVICE
Total XCEL ENERGY			\$4,204.57		
Paid Chk# 113000	5/15/2019	ASPEN MILLS			
E 101-42100-217	Uniforms		\$250.55	236680	PD UNIFORMS
E 101-42100-217	Uniforms		\$29.00	236845	PD UNIFORMS
E 101-42100-217	Uniforms		\$47.95	236846	PD UNIFORMS
E 101-42100-217	Uniforms		\$110.75	237008	PD UNIFORMS
Total ASPEN MILLS			\$438.25		
Paid Chk# 113001	5/15/2019	AT&T MOBILITY			
E 101-42100-323	Radio Units		\$413.74		SERVICE
Total AT&T MOBILITY			\$413.74		
Paid Chk# 113002	5/15/2019	BERNICK'S WINE			
E 640-48000-253	Beer For Resale		\$474.00	500766	BEER
Total BERNICK'S WINE			\$474.00		
Paid Chk# 113003	5/15/2019	BREAKTHRU BEVERAGE			
E 640-48000-251	Liquor For Resale		\$224.82	1080963856	LIQUOR
E 640-48000-252	Wine For Resale		\$195.00	1080963856	WINE
E 640-48000-251	Liquor For Resale		\$432.00	1080967117	LIQUOR
E 640-48000-252	Wine For Resale		\$409.09	1080967117	WINE
Total BREAKTHRU BEVERAGE			\$1,260.91		
Paid Chk# 113004	5/15/2019	BREAKTHRY BEVERAGE BEER			
E 640-48000-253	Beer For Resale		\$132.50	1090997552	BEER
E 640-48000-253	Beer For Resale		\$373.00	1090997553	BEER
E 640-48000-253	Beer For Resale		\$403.00	1091000491	BEER
Total BREAKTHRY BEVERAGE BEER			\$908.50		
Paid Chk# 113005	5/15/2019	CAPITOL BEVERAGE SALES			
E 640-48000-253	Beer For Resale		\$717.00	2257712	BEER
E 640-48000-253	Beer For Resale		\$540.00	2261003	BEER

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Total CAPITOL BEVERAGE SALES			\$1,257.00		
Paid Chk# 113006	5/15/2019	COZZINI BROS., INC.			
E 640-48500-415	Other Equipment Rentals	\$45.59	C6437669	KNIFE EXCHANGE	
Total COZZINI BROS., INC.		\$45.59			
Paid Chk# 113007	5/15/2019	DAHLHEIMER DISTRIBUTING CO.			
E 640-48000-253	Beer For Resale	\$1,136.00	113-0236	BEER	
E 640-48000-253	Beer For Resale	\$523.00	116-0072	BEER	
Total DAHLHEIMER DISTRIBUTING CO.		\$1,659.00			
Paid Chk# 113008	5/15/2019	FORMS & SYSTEMS OF MINNESOTA			
E 101-42100-350	Printing & Publishing	\$105.84	165194	PD SUPPLIES	
Total FORMS & SYSTEMS OF MINNESOTA		\$105.84			
Paid Chk# 113009	5/15/2019	GALLS			
E 101-42100-217	Uniforms	\$128.95	012549470	PD UNIFORMS	
Total GALLS		\$128.95			
Paid Chk# 113010	5/15/2019	GRANDMA'S BAKERY			
E 640-48500-255	FOODIngredients For Resale	\$65.12	42586	FOOD	
E 640-48500-255	FOODIngredients For Resale	\$79.00	43781	FOOD	
Total GRANDMA'S BAKERY		\$144.12			
Paid Chk# 113011	5/15/2019	HOHENSTEINS INC.			
E 640-48000-253	Beer For Resale	\$130.00	136529	BEER RESALE	
Total HOHENSTEINS INC.		\$130.00			
Paid Chk# 113012	5/15/2019	JJ TAYLOR DISTRIBUTING OF MN			
E 640-48000-253	Beer For Resale	\$1,443.50	2983255	BEER	
E 640-48000-253	Beer For Resale	\$181.30	2983333	BEER	
Total JJ TAYLOR DISTRIBUTING OF MN		\$1,624.80			
Paid Chk# 113013	5/15/2019	MAIN STREET BAKERY			
E 640-48500-255	FOODIngredients For Resale	\$120.32	356608	FOOD RESALE	
E 640-48500-255	FOODIngredients For Resale	\$137.82	356717	FOOD RESALE	
Total MAIN STREET BAKERY		\$258.14			
Paid Chk# 113014	5/15/2019	MODIST BREWING CO. LLC			
E 640-48000-253	Beer For Resale	\$695.00	E-4628	BEER	
Total MODIST BREWING CO. LLC		\$695.00			
Paid Chk# 113015	5/15/2019	NORTHWESTERN FRUIT COMPANY			
E 640-48500-255	FOODIngredients For Resale	(\$9.00)	901351	FOOD	
E 640-48500-255	FOODIngredients For Resale	\$393.10	902045	FOOD	
E 640-48500-255	FOODIngredients For Resale	\$419.40	902145	FOOD	
E 640-48000-251	Liquor For Resale	\$13.50	902180	LIQUOR	
E 640-48500-255	FOODIngredients For Resale	\$483.50	902247	FOOD	
E 640-48500-255	FOODIngredients For Resale	\$300.00	902458	FOOD	
E 640-48000-251	Liquor For Resale	\$82.00	902458	LIQUOR	
Total NORTHWESTERN FRUIT COMPANY		\$1,682.50			
Paid Chk# 113016	5/15/2019	PERFORMANCE FOOD GROUP, INC			
E 640-48500-255	FOODIngredients For Resale	\$270.16	54962923	FOOD	
Total PERFORMANCE FOOD GROUP, INC		\$270.16			
Paid Chk# 113017	5/15/2019	PHILLIPS WINES & SPIRITS			
E 640-48000-251	Liquor For Resale	\$460.08	2548877	LIQUOR	
Total PHILLIPS WINES & SPIRITS		\$460.08			

***Check Detail Register©**

May 2019

		Check Amt	Invoice	Comment
Paid Chk# 113018	5/15/2019	PUBLIC SAFETY MINISTRIES		
E 101-42100-306	Personnel Expense	\$500.00	2019-207	PD SERVICES
Total PUBLIC SAFETY MINISTRIES		\$500.00		
Paid Chk# 113019	5/15/2019	REINHART FOODSERVICE		
E 640-48500-255	FOODIngredients For Resale	\$449.44	708128	FOOD
E 640-48500-255	FOODIngredients For Resale	\$500.68	710367	FOOD
E 640-48500-255	FOODIngredients For Resale	\$301.60	716289	FOOD
E 640-48500-255	FOODIngredients For Resale	\$68.14	717519	FOOD
Total REINHART FOODSERVICE		\$1,319.86		
Paid Chk# 113020	5/15/2019	STREICHER S		
E 101-42100-217	Uniforms	\$3.00	I1366149	PD UNIFORM
E 101-42100-217	Uniforms	\$7.99	I1366474	PD UNIFORM
Total STREICHER S		\$10.99		
Paid Chk# 113021	5/15/2019	T.D. ANDERSON INC.		
E 640-48000-409	Maint services & Improv	\$110.00	481013	BEER LINE SERVICE
Total T.D. ANDERSON INC.		\$110.00		
Paid Chk# 113022	5/15/2019	TRIMARK		
E 640-48500-210	Operating Supplies (GENERAL)	\$126.08	99VQKS	KITCHEN SUPPLIES
E 640-48000-210	Operating Supplies (GENERAL)	\$116.90	99VQKT	BAR SUPPLIES
E 640-48500-210	Operating Supplies (GENERAL)	\$75.98	99VQKT	KITCHEN SUPPLIES
E 640-48000-210	Operating Supplies (GENERAL)	\$122.13	99VTMJ	BAR SUPPLIES
E 640-48500-210	Operating Supplies (GENERAL)	\$93.99	99VTMJ	KITCHEN SUPPLIES
Total TRIMARK		\$535.08		
Paid Chk# 113023	5/15/2019	TRIO SUPPLY COMPANY		
E 640-48000-342	Promotions - Food/Drinks	\$68.38	529862	PROMO FOOD
E 640-48000-210	Operating Supplies (GENERAL)	\$84.88	529862	BAR SUPPLIES
E 640-48500-210	Operating Supplies (GENERAL)	\$629.81	529862	KITCHEN SUPPLIES
E 640-48000-210	Operating Supplies (GENERAL)	\$65.52	530951	BAR SUPPLIES
E 640-48500-210	Operating Supplies (GENERAL)	\$495.15	531620	KITCHEN SUPPLIES
E 640-48000-210	Operating Supplies (GENERAL)	\$64.93	531620	BAR SUPPLIES
E 640-48000-342	Promotions - Food/Drinks	\$34.19	531620	PROMO FOOD
E 640-48000-251	Liquor For Resale	\$71.88	531620	LIQUOR
Total TRIO SUPPLY COMPANY		\$1,514.74		
Paid Chk# 113024	5/15/2019	UNITED CLEANING MANAGEMENT		
E 640-48000-409	Maint services & Improv	\$2,775.22	1023416	MONTHLY CLEANING
Total UNITED CLEANING MANAGEMENT		\$2,775.22		
Paid Chk# 113025	5/15/2019	US FOODS		
E 640-48500-255	FOODIngredients For Resale	\$4,232.40	3877936	FOOD
E 640-48500-210	Operating Supplies (GENERAL)	\$42.53	3877936	KITCHEN SUPPLIES
E 640-48000-210	Operating Supplies (GENERAL)	\$171.58	3877936	BAR SUPPLIES
E 640-48000-342	Promotions - Food/Drinks	\$20.96	3877936	PROMO FOOD
E 640-48000-254	Soft Drinks/Mix For Resale	\$341.59	3877936	MISC.BEV.
E 640-48000-251	Liquor For Resale	\$19.00	3877936	LIQUOR
E 640-48500-255	FOODIngredients For Resale	\$274.03	3919537	FOOD
E 640-48500-255	FOODIngredients For Resale	\$4,468.00	3919538	FOOD
E 640-48500-210	Operating Supplies (GENERAL)	\$217.47	3919538	KITCHEN SUPPLIES
E 640-48000-210	Operating Supplies (GENERAL)	\$20.07	3919538	BAR SUPPLIES
E 640-48000-342	Promotions - Food/Drinks	\$98.91	3919538	PROMO FOOD
E 640-48000-254	Soft Drinks/Mix For Resale	\$375.91	3919538	MISC.BEV.
E 640-48000-251	Liquor For Resale	\$167.11	3919538	LIQUOR
E 640-48500-255	FOODIngredients For Resale	\$3,252.15	3954274	FOOD

***Check Detail Register©**

May 2019

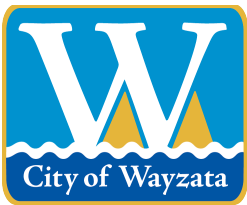
		Check Amt	Invoice	Comment
E 640-48500-210	Operating Supplies (GENERAL)	\$142.87	3954274	KITCHEN SUPPLIES
E 640-48000-210	Operating Supplies (GENERAL)	\$44.92	3954274	BAR SUPPLIES
E 640-48000-342	Promotions - Food/Drinks	\$66.15	3954274	PROMO FOOD
E 640-48000-254	Soft Drinks/Mix For Resale	\$246.74	3954274	MISC.BEV.
E 640-48000-251	Liquor For Resale	\$77.74	3954274	LIQUOR
E 640-48500-255	FOODIngredients For Resale	\$8.77	3986401	FOOD
E 640-48500-255	FOODIngredients For Resale	\$3,596.96	4012930	FOOD
E 640-48000-342	Promotions - Food/Drinks	\$66.15	4012930	PROMO FOOD
E 640-48000-254	Soft Drinks/Mix For Resale	\$104.39	4012930	MISC.BEV.
E 640-48000-251	Liquor For Resale	\$99.06	4012930	LIQUOR
Total US FOODS		\$18,155.46		

Paid Chk# 113026	5/15/2019	WINE MERCHANT		
E 640-48000-252	Wine For Resale	\$328.88	7233231	WINE
E 640-48000-252	Wine For Resale	\$1,232.64	7234250	WINE
Total WINE MERCHANT		\$1,561.52		

10100 Old National	\$366,744.17
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Fund Summary

10100 Old National	
101 GENERAL FUND	\$56,682.81
232 CEMETARY	\$131.25
235 CABLE TV	\$235.00
307 WAYZ.BLVD/SUPERIOR REALIGNMENT	\$28,997.96
310 SUPERIOR/LAKE REALIGNMENT	\$31,800.00
311 STREET BONDS	\$2,578.75
315 BIG WOODS	\$14,250.00
404 PARK AND TRAIL CIP	\$12,922.00
407 CELL TOWER	\$12,000.00
408 GENERAL CIP	\$8,722.00
409 EQUIP REVOLVING	\$1,048.79
430 STREET CIP	\$1,723.71
610 WATER FUND	\$68,124.47
620 SEWER FUND	\$7,904.77
630 MOTOR VEHICLE	\$292.91
640 LIQUOR	\$115,238.61
650 SOLID WASTE	\$2,609.86
802 ESCROW PROJECTS	\$1,481.28
	\$366,744.17



City of Wayzata City Council Agenda Report

MEETING DATE: June 11, 2019	AGENDA ITEM: 7.c.
TITLE: Approval of Municipal Licenses	
PROPOSED MOTION: To approve the Municipal Licenses as attached.	
PREPARED BY: Lori Krismer, Administrative Assistant	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends approval of the Municipal Licenses.

FINANCIAL OR BUDGET CONSIDERATION:

N/A

BACKGROUND:

N/A

ATTACHMENTS:

1. List of Municipal Licenses for City Council Approval and Municipal Licenses Which Received Administrative Approval (informational only).

06/11/2019

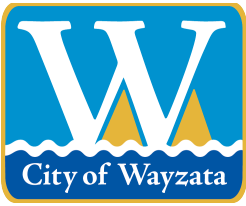
LIST OF MUNICIPAL LICENSES FOR CITY COUNCIL APPROVAL

Recommended for approval, pending staff review for completeness of application materials

2-Day Temporary On-Sale Liquor License for the Brew Works Patio Party on 6/21 & 6/22/2019	
Wayzata Brew Works	Wayzata, MN
1-Day Temporary On-Sale Liquor License for the Wayzata Legion Ribfest on 7/21/2019	
Wayzata American Legion Post 118	Wayzata, MN

**THE FOLLOWING MUNICIPAL LICENSES
WERE APPROVED ADMINISTRATIVELY**

2019 Temporary Special Event Food Stand for the American Legion RibFest on 7/21/2019	
Wayzata American Legion Post 118	Wayzata, MN
2019 Temporary Special Event Food Stand for the Wayzata Art Experience on 6/22/2019	
Nautical Bowls	Wayzata, MN
Falafel King	Minneapolis, MN
2019 Temporary Special Event Food Stand for the Wayzata Art Experience on 6/22/2019 & 6/23/2019	
Gohan	Buffalo Lake, MN
Bobby's Baby Back Ribs	Mounds View, MN
Firehouse Foods	Minnetrista, MN
Uniqueart LLC	Plymouth, MN
The Fish'n Chick'n	Hamel, MN
Gastrotruck	Minneapolis, MN
Wildearth Woodfired Mobile Pizza Bakery	Minneapolis, MN
O'Cheeze	Maple Grove, MN



City of Wayzata City Council Agenda Report

MEETING DATE: June 11, 2019	AGENDA ITEM: 7.d.
TITLE: Approval of CMT Janitorial Services Agreement	
PROPOSED MOTION: To Approve the Services Agreement with CMT Janitorial Services	
PREPARED BY: Kathy Leervig, City Clerk	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends approval of CMT Janitorial Services Agreement.

FINANCIAL OR BUDGET CONSIDERATION:

The cost is approximately \$700 more per month than the previous contract for a total of \$1705 per month with Classic Cleaning with an additional \$145 per month paid to a family member of one of the fireman to clean the fire station. The cost will be split between the General Fund and Water, Sewer, and Storm Sewer funds. While the cost is a significant increase from the previous vendor, the search for a new vendor did show that the previous cleaning service had not increased their fees in some time and was very low in cost which led to some of the reasons for their resignation letter.

BACKGROUND:

City Hall and Public Works facilities have held a cleaning contract with Classic Cleaning Company since 1990. In April, the City received a resignation letter from the company effective May 31, 2019. Reasons stated for the resignation included lack of staffing and a significant increase that would be required to maintain the contract as well as the ability to obtain employees that would meet the requirements to clean facilities for the City. City staff asked for an extension thru the end of June to allow time to find a new cleaning company.

Staff received proposals from three companies and is recommending CMT Janitorial Services to clean City Hall and Public Works facilities. As part of the new agreement, the Fire Department was added. The contract is for one year and would be re-evaluated after a year of service.

ATTACHMENTS:

1. CMT Janitorial Services Agreement
2. CMT BID

CMT Janitorial Services Agreement

This Janitorial Services Agreement (the “Agreement”) is entered into this 17th day of June, 2019, by and between The City of Wayzata (the “City”) and J&G Holdings, LLC d/b/a CMT Janitorial Services (the “Contractor”) (collectively, the “Parties” and individually, a “Party”).

In Consideration of the covenants and conditions herein and other good and valuable consideration, the receipt and sufficiency of which the Parties hereby acknowledge, the Parties agree as follows:

Cleaning Services: Contractor shall perform janitorial services, and provide all cleaning supplies, equipment and materials required for such services, at The City of Wayzata buildings (City Hall, Police Department, Fire Department and Public Works buildings) as outlined in the attached May 15, 2019 Bid for Cleaning Services (the “Cleaning Services”).

Term: The term of this Agreement shall be for one year, commencing on June 17th, 2019, and expiring on June 30th, 2020 unless sooner terminated as provided herein. Agreement renewal terms may be discussed by the Parties at any time, as well as new cleaning duties, terms, etc., which may be incorporated into this Agreement as an amendment if the Parties agree to such renewal and/or other terms in writing. After one year, if the term of this Agreement is renewed, either Party may terminate this Agreement upon 60 days’ notice to the other Party. Either the City or Contractor may terminate this Agreement at any time for non- performance by following these steps:

1. The Party who wishes to terminate this Agreement must give the other Party a written notice detailing the “nonperformance” of the other Party which is causing the Party to consider terminating the Agreement.
2. The Party receiving such notice will have thirty (30) days to fix the problem to the satisfaction of the Party giving notice.
3. If the “nonperformance” is corrected to the satisfaction of the Party giving notice, this Agreement will remain in effect.
4. If the “nonperformance” is not corrected to the satisfaction of the Party giving notice, the Party giving notice may then give the other Party a written notice detailing why they feel that the nonperformance has not been satisfactorily corrected, and this Agreement will then terminate when the Party has received this second notice.

These steps can be waived, and this Agreement can be terminated immediately if both the City and Contractor agree to this.

Contract Sum. The Cleaning Services shall be performed for the City of Wayzata for a total of two thousand five hundred and ninety-five dollars (\$2,595) per month.

Payment Procedures. The City of Wayzata shall pay Contractor the monthly Contract Sum within thirty (30) days following the determination by the City that all of the Cleaning Services have been satisfactorily performed in accordance with this

Agreement for said month.

Indemnity. To the fullest extent permitted by law, the Contractor shall indemnify, defend and hold harmless the City of Wayzata, and its officials, officers, employees, and volunteers, against all injuries, deaths, damage to property, loss, damages, claims, suites, liens, lien rights, liabilities, judgments, costs and expenses, which may in any way arise directly or indirectly from Cleaning Services; in which case Contractor shall at its own expense, appear, defend and pay all charges of attorneys and costs and other expenses arising therefrom or incurred in connection therewith, and if any judgment shall be rendered against The City of Wayzata in any such action, Contractor agrees that any bond or insurance protection require herein, or otherwise provided by Contractor, shall in no way limit the responsibility to indemnify, keep and save harmless and defend The City of Wayzata as herein provided. This obligation shall survive the expiration and/or termination of this Agreement.

Criminal Background Checks. Contractor shall perform background checks, through the BCA, on each employee, contractor, sub-contractor and/or other person performing Cleaning Services and in the event any criminal background check discloses a conviction of any felony and/or a misdemeanor shall be prohibited from performing any Cleaning Services and/or other work.

Prohibited Conduct. The Contractor's personnel shall not disturb papers on desks, or open drawers, cabinets, files, or bookcases. Telephones, computers and other equipment owned by The City of Wayzata shall not be used by the Contractor's employees and/or other workers. Under no circumstances shall the Contractor's personnel be allowed to bring visitors into The City of Wayzata building while performing Cleaning Services.

Other Terms. The Contractor agrees to abide by all of the attached standard terms and conditions for City contracts.

The City of Wayzata
Kathy Leervig, City Clerk

Contractor: CMT Janitorial Services
Julie Karos, CEO

The City of Wayzata
Ken Willcox, Mayor

Attachment:
May 15, 2019 Bid for Cleaning Services
City of Wayzata Standard Contract Terms

Attachment 1
May 15, 2019 Bid for Cleaning Services

Attachment 2
City of Wayzata Standard Contract Terms

INSURANCE

Unless and to the extent a requirement is reduced or waived by the City in writing, Contractor, at its expense, shall procure and maintain in force for the duration of this Agreement the following minimum insurance coverages:

A. General Liability. Contractor agrees to maintain commercial general liability insurance in a minimum amount of \$1,000,000 per occurrence; \$2,000,000 annual aggregate. The policy shall cover liability arising from premises, operations, products completed operations, personal injury, advertising injury, and contractually assumed liability. City shall be endorsed as additional insured.

B. Automobile Liability. If Contractor operates a motor vehicle in performing the Services under this Agreement, Contractor shall maintain commercial automobile liability insurance, including owned, hired, and non-owned automobiles, with a minimum liability limit of \$1,000,000 combined single limit.

C. Professional (Errors and Omissions) Liability Insurance. Contractor will maintain professional liability insurance for all claims Contractor may become legally obligated to pay resulting from any actual or alleged negligent act, error, or omission related to Contractor's professional services required under this Agreement. Contractor is required to carry the following minimum limits: \$1,000,000 per occurrence; \$2,000,000 annual aggregate. The retroactive or prior acts date of such coverage shall not be after the Effective Date, and Contractor shall maintain such insurance for a period of at least three (3) years following completion of the Services. If such insurance is discontinued, extended reporting period coverage must be obtained by Contractor to fulfill this requirement.

D. Workers' Compensation. Contractor agrees to provide workers' compensation insurance for all its employees in accordance with the statutory requirements of the State of Minnesota. Contractor shall also carry employers' liability coverage with minimum limits as follows: (i) \$500,000 – Bodily Injury by Disease per employee; (ii) \$500,000 – Bodily Injury by Disease aggregate; and (iii) \$500,000 – Bodily Injury by Accident.

Contractor shall, prior to commencing the Services, upon request, deliver to the City a Certificate of Insurance as evidence that the above coverages are in full force and effect. The insurance requirements may be met through any combination of primary and umbrella/excess insurance. Contractor's policies shall be the primary insurance to any other valid and collectible insurance available to City with respect to any claim arising out of Contractor's performance under this Agreement. Contractor's policies and Certificate of Insurance shall contain a provision that coverage afforded under the policies shall not be cancelled without at least thirty (30) days advanced written notice to the City.

INDEPENDENT CONTRACTOR RELATIONSHIP

City and Contractor agree that Contractor is an "independent contractor" and not an employee of City. Contractor shall be solely and entirely responsible for its acts and for the acts of its employees, agents, and subcontractors in connection with the Services. Contractor shall be responsible for the compensation and benefits of Contractor's employees and for payment of all federal, state and local taxes payable with respect to any amounts paid to Contractor under this Agreement. No payroll or employment taxes of any kind shall be withheld or paid by City with respect to payments to

Contractor, including but not limited to, FICA, FUTA, federal and state personal income tax, state disability insurance tax and state unemployment tax. Contractor shall not be entitled to any benefits from City, including, without limitation, insurance benefits, sick and vacation leave, workers' compensation benefits, unemployment compensation, disability, severance pay, or retirement benefits.

OTHER TERMS

A. Entire Agreement; Amendments. This Agreement and the attachments referenced herein represent the entire agreement between Contractor and City. Any terms in the main body of this Agreement and other attachments thereto which conflict with this attachment shall be limited, controlled and superseded by the terms in this attachment. This Agreement supersedes any prior or contemporaneous representations or agreements, either written or oral. No amendment or modification of the terms of this Agreement, except as may be expressly authorized herein, may be made and will not be effective unless agreed upon in writing by City and Contractor.

B. Assignability. The rights and obligations of Contractor under this Agreement shall not be assignable or transferable without the prior written approval of the City.

C. Compliance of all Laws; Ability to Perform; Representations. Contractor shall comply with all applicable federal, state, and local laws, rules, regulations, codes, ordinances and orders. Contractor has in effect and will maintain in effect all permits, licenses, and other authorizations necessary for the performance of the Services. Contractor is not aware of any fact or circumstance which would prevent Contractor from performing in accordance with this Agreement. Contractor represents and warrants that Contractor has the requisite training, skills, and experience necessary to provide the Services contemplated by this Agreement, and that the Services will be performed using personnel, equipment, and material qualified and suitable to perform the Services requested. Contractor shall be solely responsible for its negligent acts, errors and omissions while performing Services under this Agreement. Contractor will perform the Services with reasonable care and skill, in a diligent and professional manner and in accordance with accepted professional practices and industry standards.

D. Assurances and Indemnification. Contractor assures the City, and represents and warrants, that the information it has provided in its Statement of Work is accurate and not misleading in any material respect. Contractor shall defend and indemnify City, its employees, officials, and agents, against all claims, demands and actions, and all related costs and expenses (including reasonable attorneys' fees) for injury, death, disability or illness of any person, or damage to property, arising out of the negligent performance of the Services or any breach of any representation or term of this Agreement by Contractor.

E. Payment of Others. Contractor shall pay all of Contractor's employees, agents, and subcontractors furnishing services, labor, equipment, or materials incidental to the performance of Contractor's obligations under this Agreement.

F. Rights in Deliverables. All deliverables associated with the Services, and all data, information, ideas, designs, plans and creative works associated therewith, shall be the exclusive property of City, including all intellectual property rights therein. City and Contractor agree that such are works made for hire for City, and to the extent they do not qualify as such, Contractor hereby assigns all rights therein to City.

G. Contractor's Obligations Upon Termination. Upon the expiration or termination of this Agreement, Contractor shall furnish City with all deliverables and work in progress associated with the Services as of the effective date of termination. City shall have the unfettered right and freedom to use all such deliverables and work in progress as it sees fit, and to hire third parties to complete all outstanding Services as of the effective date of termination.

H. Headings. The headings in this Agreement are intended solely for convenience of reference and shall be given no effect in the construction or interpretation of this Agreement.

I. Notices. All notices or communications relating to this Agreement shall be in writing and shall be deemed given upon hand delivery or deposit in the United States mail, return receipt requested, and addressed as follows:

To the City:
Wayzata City Hall
600 East Rice Street
Wayzata, MN 55391
Attention: City Manager

To Contractor:
HTG Architects
9300 Hennepin Town Road
Minneapolis, MN 55347
Attention: Tom Moore

J. Governing Law; Jurisdiction; Data Practices Act. This Agreement shall be construed in accordance with governed by the laws of the State of Minnesota. The parties agree to submit to the jurisdiction of the courts of the State of Minnesota, and that any litigation regarding this Agreement will be brought in the state or federal courts that lie in Hennepin County, Minnesota. Contractor agrees to abide by the applicable provisions of the Minnesota Government Data Practice Act, Minnesota Statutes, Chapter 13. Contractor understands that all of the data created, collected, received, stored, used, maintained, or disseminated by Contractor in performing those functions that the City would perform is subject to the requirements of Chapter 13, and Contractor must comply with those requirements as if it were a government entity. This does not create a duty on the part of Contractor to provide the public with access to public data if the public data is available from the City, except as required by the terms of this Agreement.

K. Waiver. The waiver by either party of any breach or failure to comply with any provision of this Agreement by the other party shall not be construed as or constitute a continuing waiver of such provision or a waiver of any other breach of or failure to comply with any other provision of this Agreement.

L. Savings Clause. If any court finds any portion of this Agreement to be contrary to law, invalid, or unenforceable, the remainder of this Agreement will remain in full force and effect.

M. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same document.



May 15, 2019

Kathy Leervig
Wayzata City Clerk
kleervig@wayzata.org

Dear Kathy:

Enclosed you will find our cleaning bid for the commercial janitorial services for Wayzata City Hall and Police Department, Fire Station and Public Works buildings.

I have also attached several references for you; please feel free to contact them at your convenience. We have been cleaning each of the city accounts since 2003. As previously stated, we are customer service driven and pride ourselves on consistency and regular inspection checks.

Please do not hesitate to call me with any questions. We look forward to hearing from you, and we appreciate the opportunity to potentially serve our community.

Sincerely,

Julie Karos, CEO
CMT Janitorial Services
603 East Lake Street, Ste. 220
Wayzata, MN 55391

CLEANING SCHEDULE

Facility	Frequency of Cleaning Service	Time Frame of Service	Total Cleaning Labor
Wayzata City Hall and Police Department	5x per week (M-F)	After 5:00pm	\$1789/month
Facility	Frequency of Cleaning Service	Time Frame of Service	Total Cleaning Labor
Wayzata Fire Department	1x per week (M-F)	Anytime Except Monday Evenings	\$269/month
Facility	Frequency of Cleaning Service	Time Frame of Service	Total Cleaning Labor
Wayzata Public Works	2x per week (W, F)	After 5:00pm	\$537/month

Total for all Cleaning Labor \$2595/month

CLEANING LISTS

The cleaning lists attached are a “guide” as we tailor them for each individual building. Once we are awarded the contract, we do an initial full clean while incorporating the customer’s specific requests.

CMT Janitorial will provide the equipment and cleaning products necessary to perform the janitorial cleaning. CMT will handle and order the inventory for any paper products, hand soap, kitchen supplies, and items for restrooms necessary for CMT to keep them stocked and dispensers filled. CMT can have this separately billed to the account.

Upon being awarded the contract, CMT will provide proof of insurance. CMT is bonded as well.

Front and Lower Entrances	Each Night Weekly
Spot clean entry glass doors	X
Spot clean interior of any sidelight glass	X
Empty waste receptacles, replace liners as needed	X
Clean and polish drinking fountains in hallways	X
Vacuum any carpeted floors and walk mats	X
Sweep and mop hard surface flooring	X
Edge vacuum entryway hard surface floor	X
Dust low horizontal surfaces above desk level within reach	X
Dust low level horizontal surfaces at and below desk level	X
Spot clean vertical and horizontal surfaces	X
Brush or wipe clean upholstered furniture	X

Main Offices/Cubicles in City Hall and Police Department	Each Night Weekly
Empty waste receptacles, replace liners as needed	X
Vacuum carpet and walk mats and/or sweep and mop any hard surface flooring	X
Disinfect/wipe the desk areas that are clear	X
Disinfect/wipe under phones and keyboards and any light switch plates	X
Dust high horizontal surfaces above desk level within reach including (unobstructed) cabinets, window sills, ledges, tops of cubicles, picture frames, top of any surfaces if appl	X
Dust low horizontal surfaces at and below desk	X
Spot clean vertical and horizontal surfaces, door kick plates and office partition glass	X
Brush clean/damp wipe chairs	X

Conference Room and Chambers Room	Each Night Weekly
Empty waste receptacles, replace liners as needed	X
Vacuum carpet and walk mats in main area and around desks	X
Disinfect wipe/dust conference room tables	X
Arrange chairs neatly around conference room tables	X
Dust high horizontal surfaces above desk level within reach including (unobstructed) cabinets, window sills, ledges and tops of cubicles	X

Dust low horizontal surfaces at and below desk	X
Spot clean vertical and horizontal surfaces, door kick plates and office partition glass	X
Brush clean/damp wipe conference room chairs	X
Wipe smudges and spot clean windows and doors	X

All Restrooms and Locker Room	Each Night Weekly
Clean both holding cell areas to include toilet, sink and cot	X
Empty trash and replace liner	X
Sweep/Edge floor	X
Clean inside of commodes and urinals with bowl cleaner	X
Clean exterior of commodes and urinals	X
Clean mirrors, faucets, sinks, cabinets, stainless steel and countertops	X
Refill toilet paper, paper towel and soap dispensers	X
Empty feminine waste receptacles and replace wax liners	X
Mop any hard surface flooring	X
Spot clean walls and partitions	X
High dust partitions and door jams	X
Dust all ledges	X
Dust ceiling vents/diffusers	Weekly

Break Room/Kitchenettes	Each Night Weekly
Vacuum and mop	X
Disinfect/wipe tables	X
Disinfect/wipe outside of refrigerator and microwaves, stainless steel polish	X
Dust high horizontal surfaces such as window sills, ledges and tops of appliances	X
Sweep and edge kitchen and sweep	X
Move items on counters to disinfect and clean	X
Wipe front of cupboards and disinfect as needed	X

Public Works Building	Wednesdays and Fridays
Entrance Areas (2) to include vacuuming, dusting and cleaning windows and glass	X
Restrooms (3) to include all details as noted above in Restroom Specs	X
Empty all waste receptacles, replace liners as needed	X
Clean and polish drinking fountains in hallways	X
Vacuum all carpeted floors and walk mats	X
Sweep and mop hard surface flooring	X
Vacuum, wipe and dust all offices and workspaces	X
Vacuum and wipe down break room, to include kitchen area, all appliances, countertops and tables	X
Wipe down conference table and vacuum surrounding area	X
Spot clean vertical and horizontal surfaces	X
Brush or wipe clean upholstered furniture	X

Fire Station	Once per Week (Every Tuesday)
Entrance Area to include vacuuming, dusting and cleaning windows and glass	X
Restrooms (3) to include all details as noted above in Restroom Specs	X
Empty all waste receptacles, replace liners as needed	X
Vacuum and dust Radio Room	X
Vacuum and wipe down conference table area	X
Vacuum and wipe down upstairs kitchenette area	X
Vacuum and wipe down all tables in lower level meeting room	X
Vacuum, mop, and wipe down break room/lounge area, to include kitchen area, all appliances, countertops and tables	X
Sweep and mop hallway and stairwell	X
Spot clean vertical and horizontal surfaces	X
Brush or wipe clean upholstered furniture	X

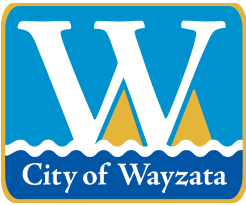
REFERENCES

ANOKA POLICE DEPARTMENT
Captain Andy Youngquist
763-238-5553

CITY OF CHAMPLIN
Roberta Colotti, City Clerk
763-923-7111

CITY OF BROOKLYN PARK
Britt Oliverius, Building Services Field Manager
763-493-8045

SPORTECH
Josh Groen, Sr. Facilities Manager
763-274-5790



City of Wayzata City Council Agenda Report

MEETING DATE: June 11, 2019	AGENDA ITEM: 7.e.
TITLE: Approval of Plans and Authorization to Solicit Public Bids for the 2019 Street Improvements Project	
PROPOSED MOTION: To Approve Plans and Authorize Solicitation of Public Bids for the 2019 Street Improvements Project	
PREPARED BY: Mike Kelly, City Engineer/Director of Public Works	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends approval of the plans and authorization of staff and WSB & Associates (WSB) to solicit bids through a formal public bidding process for the 2019 Street Improvements Project.

FINANCIAL OR BUDGET CONSIDERATION:

This project is proposed to be funded using the Street and Storm Water Capital Improvement Plan (CIP). There is currently \$695,100 budgeted for these projects. The current construction cost estimate is \$613,200. Construction inspection will be provided by the City's Project Engineer. Construction staking will be provided by WSB.

BACKGROUND:

As part of the City's planned maintenance of streets, staff has been planning the reconstruction of Circle Drive East, and the mill and overlay of several other roadways including; Broadway Avenue North (from US Highway 12 to the Luce Line Regional Trail), Ferndale Road North (from Wayzata Blvd to US Highway 12), and Arlington Circle South.

The work on Circle Drive East will be the full depth replacement of the street section, installation of formal storm sewer, and concrete curb and gutter.

The next step in the process is to approve the plans and authorize the solicitation of bids through a formal public bidding process. The bid opening is proposed to be held on July 10, 2019 with a bid award date of July 16, 2019.

The projects are planned to begin in early August and be completed by the end of September.

ATTACHMENTS:

1. Draft Advertisement for Bid
2. Plan Set

ADVERTISEMENT FOR BIDS

2019 STREET IMPROVEMENTS CITY PROJECT NO. STR-2019-02

FOR THE CITY OF WAYZATA HENNEPIN COUNTY, MINNESOTA

NOTICE IS HEREBY GIVEN that sealed bids for the construction of *2019 Street Improvements* will be received by *City of Wayzata* at the *City Hall* located at *600 Rice Street East, Wayzata, MN 55391* until **10:00 am** local time on **Wednesday, July 10, 2019**, at which time the Bids received will be publicly opened and read. The Project includes the furnishing of all labor and materials for the construction, complete in-place, of the following approximate quantities:

1	LS	Mobilization
2,000	CY	Common Excavation
1,500	CY	Select Granular Embankment
3,800	SY	Full Depth Reclamation
3,000	SY	Mill Bituminous Pavement
1,500	TON	Aggregate Base
1,600	TON	Bituminous Paving
2,000	LF	Concrete Curb & Gutter
650	LF	RC Pipe Sewer
13	EA	Drainage Structure
1,600	SY	Sodding Type Lawn
1	LS	Traffic Control

The provisions of MINN. STAT. 16C.285 Responsible Contractor are imposed as a requirement of this contract. All bidders and persons or companies providing a response/submission to the Advertisement for Bids of the *City of Wayzata* shall comply with the provisions of the statute.

Bids will be received for a single prime Contract. Bids shall be on a unit price basis for the base Bid, with any alternate bid items as indicated on the Bid Form.

The Issuing Office for the Bidding Documents is: WSB, 178 East 9th Street, Suite 200, St. Paul, MN 55101. Direct questions about this Project, including pre-bid questions, to *Brad Reifsteck*, at 763.512.5243 or breifsteck@wsbeng.com. Bidding Documents are on file with and may be examined at the *City of Wayzata*.

Complete digital Bidding Documents for use by Contractors submitting a bid are available at www.questcdn.com. Bidding Documents may be downloaded as portable document format (PDF) files for a nonrefundable fee of \$30.00 by inputting Quest project # **6284824** on the website's Project Search page.

Bids will only be accepted from Contractors who purchase Bidding Documents as specified above.

Bid security shall be furnished in accordance with the Instructions to Bidders.

The City Council reserves the right to reject any and all bids and to waive any bids received without explanation. No bid may be withdrawn for a period of sixty (60) days.

DATED: June 11, 2019

BY ORDER OF THE CITY COUNCIL

s/s Michael H. Kelly, Jr., PE
City Engineer / Director of Public Works
Wayzata, MN

PUBLISHED IN THE: Lakeshore Weekly News
Finance & Commerce

June 13, 2019
June 13, 2019 and June 20, 2019

EXISTING PLAN SYMBOLS

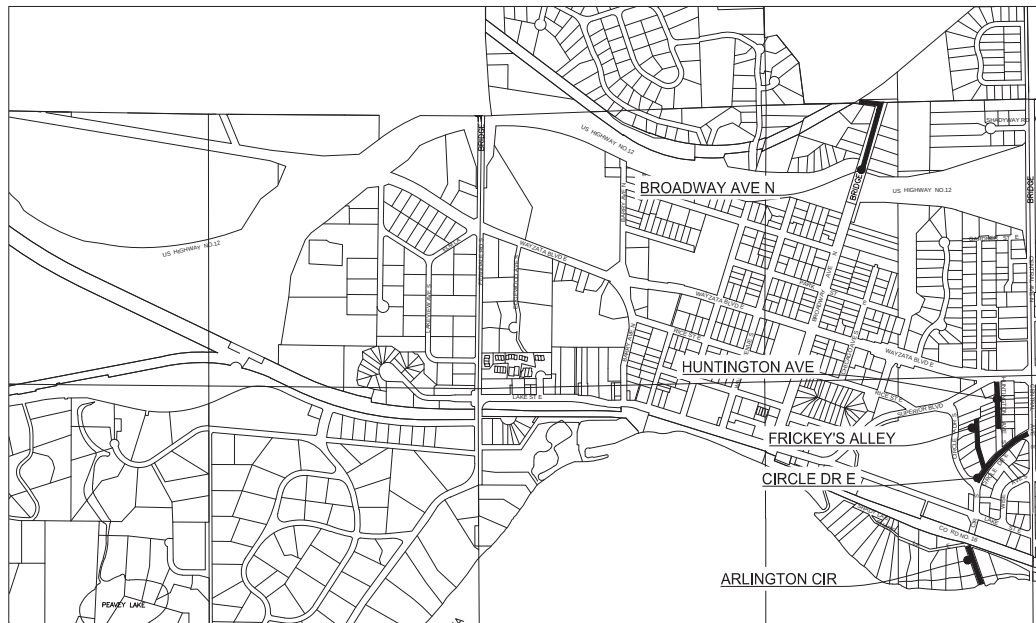
PROPERTY LINES/RIGHT-OF-WAY	---
UTILITY EASEMENT	---
TREE LINE	---
SIGN	+
DECIDUOUS TREE	+
SHRUB	+
CONIFEROUS TREE	+

EXISTING UTILITY SYMBOLS

FIBER OPTIC CABLE	---
UNDERGROUND TELEPHONE	---
GAS LINE	---
UNDERGROUND CABLE	---
CABLE TV	---
OVERHEAD COMMUNICATIONS LINE	---
UNDERGROUND POWER	---
OVERHEAD POWER	---
UNDERGROUND ELECTRIC	---
OVERHEAD TELEPHONE	---
WATER MAIN	---
SANITARY SEWER	---
STORM SEWER	---
CATV VAULT	+
POWER POLE	+
ELECTRIC BOX	+
CATCH BASIN	+
STORM APRON	+
STORM SEWER MANHOLE	+
GATE VALVE	+
HYDRANT	+
SANITARY SEWER MANHOLE	+

2019 STREET IMPROVEMENTS CITY OF WAYZATA

CONSTRUCTION PLAN FOR STREET RECONSTRUCTION, STORM SEWER IMPROVEMENTS & MILL & OVERLAY



PROJECT LOCATION MAP

EXCAVATION NOTICE SYSTEM

A CALL TO GOPHER STATE ONE (651-454-0002) IS REQUIRED A MINIMUM OF 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION.

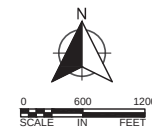


PROJECT LOCATION
COUNTY: HENNEPIN

UTILITY INFORMATION

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D, THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF GIASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

GOPHER ONE CALL TICKET NUMBER: 170240791



PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

GOVERNING SPECIFICATIONS

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

PLAN SET INDEX

SHEET NO.	DESCRIPTION
1	
2	
3-4	
5	
6	
7-10	
11	
12-13	
14-15	
16-17	
18	
20-22	

THIS PLAN SET CONTAINS 22 SHEETS

THIS PLAN SET HAS BEEN PREPARED FOR:



CITY OF WAYZATA
600 RICE STREET E.
WAYZATA, MN 55391
(952) 404-5300

ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.



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

BRAD A. REIFSTECK, P.E.

DATE: 06/11/2019 LICENSE NUMBER: 47930

WSB PROJ. NO. 013587-000
CITY PROJECT NO. 2019-02

SHEET
1
OF
22

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wsb

WSB PROJECT NO.:
013587-000

SCALE:	DESIGN BY:
AS SHOWN	GCT
PLAN BY:	CHECK BY:
GCT	BAR

REVISIONS

NO.	DATE	DESCRIPTION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, AND CONTRACT DOCUMENTS FOR THE PROJECT DESCRIBED HEREIN WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

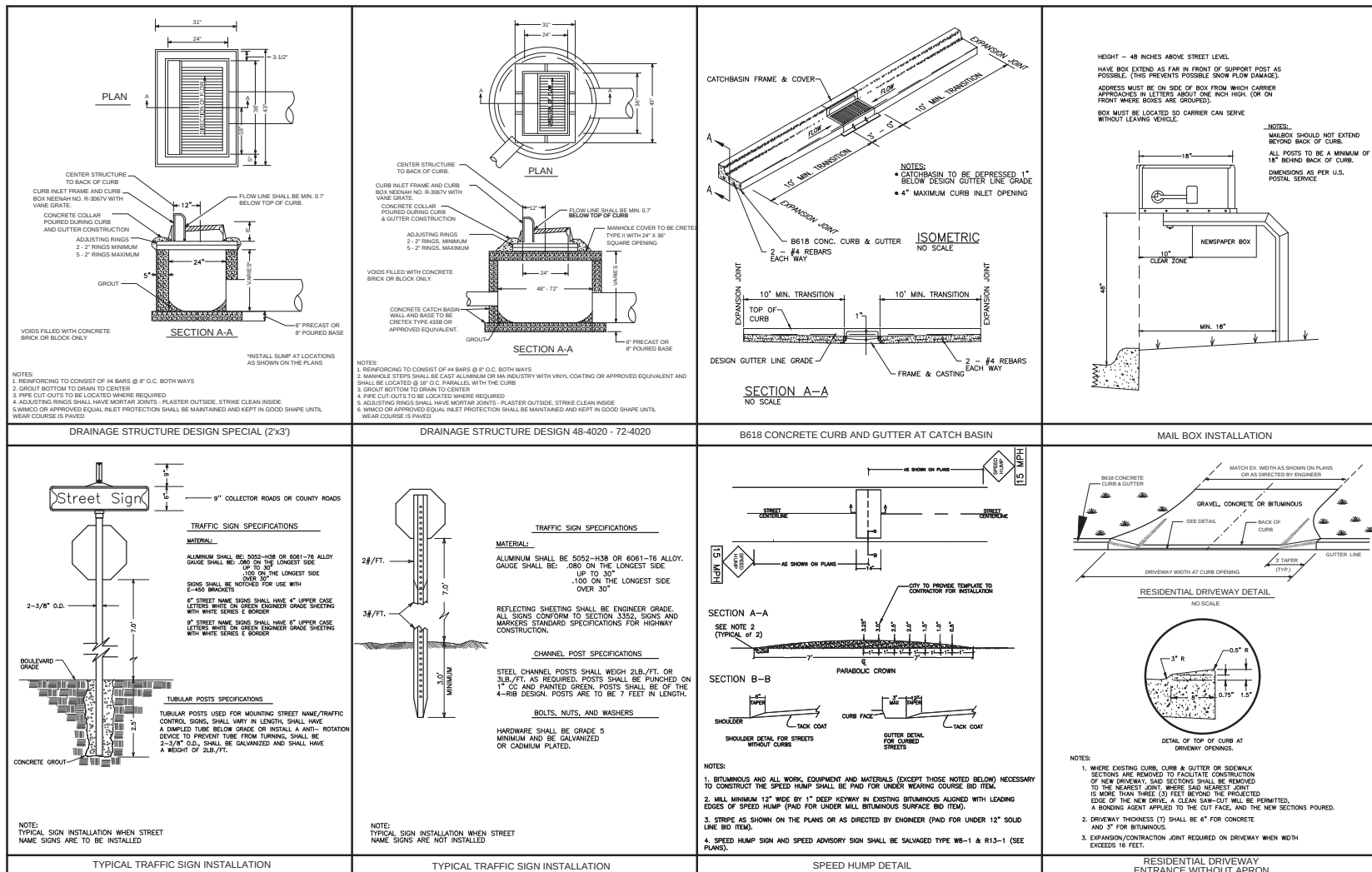
DATE: 08/11/2019 UC NO.: 47030

BRAD A. REIFSTECK

2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

GENERAL LAYOUT

SHEET
2
OF
22



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wsb

WSB PROJECT NO.:
013587-000

SCALE: DESIGN BY:
AS SHOWN GCT
PLAN BY: CHECK BY:
GCT BAR

REVISIONS

NO.	DATE	DESCRIPTION

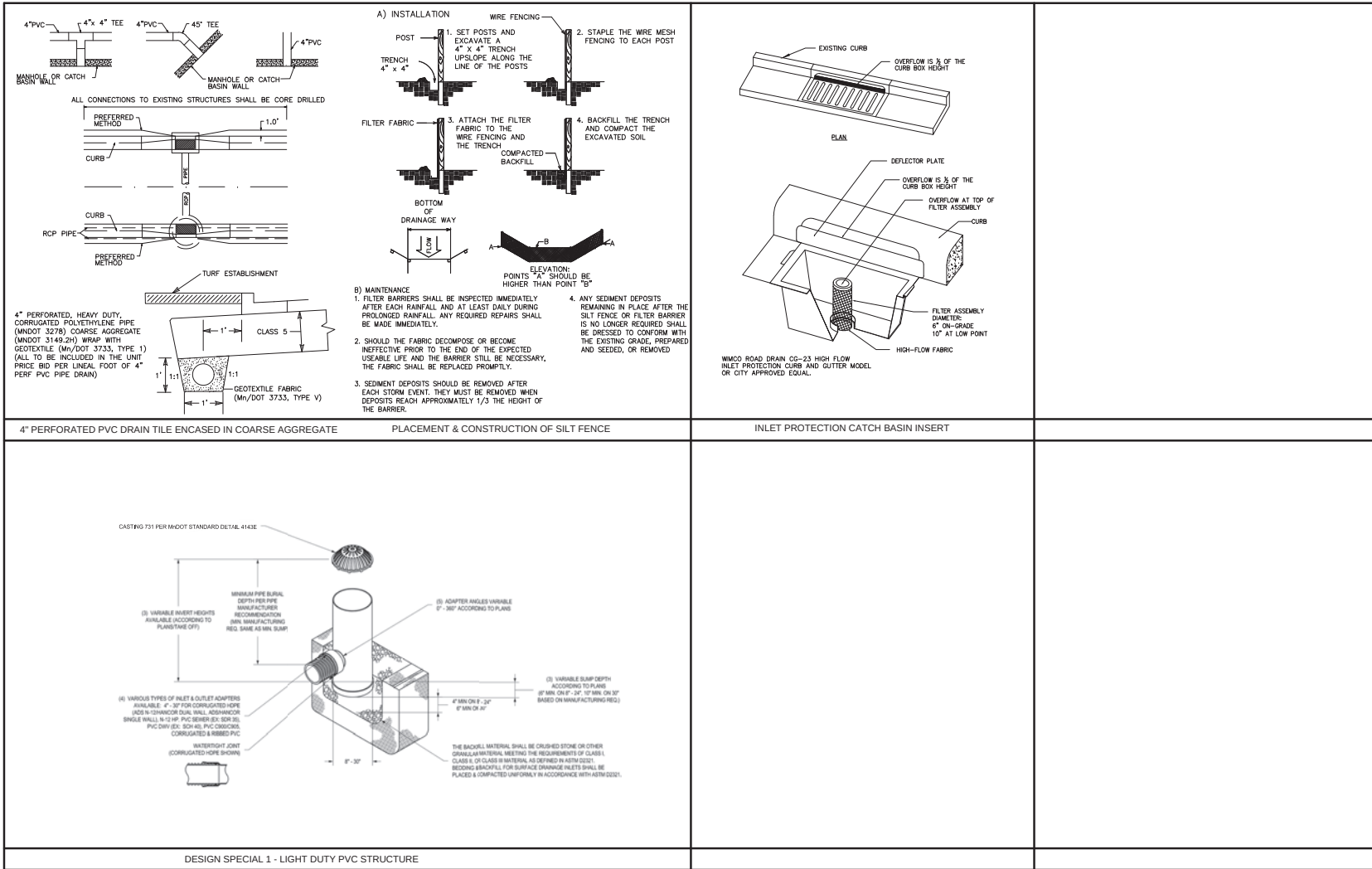
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BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO.: 47030

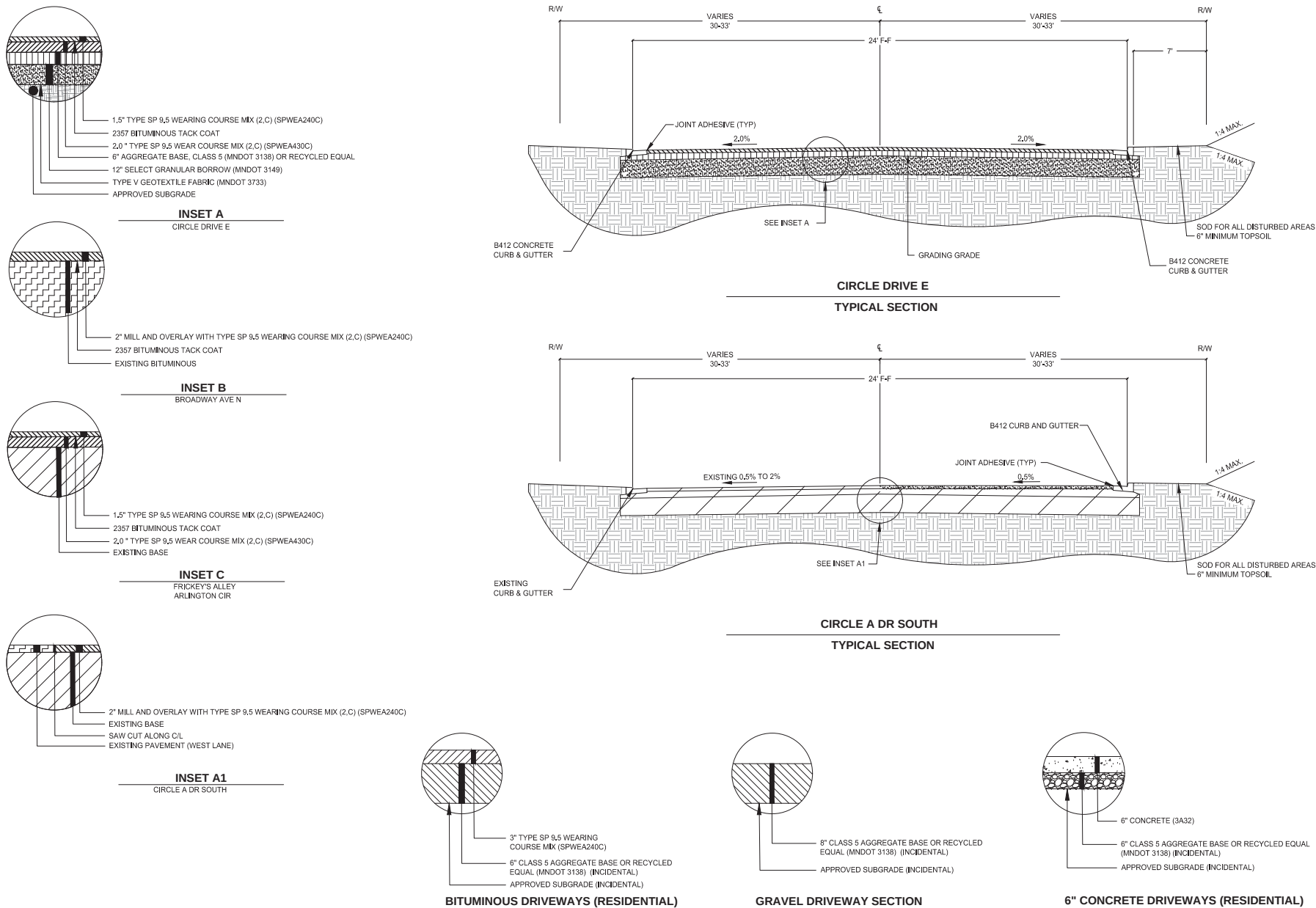
2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

STANDARD DETAILS

SHEET
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OF
22



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wsb

WSB PROJECT NO.:
013587-000

SCALE: AS SHOWN
PLAN BY: GCT
DESIGN BY: GCT
CHECK BY: BAR

REVISIONS

NO.	DATE	DESCRIPTION

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

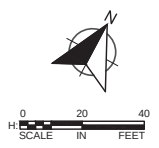
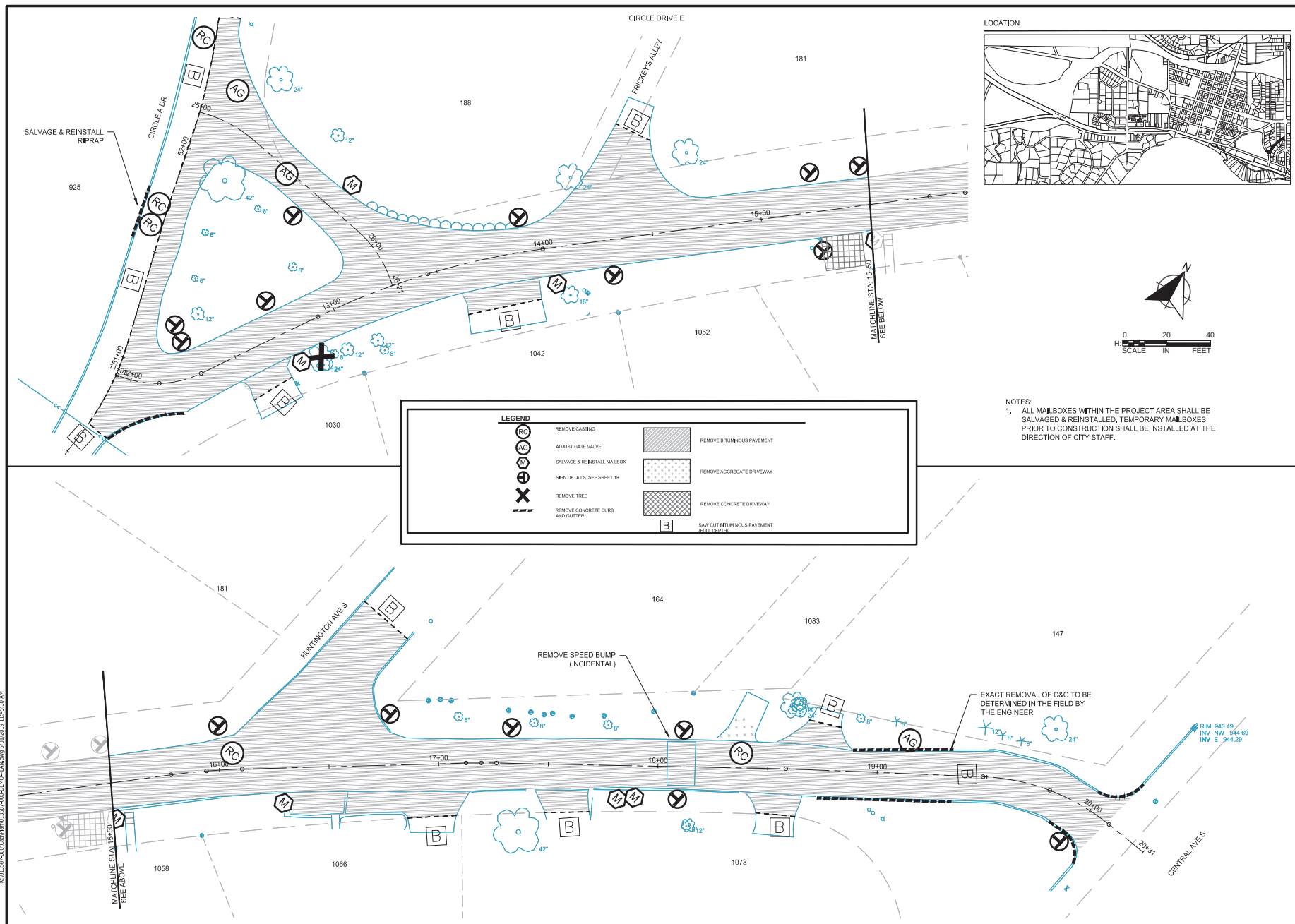
BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO.: 47030

2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

TYPICAL SECTIONS

SHEET
5
OF
22

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LEGEND

REMOVE CASTING	REMOVE BITUMINOUS PAVEMENT
ADJUST GATE VALVE	REMOVE AGGREGATE DRIVEWAY
SALVAGE & REINSTALL MAILBOX	REMOVE CONCRETE DRIVEWAY
SIGN DETAILS, SEE SHEET 19	SAN CUT BITUMINOUS PAVEMENT (WALL DETAIL)
REMOVE TREE	
REMOVE CONCRETE CURB AND GUTTER	

NOTES:
1. ALL MAILBOXES WITHIN THE PROJECT AREA SHALL BE SALVAGED & REINSTALLED, TEMPORARY MAILBOXES PRIOR TO CONSTRUCTION SHALL BE INSTALLED AT THE DIRECTION OF CITY STAFF.



wsb
WSB PROJECT NO.: 013587-000
SCALE: AS SHOWN
PLAN BY: GCT
DESIGN BY: GCT
CHECK BY: BAR

REVISIONS	
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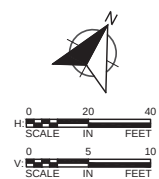
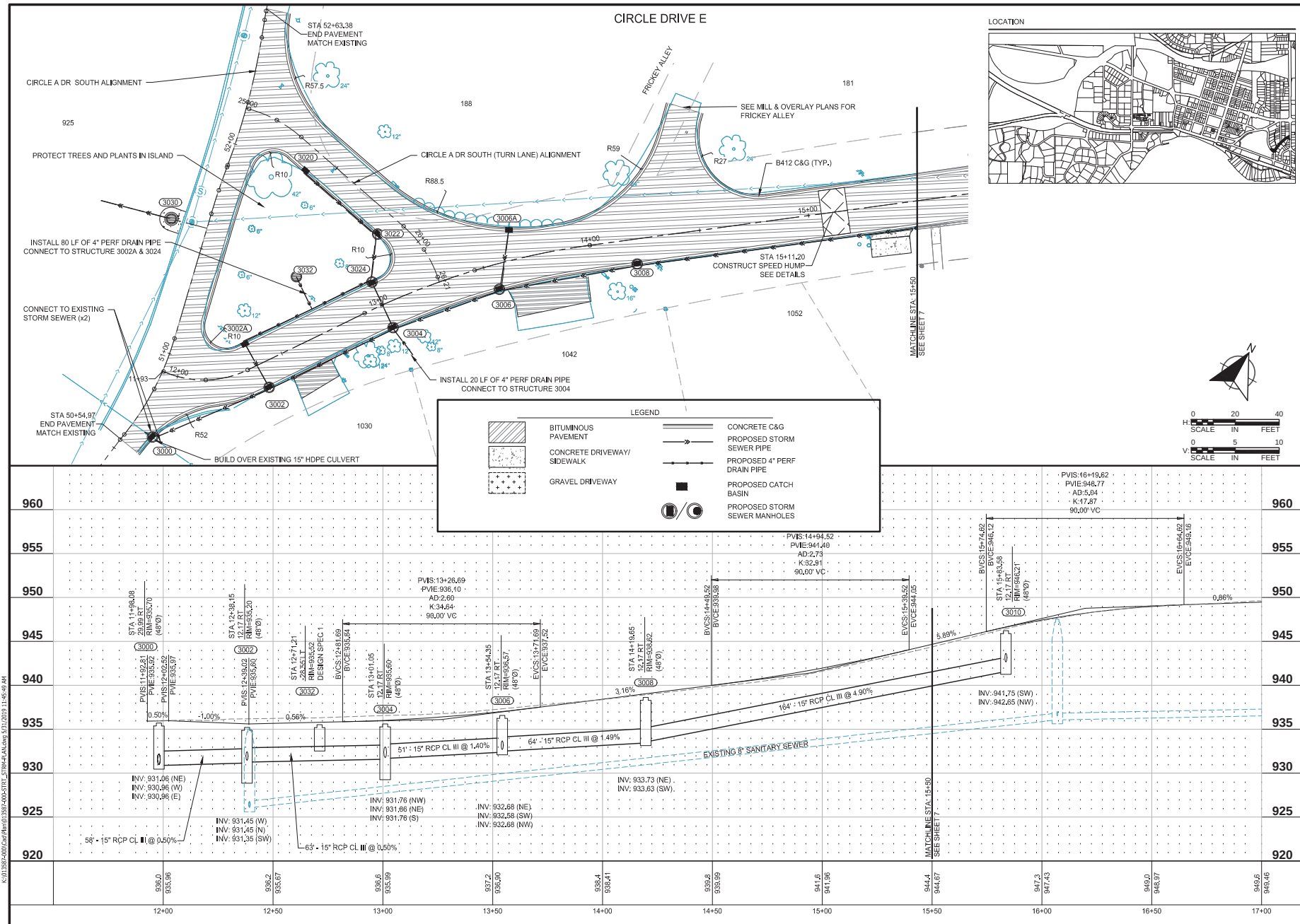
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, AND CONTRACT DOCUMENTS FOR THE PROJECT DESCRIBED HEREIN WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

BRAD A. RUFFSTECK
DATE: 08/11/2019 LC NO.: 47030

2019 STREET IMPROVEMENTS
CITY OF WAYZATA

REMOVAL PLANS

SHEET
6
OF
22



wsb

WSB PROJECT NO.: 013587-000

SCALE: AS SHOWN
PLAN BY: GCT
DESIGN BY: GCT
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REVISIONS

NO.	DATE	DESCRIPTION

HEREBY CERTIFY THAT THIS PLAN SPECIFICATION, DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE PROFESSIONAL ENGINEERING ACT AND THE LAWS OF THE STATE OF MINNESOTA.

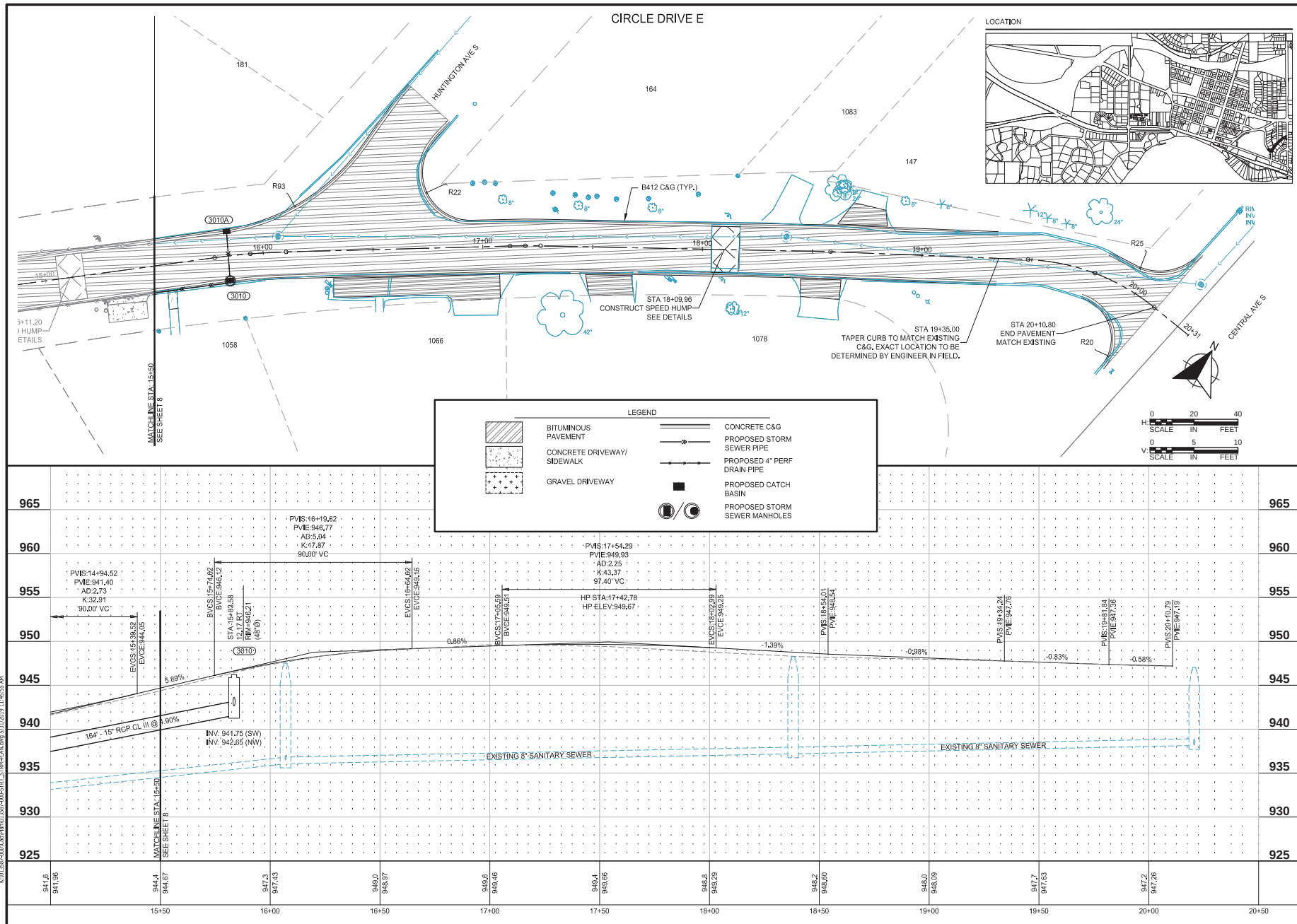
BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO. 47930

2019 STREET IMPROVEMENTS
CITY OF WAYZATA

STREET & STORM SEWER PLANS

SHEET 7 OF 22

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WSB PROJECT NO.: 013587-000

SCALE: AS SHOWN
PLAN BY: GCT
DESIGN BY: GCT
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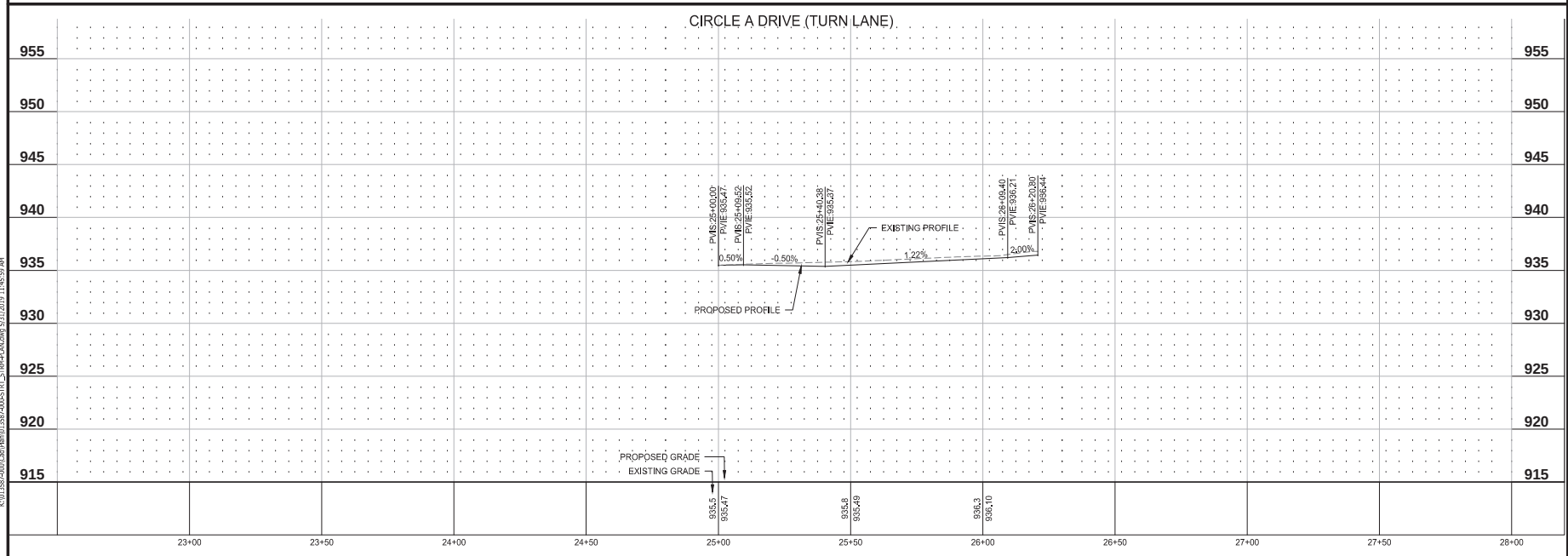
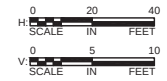
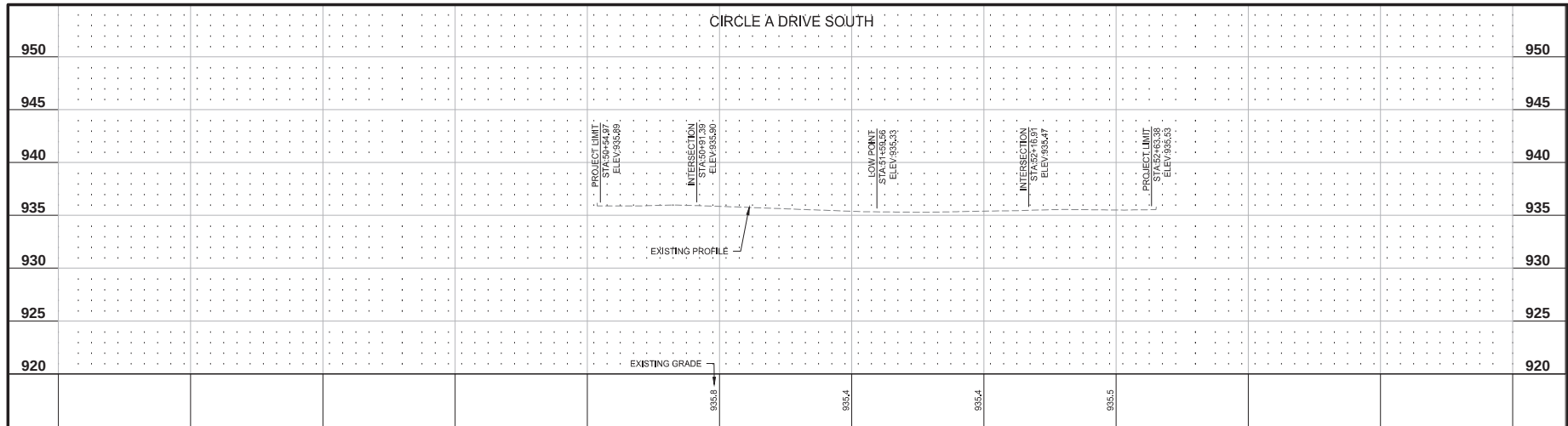
BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO.: 47030

2019 STREET IMPROVEMENTS
CITY OF WAYZATA

STREET & STORM SEWER PLANS

SHEET 8 OF 22

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WSB PROJECT NO.:
013587-000

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PLAN BY: CHECK BY:
GCT BAR

REVISIONS

NO.	DATE	DESCRIPTION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, AND CONTRACT DOCUMENTS FOR MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

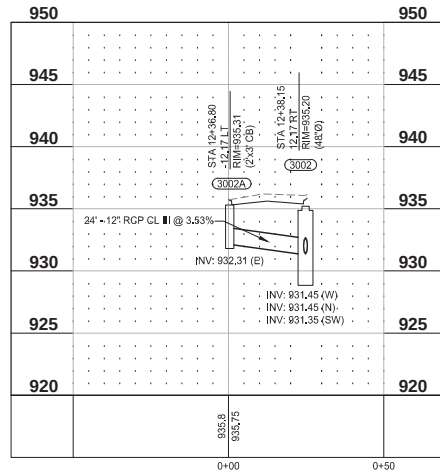
BRAD A. REIFSTECK
DATE: 08/11/2019 LIC. NO.: 47030

2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

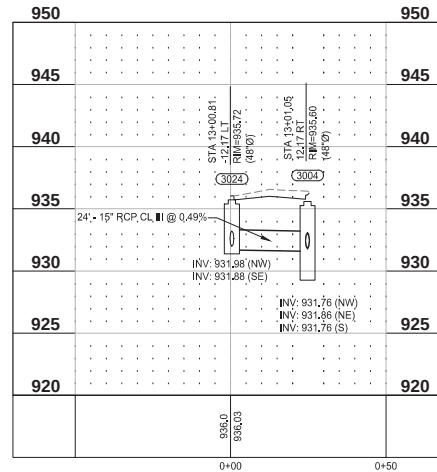
STREET & STORM
SEWER PLANS

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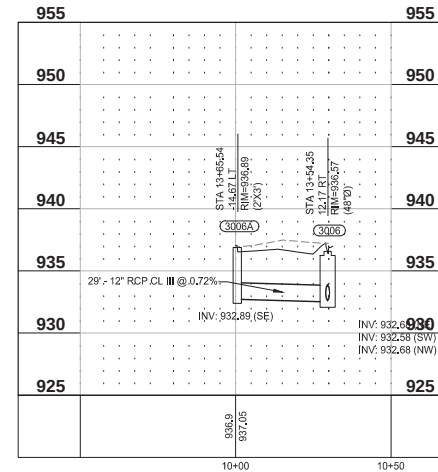
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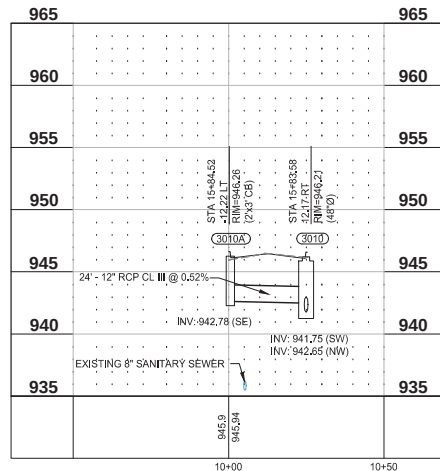
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SEE SHEET 7 FOR PLAN LOCATION



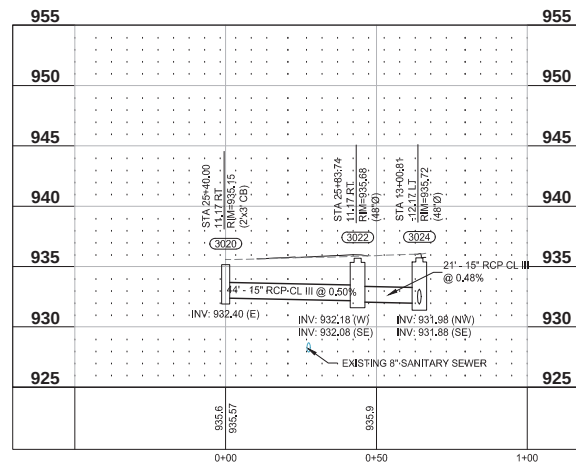
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SEE SHEET 7 FOR PLAN LOCATION



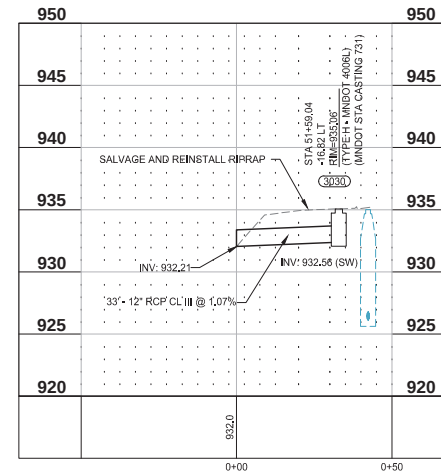
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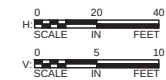
STORM CROSSING: 3010A - 3010
SEE SHEET 8 FOR PLAN LOCATION



STORM CROSSING: 3020 - 3024
SEE SHEET 7 FOR PLAN LOCATION



STORM CROSSING: OUTLET - 3030
SEE SHEET 7 FOR PLAN LOCATION



WSB PROJECT NO.:
013587-000

SCALE: DESIGN BY:
AS SHOWN GCT
PLAN BY: CHECK BY:
GCT BAR

REVISIONS

NO.	DATE	DESCRIPTION

HEREBY CERTIFY THAT THIS PLAN SPECIFICATION, DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MINNESOTA ENGINEERING ACT AND THE MINNESOTA PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

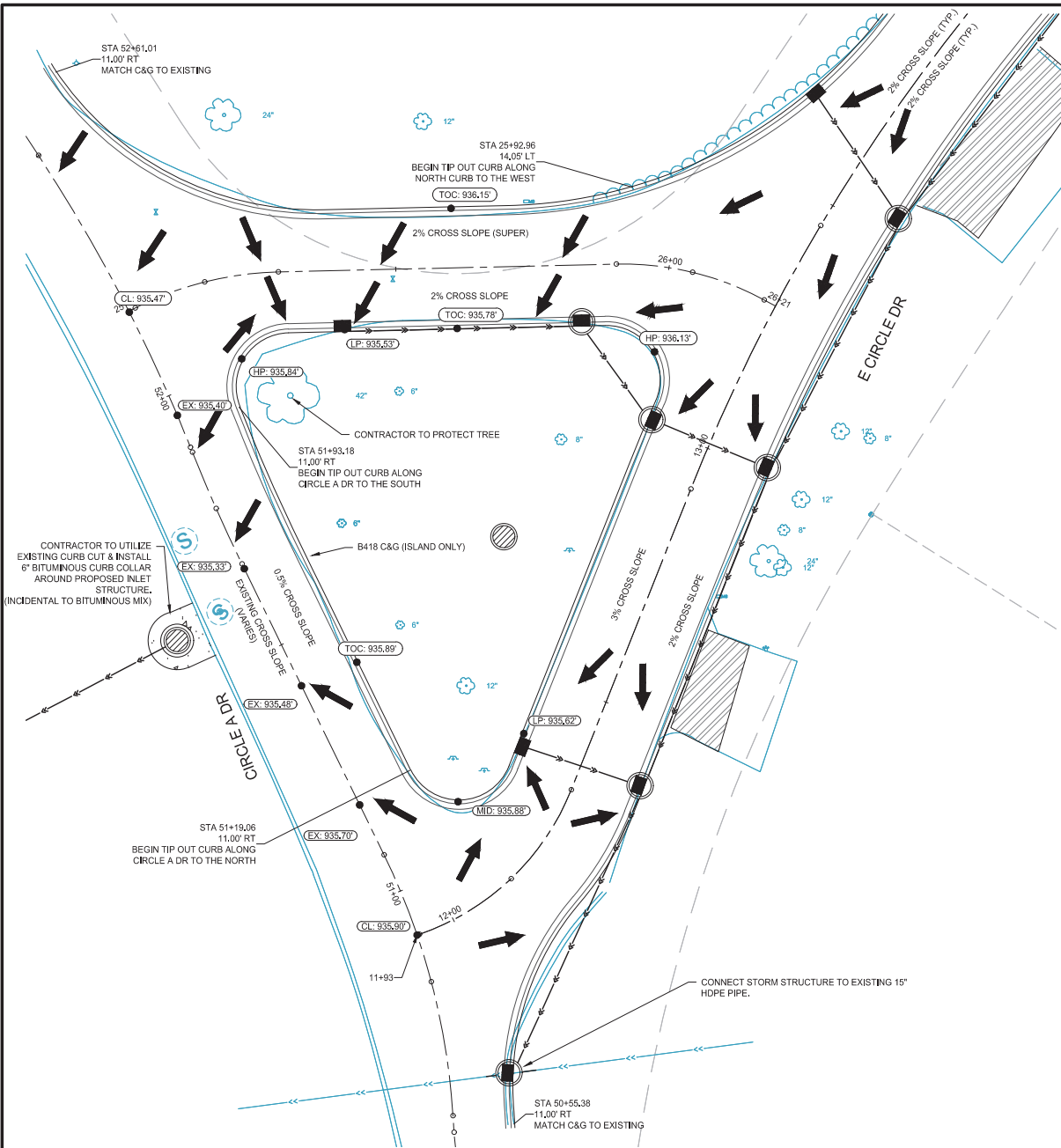
BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO.: 47030

2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

STREET & STORM
SEWER PLANS

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OF
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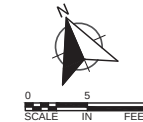


LOCATION



LEGEND

XXX'	RADIUS
● (XX.XX)	PROPOSED SPOT ELEVATION
SPOT ELEVATION ABBREVIATIONS (SPOT ELEVATIONS ALONG CURB ARE TOC ELEVATIONS UNLESS OTHERWISE NOTED)	
TOC	TOP OF CURB
MP	MID POINT
LP	LOW POINT
HP	HIGH POINT
EX	EXISTING GRADE
CL	PROPOSED CENTER LINE
→	DRAINAGE FLOW ARROW



NOTES:

- CONTRACTOR TO MILL ONLY THE EAST HALF OF CIRCLE DR A. MATCH EXISTING CIL GRADE. GRADE AT A 0.5% CROSS SLOPE TO THE EAST.
- WEST LANE OF E CIRCLE DR BETWEEN STA. 11+93 & 29+21 TO BE GRADED AT 3% CROSS SLOPE. EAST LANE TO BE GRADED AT 2%. TYPICAL SECTION OF 2% CROSS SLOPES FOR BOTH LANES RESUMES AFTER STA. 26+21.



wsb

WSB PROJECT NO.:
013587-000

SCALE: AS SHOWN
PLAN BY: GCT
DESIGN BY: GCT
CHECK BY: BAR

REVISIONS

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DATE: 08/11/2019
BRAD A. REIFSTECK
LIC. NO.: 47030

2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

INTERSECTION
DETAILS

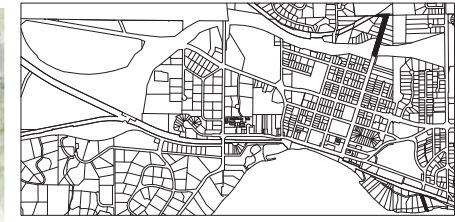
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OF
22

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BROADWAY AVENUE NORTH



LOCATION



wsb

WSB PROJECT NO.:
013587-000

SCALE: AS SHOWN
PLAN BY: GCT
DESIGN BY: GCT
CHECK BY: BAR

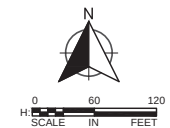
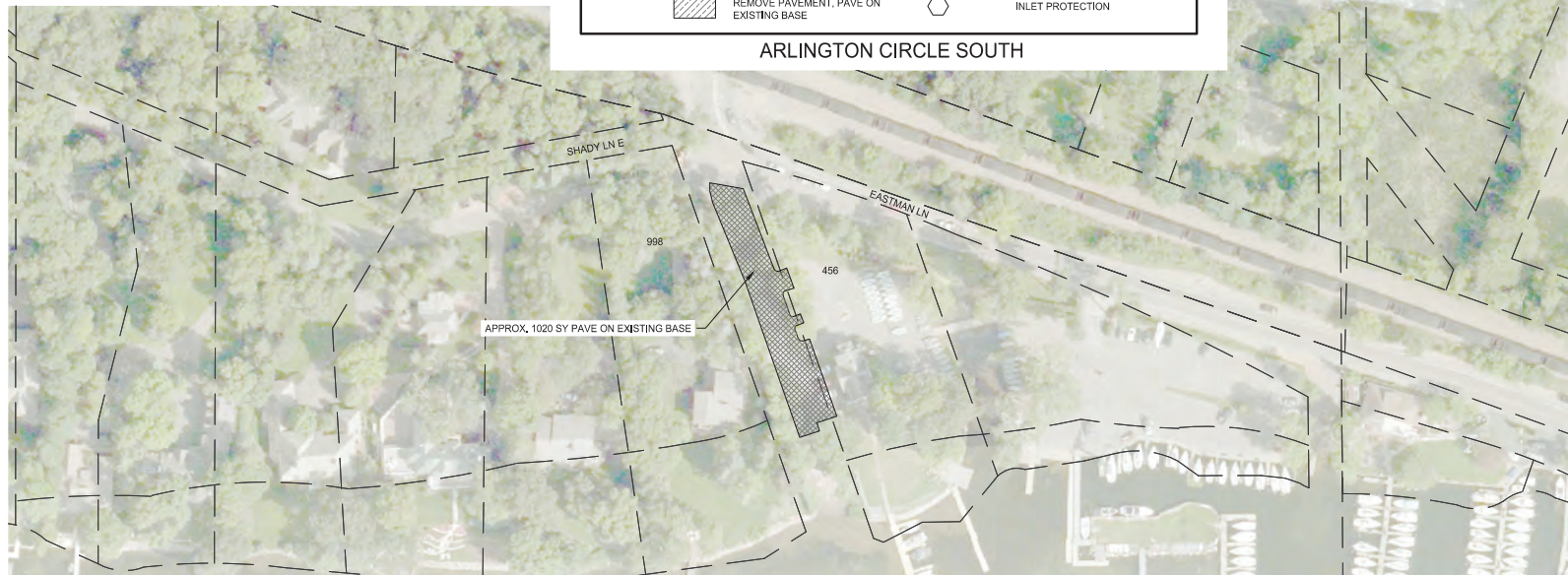
REVISIONS

NO.	DATE	DESCRIPTION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, AND CONTRACT DOCUMENTS FOR THE PROJECT DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO.: 47030

ARLINGTON CIRCLE SOUTH



2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

MILL & OVERLAY
PLANS

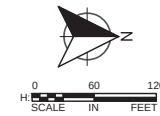
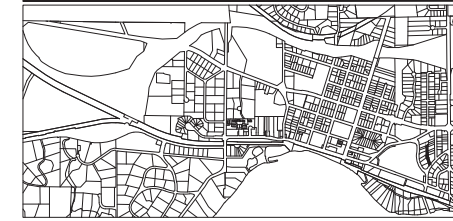
SHEET
12
OF
22

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FRICKEY'S ALLEY



LOCATION



Legend

	MILL AND OVERLAY		ADJUST GATE VALVE
	PAVE ON EXISTING BASE		REMOVE & REPLACE CASTING
	REMOVE PAVEMENT, PAVE ON EXISTING BASE		INLET PROTECTION

HUNTINGTON AVE



WSB PROJECT NO.:
013587-000

SCALE: DESIGN BY:
AS SHOWN GCT
PLAN BY: CHECK BY:
GCT BAR

REVISIONS

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

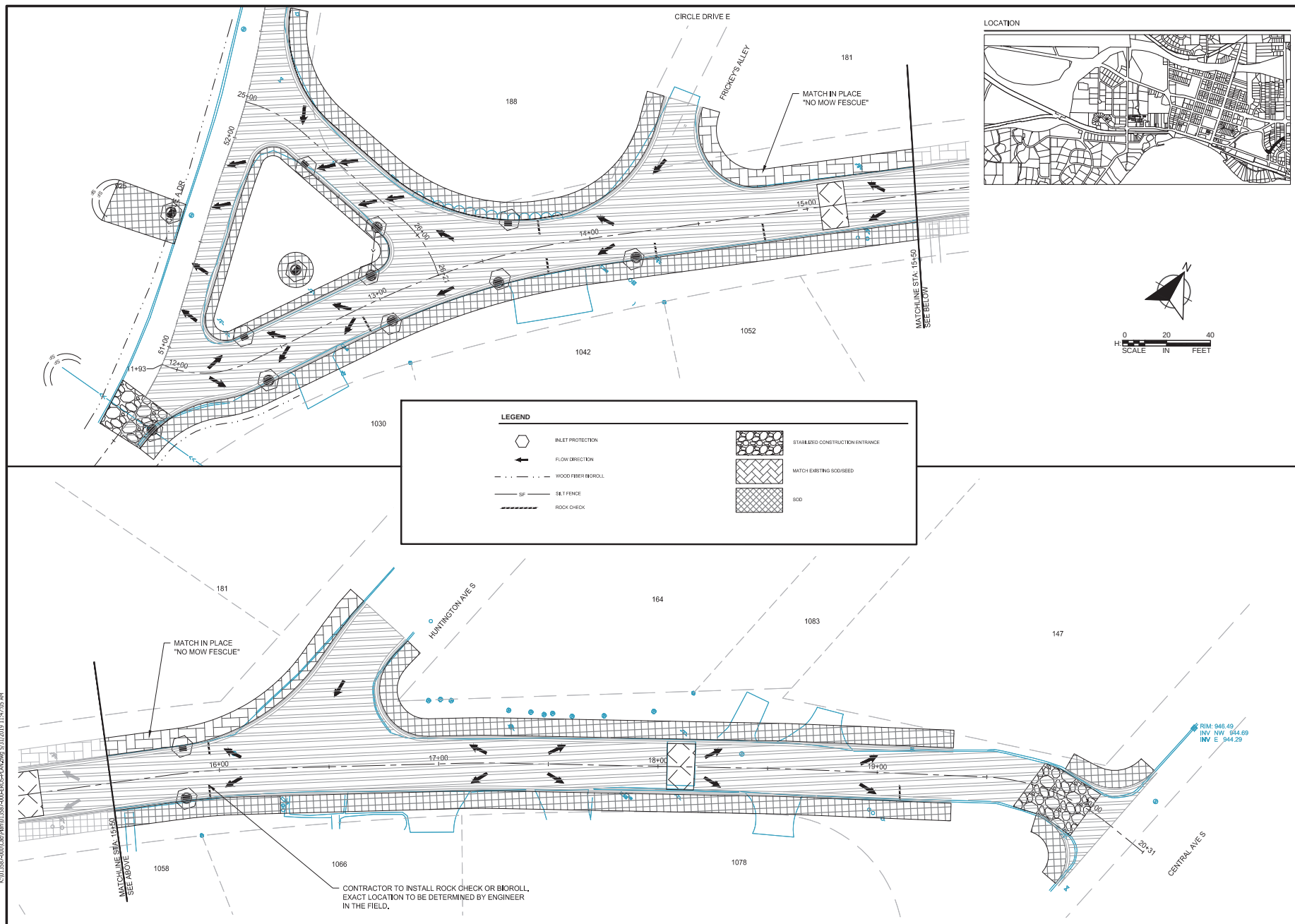
BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO.: 47030

2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

MILL & OVERLAY
PLANS

SHEET
13
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wsb

WSB PROJECT NO.: 013587-000

SCALE: AS SHOWN
PLAN BY: GCT
DESIGN BY: GCT
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REVISIONS

NO.	DATE	DESCRIPTION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, AND CONTRACT DOCUMENTS FOR THE PROJECT DESCRIBED HEREIN WERE PREPARED BY OR UNDER THE DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO.: 47930

2019 STREET IMPROVEMENTS
CITY OF WAYZATA

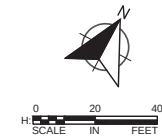
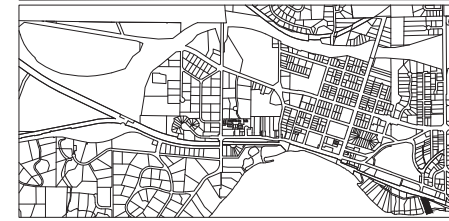
EROSION CONTROL PLANS

SHEET 14 OF 22

ARLINGTON CIRCLE SOUTH



LOCATION



LEGEND	
	INLET PROTECTION
	FLOW DIRECTION
	WOOD FIBER BOROLL
	5' SILT FENCE
	ROCK CHECK
	STABILIZED CONSTRUCTION ENTRANCE
	MATCH EXISTING SOD/SEED
	SOD



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BRAD A. REIFSTECK
DATE: 08/11/2019 UC NO.: 47030

2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

EROSION CONTROL
PLANS

SHEET
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OF
22

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STORMWATER POLLUTION PREVENTION PLAN (SWPPP) NARRATIVE

PROJECT NAME: 2019 WAYZATA STREET IMPROVEMENTS
PROJECT NUMBER: WSB 013587-000
PROJECT LOCATION: STREET: FERDALE LANE CITY: WAYZATA
STATE: MINNESOTA ZIP: 55391
LATITUDE/LONGITUDE: 44.977286/-93.533759

COUNTY: HENNEPIN

THE PLANNED SCOPE OF THE PROJECT INCLUDES:
THE CITY OF WAYZATA IS PROPOSING ROAD AND STORMWATER UTILITY IMPROVEMENTS ALONG FERDALE ROAD, BROADWAY AVE N, FRICKEY'S ALLEY, ARLINGTON CIR AND CIRCLE DR EAST.

TENTATIVE CONSTRUCTION SCHEDULE (OPERATOR SHOULD PROVIDE ESTIMATED CONSTRUCTION SCHEDULE TO THE ENGINEER)	
CONSTRUCTION ACTIVITIES:	ESTIMATED DATES OF SOIL DISTURBANCE ACTIVITIES:
TEMPORARY EROSION AND SEDIMENT CONTROL BMPs & REMOVALS	MAY - JUNE 2019
GRADING & UTILITY WORK	MAY - AUGUST 2019
CURB AND GUTTER/PAVING	JULY - AUGUST 2018
FINAL STABILIZATION	SEPTEMBER 2018

PROJECT PERSONNEL AND TRAINING

SWPPP DEVELOPER:
WSB (PAUL JOHNSON)
701 KENIA AVE SOUTH
SUITE 300
MINNEAPOLIS, MN 55416
763-762-2854/PJOHNSON@WSBENG.COM



CONTRACTOR TO PROVIDE CERTIFICATION OF EROSION CONTROL OFFICER AND ANY OTHER CREW MEMBERS WHO WILL WORK ON THE IMPLEMENTATION OF THE SWPPP AND THE INSTALLATION, INSPECTION, AND MAINTENANCE OF THE EROSION PREVENTION AND SEDIMENT CONTROL BMPs BEFORE, DURING, AND AFTER CONSTRUCTION UNTIL THE NOTICE OF TERMINATION (NOT) HAS BEEN FILED WITH THE MPCA. PROVIDE PROOF OF CERTIFICATION AT THE PRECONSTRUCTION MEETING. WORK WILL NOT BE ALLOWED TO COMMENCE UNTIL PROOF OF CERTIFICATION HAS BEEN PROVIDED TO THE PROJECT ENGINEER.

CHAIN OF RESPONSIBILITY

THE CITY OF WAYZATA AND THE CONTRACTOR ARE CO-PERMITTEES FOR THE NPDES CONSTRUCTION GENERAL PERMIT. THE CONTRACTOR IS RESPONSIBLE TO COMPLY WITH ALL ASPECTS OF THE NPDES CONSTRUCTION PERMIT AT ALL TIMES UNTIL THE NOTICE OF TERMINATION (NOT) HAS BEEN FILED WITH THE MPCA.

NAME	COMPANY	TITLE
BRAD REIFSTECK	CITY OF WAYZATA (WSB)	OWNER CONTACT
ADD CONTRACTOR AFTER BID IS AWARDED		

AGENCY CONTACTS

ORGANIZATION	CONTACT NAME	PHONE
MPCA (EMERGENCY) 24 HOUR	STATE DUTY OFFICER	1-800-422-0798
MPCA	NICK NISTLER	651-757-2564
MCWD	TOM DIETRICH	952-473-2855
ACOE	N/A	N/A
MNDNR	JASON SPEIGAL	651-259-5822

THE REQUIRED SWPPP ELEMENTS MAY BE LOCATED IN MANY PLACES WITHIN THE PLAN SET AS WELL IS ON FILE WITH CITY OF WAYZATA AND CONTRACTOR.

LOCATION OF SWPPP REQUIREMENTS

DESCRIPTION	LOCATION
TEMPORARY/PERMANENT EROSION CONTROL MEASURES	SEE PLAN SET INDEX
DIRECTION OF FLOW	SEE PLAN SET INDEX
CONSTRUCTION NOTES & STANDARD PLATES	SEE PLAN SET INDEX
DRAINAGE PLAN & CONSTRUCTION PLAN	SEE PLAN SET INDEX
BMP TABULATION	SEE PLAN SET INDEX
STORMWATER CALCULATIONS	DRAINAGE REPORT & HYDRAULIC REPORT. AVAILABLE UPON REQUEST

RECEIVING WATERS

A SPECIAL AND IMPAIRED WATERS SEARCH WAS COMPLETED USING THE MPCA SEARCH ENGINE ON 04/22/19. BASED ON THIS REVIEW, THERE ARE NO SPECIAL/IMPAIRED WATERS (WITH CONSTRUCTION RELATED IMPAIRMENTS) LOCATED WITHIN ONE MILE OF, AND DOWNSTREAM OF, ANY PROJECT DISCHARGE POINTS, THEREFORE PARTS 23.9 & 23.10 OF THE NPDES PERMIT DO NOT APPLY TO THIS PROJECT. LAKE MINNETONKA IS A DISCHARGE POINT FOR THE ARLINGTON CIR AREA.

WATERBODY	IMPAIRMENT(S)
LAKE MINNETONKA	N/A

AREAS OF ENVIRONMENTAL SENSITIVITY (AES) AND INFESTED WATERS

IN ADDITION TO THE LIST OF SPECIAL AND IMPAIRED WATERS, THE CONTRACTOR SHALL BE AWARE THAT LAKE MINNETONKA IS LOCATED ADJACENT TO THE SOUTH OF ARLINGTON CIR AREA AND SHALL HAVE REDUNDANT ESC MEASURES IN PLACE.

SOIL TYPES

SOIL TYPES WITHIN THE PROJECT AREAS CONSIST OF LOAMY FINE SAND, SAND, LOAM AND GRAVELLY SAND WITHIN THE MALARDI-HANCK COMPLEX L28.

NATIVE TOPSOIL WILL BE STRIPPED; IF MATERIAL NEEDS TO BE STOCKPILED, APPROPRIATE ACTION WILL TAKE PLACE TO ENSURE THE STOCKPILES HAVE ALL PROPER BMPs IN PLACE ACCORDING TO THIS SWPPP AND THE NPDES PERMIT.

ENVIRONMENTAL REVIEW

NO FORMAL ENVIRONMENTAL REVIEW WAS REQUIRED FOR THIS PROJECT.

WETLANDS: NO WETLAND IMPACTS WERE IDENTIFIED WITHIN THE PROJECT AREAS. IF PROJECT AREAS ARE NEAR WETLANDS AND A 50' NATURAL BUFFER CANNOT BE MAINTAINED, THEN REDUNDANT PERIMETER SEDIMENT CONTROL BMPs MUST BE IN PLACE WITH A MINIMUM OF 5' SEPARATION BETWEEN BMPs.

THREATENED/ENDANGERED SPECIES: N/A

CONTAMINATED PROPERTIES: THE MPCA'S "WHAT'S IN MY NEIGHBORHOOD" DATABASE WAS REVIEWED ON 04/23/19. THE RESULTS OF THIS REVIEW SHOW ONE CONTAMINATED PROPERTY NEAR WAYZATA BLVD. EAST. WAYZATA HOME LAUNDRY AND DRY CLEANERS INC. LOCATED AT 820 WAYZATA BLVD E WAS IDENTIFIED AS A BROWNFIELD VOLUNTARY INVESTIGATION AND CLEANUP SITE (ID 22322). THE DEPTH OF THE FULL RECLAMATION IS NOT PROPOSED TO UNEARTH ANY CONTAMINATED MATERIAL. HOWEVER, IF CONTAMINATED MATERIAL IS FOUND, CREWS ARE TO STOP WORK IMMEDIATELY FOR FURTHER INVESTIGATION/TESTING.

FLOOD CONTINGENCY PLAN: PROJECT ACTIVITIES ARE NOT LOCATED WITHIN THE 100-YEAR FLOODPLAIN OR FLOODWAY THEREFORE, NO PREVENTATIVE FLOOD CONTINGENCY PLAN IS REQUIRED.

FISH EXCLUSION DATES: N/A

AQUATIC INVASIVE SPECIES: N/A

LAND FEATURE CHANGES

TOTAL AREA TO BE DISTURBED = 1.6 ACRES
IMPERVIOUS AREA: PRE-CONSTRUCTION = 0.8 ACRES/POST-CONSTRUCTION = 0.62 ACRES
NET INCREASE OF IMPERVIOUS AREA = -0.18

LONG TERM MAINTENANCE AND OPERATION:

THE NET NEW IMPERVIOUS SURFACES OF THE PROJECT ARE LESS THAN ONE ACRE THEREFORE, PERMANENT STORMWATER TREATMENT IS NOT REQUIRED.

STABILIZATION TIME FRAMES

AREA	TIME FRAME	NOTES
EXPOSED AREAS	IMMEDIATELY AND NO LATER THAN 14 DAYS OF BEING UNWORKED	1, 4, 5
LAST 200 LINEAL FEET OF DRAINAGE DITCH/SWALE	WITHIN 24 HOURS OF CONNECTION TO SURFACE WATER/PROPERTY EDGE	1, 2, 3
REMAINING PORTIONS OF DRAINAGE DITCH OR SWALE	14 DAYS	1, 3
PIPE AND CULVERT OUTLETS	24 HOURS	
STOCKPILES	14 DAYS	1

- INITIATE STABILIZATION IMMEDIATELY WHEN CONSTRUCTION HAS TEMPORARILY OR PERMANENTLY CEASED ON ANY PORTION OF THE SITE. COMPLETE STABILIZATION WITHIN THE TIME FRAME LISTED. IN MANY INSTANCES THIS WILL REQUIRE STABILIZATION TO OCCUR MORE THAN ONCE DURING THE COURSE OF THE PROJECT. TEMPORARY SOIL STOCKPILES WITHOUT SIGNIFICANT CLAY OR SILT AND STOCKPILED AND CONSTRUCTED ROAD BASE ARE EXEMPT FROM THE STABILIZATION REQUIREMENT.
- STABILIZE NETTED PERIMETER OF DITCH (I.E. WHERE THE DITCH GETS WET).
- APPLICATION OF MULCH, HYDRO MULCH, TACKIFIER AND POLYACRYLAMIDE ARE NOT ACCEPTABLE STABILIZATION METHODS IN THESE AREAS.
- STABILIZE ALL AREAS OF THE SITE PRIOR TO THE ONSET OF WINTER. ANY WORK STILL BEING PERFORMED WILL BE MULCHED OR BLANKETED WITHIN THE TIME FRAMES IN THE NPDES PERMIT.
- KEEP DITCHES AND EXPOSED SOILS IN AN EVEN ROUGH GRADED CONDITION IN ORDER TO BE ABLE TO APPLY EROSION CONTROL MULCHES, HYDRO MULCHES, AND BLANKETS.

SITE INSPECTION AND MAINTENANCE

THE EROSION CONTROL OFFICER IS TO INSPECT THE ENTIRE CONSTRUCTION SITE AT LEAST ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. THE OPERATOR SHALL PROVIDE A RAINFALL GAUGE ON-SITE AT VARIOUS MILE INTERVALS ALONG THE ALIGNMENT. INSPECT ALL TEMPORARY AND PERMANENT PROJECT BMPs UNTIL THE SITE HAS UNDERGONE FINAL STABILIZATION AND THE NOT HAS BEEN SUBMITTED. INSPECT SURFACE WATER INCLUDING DRAINAGE DITCHES FOR SIGNS OF EROSION AND SEDIMENT DEPOSITION. INSPECT CONSTRUCTION SITE VEHICLE EXIT LOCATIONS FOR EVIDENCE OF TRACKING ONTO PAVED SURFACES. INSPECT SURROUNDING PROPERTIES FOR EVIDENCE OF OFF-SITE SEDIMENT ACCUMULATION. ALL INSPECTIONS AND MAINTENANCE CONDUCTED MUST BE RECORDED IN WRITING BY THE OPERATOR AND RETAINED WITH THE SWPPP. SUBMIT INSPECTION REPORTS IN A FORMAT THAT IS ACCEPTABLE TO THE PROJECT ENGINEER. RECORDS OF EACH INSPECTION AND MAINTENANCE ACTIVITY SHALL INCLUDE:

- DATE, TIME, AND NAME OF PERSON(S) CONDUCTING INSPECTIONS;
- FINDINGS OF INSPECTIONS, INCLUDING RECOMMENDATIONS FOR CORRECTIVE ACTIONS;
- CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVITIES); INCLUDING DOCUMENTATION/PHOTOS OF IMPLEMENTED BMPs INTENDED TO CORRECT A PROBLEM BUT FAILED.
- DATE AND AMOUNT OF ALL RAINFALL EVENTS GREATER THAN 0.5 INCHES IN 24 HOURS;
- DOCUMENTATION OF CHANGES MADE TO THE SWPPP.



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BRAD A. REIFSTECK
DATE: 08/11/2019 UC NO.: 47030

2019 STREET
IMPROVEMENTS

CITY OF WAYZATA

STORM WATER
POLLUTION
PREVENTION
PLAN

SHEET
16
OF
22

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- REPLACE, REPAIR OR SUPPLEMENT ALL NONFUNCTIONAL BMPs BY THE END OF THE NEXT BUSINESS DAY FOLLOWING DISCOVERY UNLESS LISTED DIFFERENTLY BELOW:
- REPAIR, REPLACE, OR SUPPLEMENT PERIMETER CONTROL DEVICES WHEN THEY BECOME NONFUNCTIONAL OR SEDIMENT REACHES 1/2 THE HEIGHT OF THE DEVICE. COMPLETE REPAIRS BY THE END OF THE NEXT BUSINESS DAY FOLLOWING DISCOVERY.
 - REPAIR OR REPLACE INLET PROTECTION DEVICES WHEN THEY BECOME NONFUNCTIONAL OR SEDIMENT REACHES 1/2 THE HEIGHT AND/OR DEPTH OF THE DEVICE.
 - REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS. STABILIZE ANY AREAS THAT ARE DISTURBED BY SEDIMENT REMOVAL OPERATIONS. SEDIMENT REMOVAL AND STABILIZATION MUST BE COMPLETED WITHIN 7 DAYS OF DISCOVERY.
 - REMOVE TRACKED SEDIMENT FROM PAVED SURFACES BOTH ON AND OFF SITE WITHIN ONE (1) CALENDAR DAY OF DISCOVERY. STREET SWEEPING MAY HAVE TO OCCUR MORE OFTEN TO MINIMIZE OFF SITE IMPACTS. LIGHTLY WET THE PAVEMENT PRIOR TO SWEEPING.
 - MAINTAIN ALL BMPs UNTIL WORK HAS BEEN COMPLETED, SITE HAS GONE UNDER FINAL STABILIZATION, AND THE NOT HAS BEEN SUBMITTED TO THE MPCA.

CONSTRUCTION ACTIVITY REQUIREMENTS: EROSION/SEDIMENT CONTROL, PROCEDURES, & MAINTENANCE STANDARDS

- AMEND THE SWPPP AND DOCUMENT ALL CHANGES TO THE SWPPP AND ASSOCIATED PLAN SHEETS IN A TIMELY MANNER. SWPPP AMENDMENTS AND SITE PLANS WILL BE PREPARED BY THE OPERATOR AND SUBMITTED TO THE OWNER FOR REVIEW AND WRITTEN APPROVAL BY THE PROJECT OWNER (OR DESIGNATED REPRESENTATIVE). STORE THE SWPPP AND ALL AMENDMENTS ON SITE AT ALL TIMES.
- PREPARE AND SUBMIT A SITE MANAGEMENT PLAN FOR THE ENGINEER'S ACCEPTANCE FOR STAGING/STOCKPILE MANAGEMENT AREAS, CONCRETE MANAGEMENT, CONCRETE SLURRY APPLICATION AREAS, FUGITIVE DUST CONTROL PLAN, SPILL CONTAINMENT PLAN, HAZARDOUS MATERIAL MANIFEST & MANAGEMENT PLAN, VEGETATION PRESERVATION & MAINTENANCE PLAN, ANY WORK THAT WILL REQUIRE DEWATERING, AND ANY ADDITIONAL PLANS LISTED IN THE PROJECT SPECIFICATIONS, AND AS REQUIRED BY THE ENGINEER. SUBMIT ALL SITE MANAGEMENT PLANS TO THE ENGINEER IN WRITING. WORK WILL NOT BE ALLOWED TO COMMENCE IF A SITE MANAGEMENT PLAN IS REQUIRED UNTIL ACCEPTANCE HAS BEEN GRANTED BY THE ENGINEER. THERE WILL BE NO EXTRA TIME ADDED TO THE CONTRACT DUE TO THE UNTIMELY SUBMITTAL.
- CONSTRUCTION PHASING OR STAGING WILL BE DEFINED BY THE CONTRACTOR FOR THIS PROJECT. THE SCHEDULE FOR INSTALLING TEMPORARY BMPs SHALL BE INCORPORATED INTO THE OPERATOR'S WEEKLY SCHEDULE FOR EACH CONSTRUCTION STAGE AND PRESENTED TO THE OWNER'S REPRESENTATIVE.
- BURNING OF ANY MATERIAL IS NOT ALLOWED WITHIN PROJECT BOUNDARY.
- DO NOT DISTURB AREAS OUTSIDE OF THE CONSTRUCTION LIMITS. DELINEATE AREAS NOT TO BE DISTURBED AND WETLANDS (EVEN AREAS THAT ARE PERMITTED FOR CONSTRUCTION) PRIOR TO STARTING GROUND DISTURBING ACTIVITIES. IF IT BECOMES NECESSARY TO DISTURB AREAS OUTSIDE OF THE CONSTRUCTION LIMITS, OBTAIN WRITTEN PERMISSION FROM THE PROJECT ENGINEER PRIOR TO PROCEEDING. PRESERVE ALL NATURAL BUFFERS SHOWN ON THE PLANS.
- ROUTE STORMWATER AROUND UNSTABILIZED AREAS OF THE SITE WHENEVER FEASIBLE. PROVIDE EROSION CONTROL AND VELOCITY DISSIPATION DEVICES AS NEEDED TO KEEP CHANNELS FROM ERODING AND TO PREVENT NUISANCE CONDITIONS AT THE OUTLET.
- DIRECT DISCHARGE FROM BMPs TO VEGETATED AREAS WHENEVER FEASIBLE. PROVIDE VELOCITY DISSIPATION DEVICES AS NEEDED TO PREVENT EROSION.
- LOCATE PERIMETER CONTROL ON THE CONTOUR TO CAPTURE OVERLAND, LOW-VELOCITY SHEET FLOWS DOWN GRADIENT OF ALL EXPOSED SOILS AND PRIOR TO DISCHARGING TO SURFACE WATERS. PLACE J-HOOKS AT A MAXIMUM OF 100-FOOT INTERVALS.
- ALL STOCKPILES MUST HAVE PERIMETER SEDIMENT CONTROLS IMPLEMENTED AND MAINTAINED AT ALL TIMES. FILES CANNOT BE PLACED IN BUFFER AREAS OR SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURBS AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES UNLESS THERE IS A BYPASS IN PLACE TO PREVENT STORMWATER RUN-ON INTO THE STOCKPILE.
- STEEP SLOPES MAY BE TEMPORARILY CREATED DURING GRADING OPERATIONS. STABILIZATION OF STEEP SLOPES (3:1 OR GREATER) SHALL BE PROPERLY CAT-TRACKED AND STABILIZED PER THE EROSION CONTROL PLAN. LONG SLOPES CAN BE BROKEN UP WITH SEDIMENT CONTROL LOGS IF EROSION IS EVIDENT.
- DITCH CHECKS WILL BE PLACED AS INDICATED ON THE PLANS DURING ALL PHASES OF CONSTRUCTION.
- ALL STORM DRAIN INLETS, THAT RECEIVE PAVED STORMWATER, MUST BE PROTECTED BY APPROPRIATE BMPs DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED. INLET PROTECTION MAY BE REMOVED FOR A PARTICULAR INLET IF A SPECIFIC SAFETY CONCERN (STREET FLOODING/FREEZING) HAS BEEN IDENTIFIED AND THE PERMITTEE(S) HAS RECEIVED WRITTEN CORRESPONDENCE FROM THE JURISDICTIONAL AUTHORITY VERIFYING THE NEED FOR REMOVAL. WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP.
- SILT FENCE IS NOT AN ACCEPTABLE CATCH BASIN INLET PROTECTION BMP. CONTRACTOR SHALL CLEAN, REMOVE AND DISPOSE OF SEDIMENT, AND/OR REPLACE STORM DRAIN INLET PROTECTION ON A ROUTINE BASIS TO ENSURE THE DEVICE IS FULLY FUNCTIONAL PRIOR TO THE NEXT FORECASTED PRECIPITATION EVENT (30% OR GREATER).
- DISCHARGE TURBID OR SEDIMENT LADEN WATER TO TEMPORARY SEDIMENT BASINS WHENEVER FEASIBLE. IN THE EVENT THAT IT IS NOT FEASIBLE TO DISCHARGE THE SEDIMENT LADEN WATER TO A TEMPORARY SEDIMENT BASIN, THE WATER MUST BE TREATED SO THAT IT DOES NOT CAUSE A NUISANCE CONDITION IN THE RECEIVING WATERS OR TO DOWNSTREAM LANDOWNERS. CLEAN OUT ALL PERMANENT STORMWATER BASINS REGARDLESS OF WHETHER USED AS TEMPORARY SEDIMENT BASINS/TRAPS TO THE DESIGN CAPACITY AFTER COMPLETING ALL UP-GRADE LAND DISTURBING ACTIVITY. USE A SKIMMER DEVICE FOR BASIN DRAINING.
- PROVIDE STABILIZATION IN ANY TRENCHES CUT FOR DEWATERING OR SITE DRAINING PURPOSES.
- THE CONTRACTOR SHALL SUBMIT A DEWATERING PLAN AND NARRATIVE TO THE PROJECT ENGINEER FOR APPROVAL 7 DAYS PRIOR TO UNDERTAKING THESE ACTIVITIES. DEWATERING PLAN MUST INCLUDE BMP'S TO PREVENT SEDIMENT TRANSPORT, EROSION, AND ADVERSE IMPACTS TO DOWNSTREAM RECEIVING WATERS. THE DEWATERING PLAN MUST ALSO INCLUDE ANY SPECIFIC CHEMICAL TREATMENTS (FLOC, POLYMERS, ETC.) THAT WILL BE USED. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ANY PERMIT NECESSARY FOR THESE ACTIVITIES; THE DEWATERING PLAN AND DNR APPROPRIATE PERMIT WILL BECOME PART OF THE SWPPP.

TEMPORARY & PERMANENT EROSION CONTROL BMPs

SOD: SOD WILL BE USED AS PERMANENT COVER FOR ALL DISTURBED AREAS WHEREVER FEASIBLE ON THE PROJECT.

EROSION CONTROL BLANKET: EROSION CONTROL BLANKETS (ECBS) ARE A SOIL STABILIZATION (EROSION CONTROL) BMP, INTENDED TO PROTECT DISTURBED SOIL SURFACES FROM RAINDROP IMPACT EROSION. ECBS ARE CARPET-LIKE MATS, INSTALLED OVER AND ANCHORED TO THE PROPERLY PREPARED SOIL SURFACES. PROPERLY SELECTED AND INSTALLED, ECBS CAN MIMIC THE BENEFICIAL EFFECTS OF VEGETATIVE COVER THEREBY REDUCING EROSION RATES BY OVER 90%. ECBS ALSO PROTECT SEEDS AND PROVIDE A BENEFICIAL ENVIRONMENT FOR VEGETATION TO BECOME ESTABLISHED. CONTRACTOR SHALL VERIFY DURING REGULAR INSPECTIONS THAT NO GULLIES, RILLS, OR SCOUR HOLES HAVE FORMED UNDER EROSION CONTROL BLANKETS AND MATS AND CORRECT ALL ERODED AREAS WITHIN 14 DAYS. ALL REPAIRS MUST BE COMPLETED WITHIN 24 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

HYDRO-MULCH TYPE 3884.B.2: SHALL BE USED AS A TEMPORARY STABILIZATION METHOD FOR OPEN AREAS OF THE PROJECT. HYDRO-MULCHING IS A SOIL STABILIZATION (EROSION CONTROL) TECHNIQUE FOR APPLYING FIBER MULCH TO THE EXPOSED AND DISTURBED SOIL SURFACE. THE FIBER IS APPLIED HYDRAULICALLY, IN A SLURRY, PRODUCED BY MIXING FIBER, WATER AND A BINDING AGENT TOGETHER IN A MECHANICAL HYDRO-SEEDER. WOOD FIBER IS WIDELY USED BUT OTHER FIBERS CAN INCLUDE PAPER, STRAW, COIR, CORN, ETC. THE EFFECTIVENESS OF HYDRO-MULCHING IS DEPENDENT ON:

- PROPER SOIL PREPARATION
- APPLICATION RATES (DEPENDENT ON THE MANUFACTURERS RECOMMENDATIONS)
- THE TYPE OF FIBERS USED
- THE TYPE OF BOND AGENT(S) ADDED

ENERGY DISSIPATER: AN ENERGY DISSIPATER IS A STRUCTURE DESIGNED TO CONTROL EROSION AT THE OUTLET OF A CHANNEL OR CONDUIT.

RAPID STABILIZATION METHOD #3: THIS WORK SHALL CONSIST OF OPERATIONS NECESSARY TO RAPIDLY STABILIZE SMALL CRITICAL AREAS WITHIN 200 FEET OF SURFACE WATERS, TO PREVENT OFF SITE SEDIMENTATION AND OR TO COMPLY WITH PERMIT REQUIREMENTS. INSTALL PER MNDOT SPECIFICATIONS 2575.3N.

TEMPORARY & PERMANENT SEDIMENT CONTROL BMPs

SEDIMENT CONTROL LOGS: SEDIMENT CONTROL LOGS ARE MANUFACTURED FROM STRAW, WOOD ECELISIOR, COCONUT FIBERS, AND/OR OTHER MATERIALS THAT ARE BOUND WITH POLYPROPYLENE OR BIODEGRADABLE NETTING INTO TIGHT TUBULAR ROLLS. FIBER ROLLS CONTROL THREE TYPES OF EROSIONAL PROCESSES; EROSION CONTROL, RUN OFF CONTROL, AND SEDIMENT CONTROL. SEDIMENT CONTROL LOGS CAN BE USED FOR THE FOLLOWING:

- SLOPE INTERRUPTERS TO REDUCE EROSION ON NEWLY CONSTRUCTED SLOPES
- TEMPORARY DITCH CHECKS TO REDUCE RUNOFF VELOCITIES IN DRAINAGE CHANNELS
- SEDIMENT CONTROL BARRIERS FOR SMALL DISTURBED SOIL AREAS SUCH AS STOCKPILES, DISCRETE SLOPES, OR INDIVIDUAL LOTS

MACHINE SLICED SILT FENCE: A SILT FENCE IS A TEMPORARY SEDIMENT BARRIER CONSISTING OF FILTER FABRIC ENTRENCHED INTO THE SOIL AND ATTACHED TO SUPPORTING POSTS. SILT FENCE IS INTENDED TO BE INSTALLED WHERE SEDIMENT-LADEN WATER CAN FORD, THUS ALLOWING THE SEDIMENT TO FALL OUT OF SUSPENSION AND SEPARATE FROM THE RUNOFF. SILT FENCE INSTALLED WITH A TRENCHER OR BY SLICING IS THE MOST EFFECTIVE INSTALLATION METHOD TO ENSURE AGAINST COMMON SILT FENCE FAILURES. THE BMP WILL BE CLEANED OUT OR REPLACED WHEN THE SEDIMENT REACHES 1/2 THE HEIGHT OF THE FENCE.

FLOTATION SILT CURTAIN: FLOTATION SILT CURTAIN WILL BE IN PLACE WHERE PROJECT ACTIVITIES ARE LOCATED WITHIN OR NEAR A SURFACE WATER/WETLAND. THE CURTAIN WILL BE LOCATED AS CLOSE TO THE SHORELINE AS POSSIBLE AND NOT TO EXCEED 1/4 THE STREAM WIDTH. DOWN GRADIENT PERIMETER CONTROL MUST STILL BE INSTALLED AS WELL AS AN ADDITIONAL REDUNDANT BMP WHEN WORK IS WITHIN 50 FEET OF THE SURFACE WATER. MAY NEED TO BE INSTALLED AT WATER EDGE OF LAKE MINNETONKA FOR ARLINGTON CIR AREA.

STABILIZED CONSTRUCTION EXIT: TEMPORARY CONSTRUCTION EXITS ARE CONSTRUCTED AT THE EGRESS POINT FROM THE CONSTRUCTION AREA ONTO A PAVED ROAD. A STABILIZED CONSTRUCTION EXIT IS A TRACKING CONTROL BMP INTENDED TO PREVENT TRACKING OF SOIL FROM THE CONSTRUCTION SITE BY EQUIPMENT AND VEHICLES. THE EXITS ARE CONSTRUCTED OF LARGE ANGULAR ROCK, STEEL RIBS (RUMBLE STRIPS), OR TRACK PADS INTENDED TO KNOCK THE MUD OFF THE TIRES BEFORE TRAVELING ONTO THE ROADWAY.

DUST CONTROL: OPERATOR WILL COMPLY WITH STATE RULE 7011.0150 ON DUST PREVENTION REQUIREMENTS. DUST FROM THE SITE WILL BE CONTROLLED BY INCREASED STREET SWEEPING AND/OR USING A MOBILE PRESSURE-TYPE DISTRIBUTOR TRUCK TO APPLY POTABLE WATER TO DISTURBED AREAS. THE MOBILE UNIT WILL APPLY WATER AT A RATE NECESSARY TO PREVENT RUNOFF AND FONDING.

POLLUTION PREVENTION MANAGEMENT

POTENTIAL SOURCES OF POLLUTANTS FROM CONSTRUCTION ACTIVITIES INCLUDE, BUT NOT LIMITED TO:

- SEDIMENT AND FUGITIVE DUST GENERATED FROM IMPORT/EXPORT OPERATIONS, REMOVALS/COMPACTION, MASS/FINE GRADING, EXCAVATIONS, TRENCHING, TOPSOIL STRIPPING/STOCKPILING, WET/DRY PAVEMENT CUTTING, STREET CONSTRUCTION.
- BASIC/ACIDIC PH LEVELS FROM CURB AND GUTTER, MANHOLE STRUCTURES, SIDEWALKS, DRIVEWAY APRONS, FOUNDATIONS, WET/DRY PAVEMENT CUTTING, MASONRY WASHOUT/CLEANOUT.
- EXCESS NUTRIENTS FROM LANDSCAPING INSTALLATIONS, SOIL ADDITIVES, FERTILIZATION, MULCHING.
- HYDROCARBONS FROM STREET CONSTRUCTION, DEMOLITION/REMOVALS, WET/DRY PAVEMENT CUTTING.

OPERATOR WILL COMPLY WITH ALL OF THE POLLUTION PREVENTION AND MANAGEMENT MEASURES IDENTIFIED IN THE NPDES-CSW PERMIT, PART 12.1. STORAGE AND DISPOSAL OF CONSTRUCTION AND HAZARDOUS WASTES MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.

- POSITION AND STAKE DOWN ALL PORTABLE TOILETS SO THEY CANNOT BE TIPPED OR KNOCKED OVER. SUPPLY ADEQUATE SECONDARY CONTAINMENT.
- SECONDARY CONTAINMENT IS NEEDED AROUND ALL STATIONARY EQUIPMENT (GENERATORS, PUMPS, LIGHT PLANTS, ETC.) PROVIDE CONTAINMENT FOR ALL HAZARDOUS MATERIALS AND TOXIC WASTE.
- NO ENGINE DEGREASING IS ALLOWED ON SITE.
- VEHICLE AND EQUIPMENT WASHING TO OCCUR IN DESIGNATED AREA AS DETERMINED BY THE CONTRACTOR SUBMITTAL OF A MANAGEMENT PLAN FOR THESE ACTIVITIES.
- PROPERLY CLEAN UP AND REPORT ALL SPILLS AS REQUIRED BY THE MPCA.
- PROVIDE A SPILL KIT AT EACH WORK LOCATION ON THE SITE.
- PROVIDE A SECURE STORAGE AREA WITH RESTRICTED ACCESS FOR ALL HAZARDOUS MATERIALS AND TOXIC WASTE. RETURN ALL HAZARDOUS MATERIALS AND TOXIC WASTE TO THE DESIGNATED STORAGE AREA AT THE END OF THE BUSINESS DAY UNLESS INFEASIBLE. STORE ALL HAZARDOUS MATERIALS AND TOXIC WASTE (INCLUDING BUT NOT LIMITED TO OIL, DIESEL FUEL, GASOLINE, HYDRAULIC FLUIDS, PAINT, PETROLEUM BASED PRODUCTS, WOOD PRESERVATIVES, ADDITIVES, CURING COMPOUNDS, AND ACIDS) IN SEALED CONTAINERS WITH SECONDARY CONTAINMENT. CLEAN UP SPILLS IMMEDIATELY. STORE, COLLECT AND DISPOSE OF ALL SOLID WASTE.
- SLURRY FROM CONCRETE OPERATIONS MUST BE VACUUMED UP IMMEDIATELY. NO CONCRETE WASHOUT SHALL COME IN CONTACT WITH THE GROUND AND MUST BE PROPERLY DISPOSED OF.
- A SIGN MUST BE INSTALLED ADJACENT TO EACH CONCRETE WASHOUT FACILITY.



WSB PROJECT NO:
013587-000

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AS SHOWN GCT
PLAN BY: CHECK BY:
GCT BAR

REVISIONS			
NO.	DATE	DESCRIPTION	

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

BRAD A. RUFFSTECK
DATE: 08/11/2019 UC NO. 47030

2019 STREET
IMPROVEMENTS

CITY OF WAYZATA

STORM WATER
POLLUTION
PREVENTION
PLAN

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- J. CREATE AND FOLLOW A WRITTEN DISPOSAL PLAN FOR ALL WASTE MATERIALS. INCLUDE IN THE PLAN HOW THE MATERIAL WILL BE DISPOSED OF AND THE LOCATION OF THE DISPOSAL SITE. SUBMIT PLAN TO THE ENGINEER PRIOR TO CONSTRUCTION.
- K. USE METHODS AND OPERATIONAL PROCEDURES THAT PREVENT DISCHARGE OR PLACEMENT OF BITUMINOUS GRINDINGS, CUTTINGS, MILLINGS, AND OTHER BITUMINOUS WASTES FROM AREAS OF EXISTING OR FUTURE VEGETATED SOILS AND FROM ALL WATER CONVEYANCE SYSTEMS, INCLUDING INLETS, DITCHES AND CURB FLOW LINES.

FINAL STABILIZATION

FINAL STABILIZATION IS ACHIEVED WHEN NPDES CGP PART 13.1. ARE COMPLETED PRIOR TO SUBMISSION OF THE NOTICE OF TERMINATION (NOT) TO MPCA.

1. ALL AREAS MUST BE STABILIZED WITH A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70%.
2. ALL TEMPORARY SEDIMENT CONTROL BMP MEASURES MUST BE REMOVED PRIOR TO SUBMITTING PERMIT NOT.

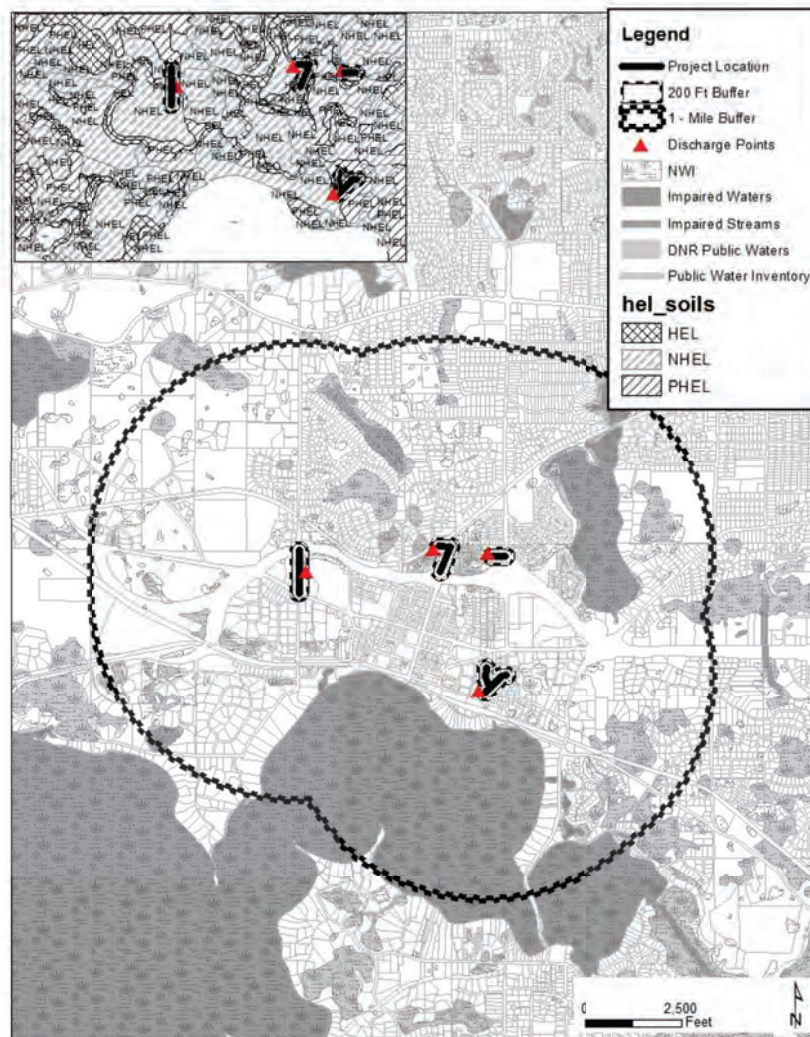


Figure 1, SWPPP Resource Map.



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BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO.: 47030

2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

STORM WATER
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WATER & SEWER IMPROVEMENTS					
STATION	TYPE	WIDTH	DEPTH	AREA	VOLUME
12+00	12" SOLID LINES	12"	12"	144	144
14+00	12" SOLID LINES	12"	12"	144	144
16+00	12" SOLID LINES	12"	12"	144	144
18+00	12" SOLID LINES	12"	12"	144	144
20+00	12" SOLID LINES	12"	12"	144	144
22+00	12" SOLID LINES	12"	12"	144	144
24+00	12" SOLID LINES	12"	12"	144	144
25+00	12" SOLID LINES	12"	12"	144	144

WATER & SEWER IMPROVEMENTS			
STATION	TYPE	WIDTH	DEPTH
12+00	12" SOLID LINES	12"	12"
14+00	12" SOLID LINES	12"	12"
16+00	12" SOLID LINES	12"	12"
18+00	12" SOLID LINES	12"	12"
20+00	12" SOLID LINES	12"	12"
22+00	12" SOLID LINES	12"	12"
24+00	12" SOLID LINES	12"	12"
25+00	12" SOLID LINES	12"	12"



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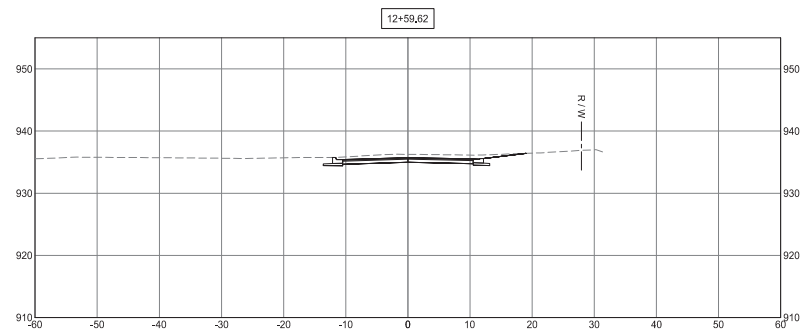
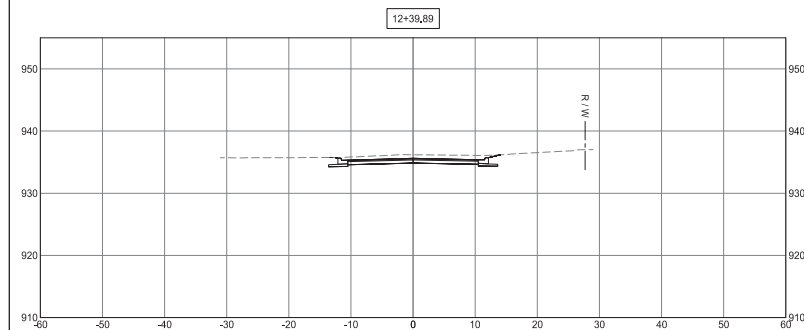
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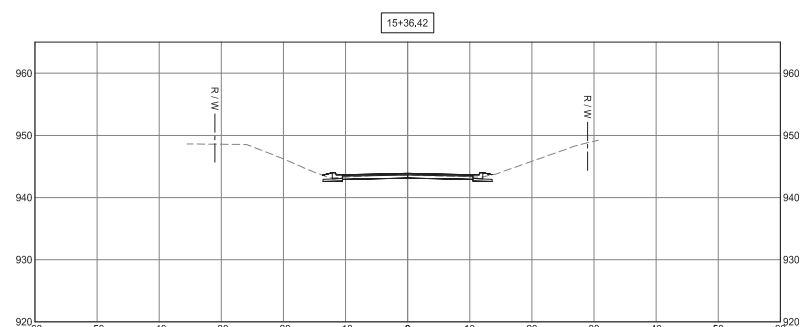
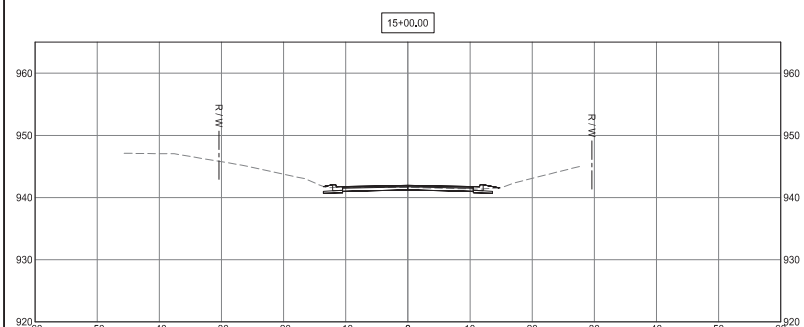
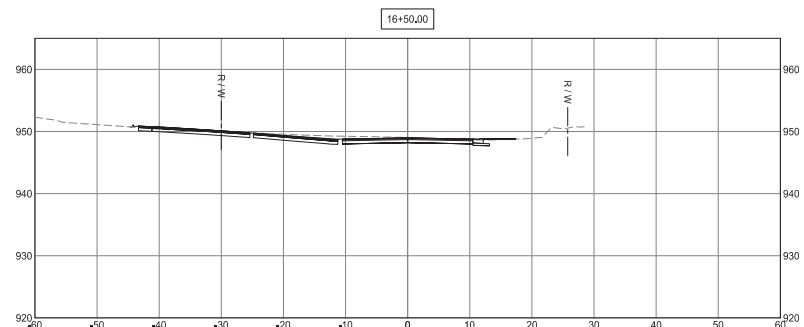
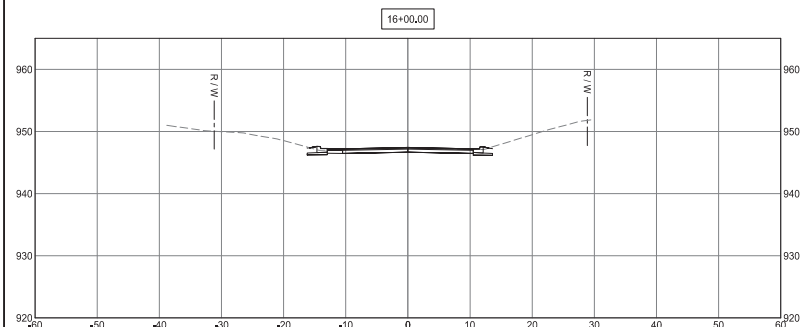
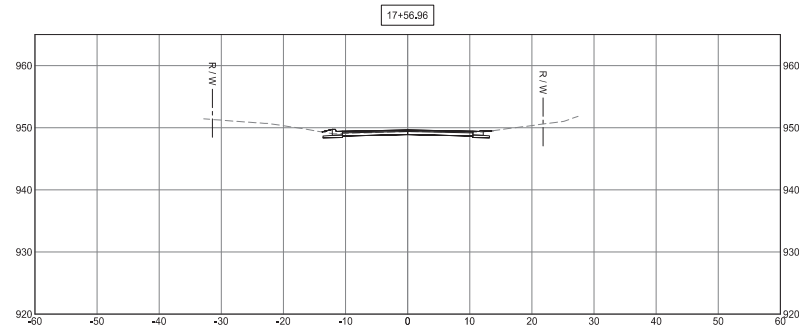
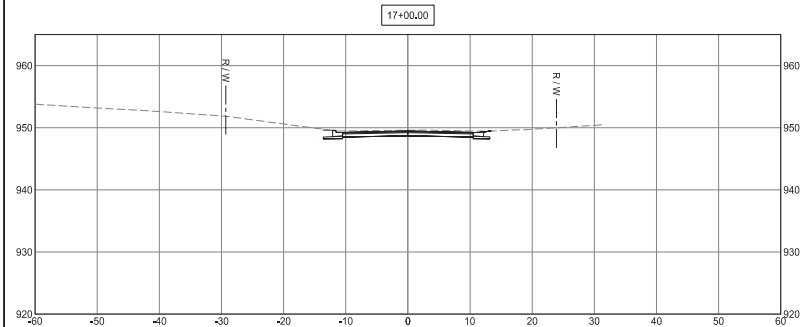
2019 STREET IMPROVEMENTS
CITY OF WAYZATA

SIGNING & STRIPING PLANS

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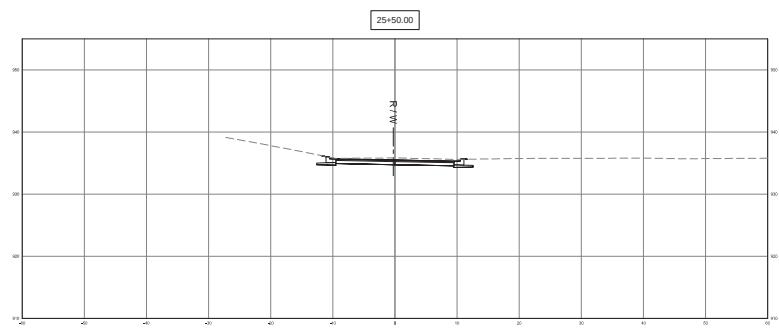
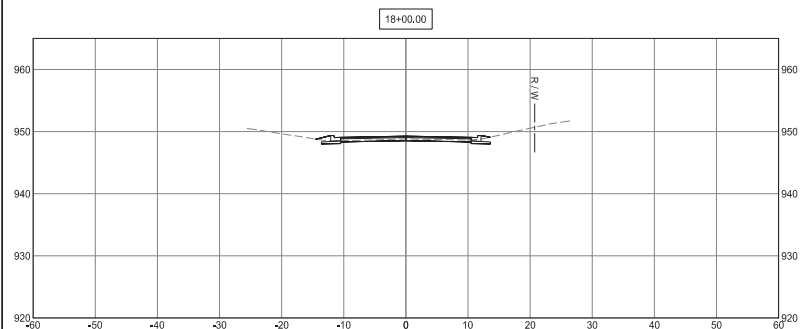
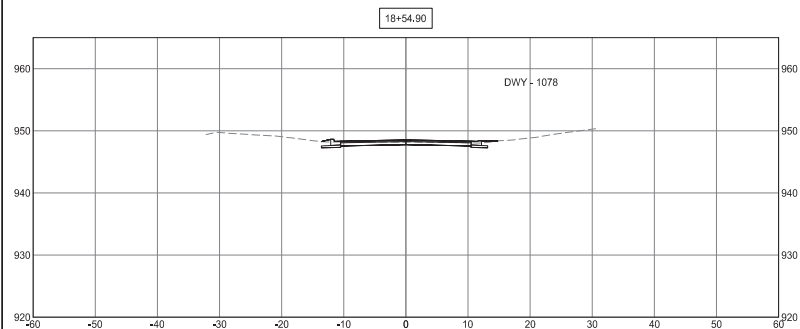
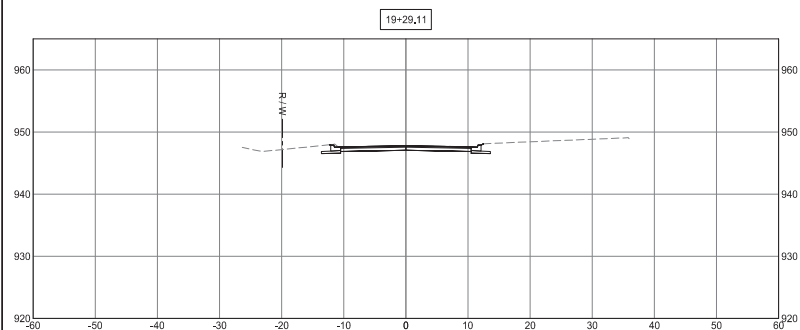
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2019 STREET
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CITY OF WAYZATA

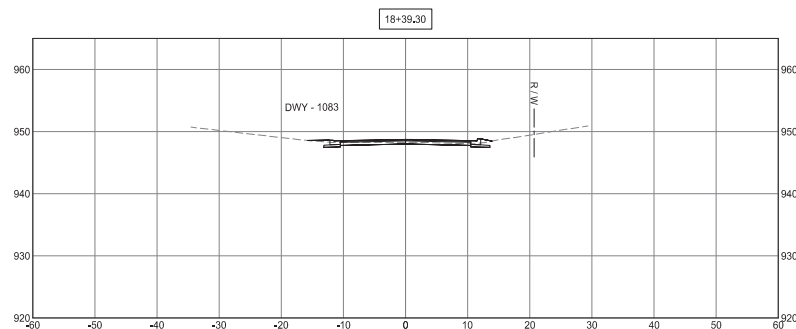
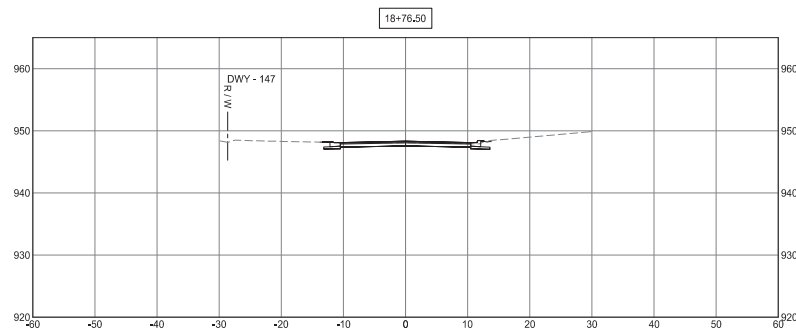
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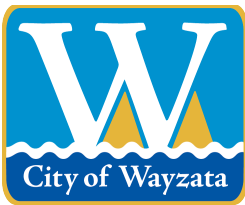
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BRAD A. REIFSTECK
DATE: 08/11/2019 LC NO.: 47930

2019 STREET
IMPROVEMENTS
CITY OF WAYZATA

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City of Wayzata Housing and Redevelopment Authority Agenda Report

MEETING DATE: June 11, 2019	AGENDA ITEM: 8.a.
TITLE: Consider Draft 2040 Comprehensive Plan Submittal to the Metropolitan Council	
PROPOSED MOTION: To Table Action on the 2040 Comprehensive Plan to the June 18 City Council Meeting	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends review of the Planning Commission recommendation, suggesting any amendments, and then tabling action on the 2040 Comprehensive Plan until June 18th. Final action on the plan at the June 18th City Council Meeting is requested as it will allow time for any additional changes by the Council and the "six month review period" of neighboring and affected jurisdictions does not end until June 17th. Meaning, legally, the City cannot submit the draft document until the 18th, anyway.

FINANCIAL OR BUDGET CONSIDERATION:

Over the past two years, all consultant costs in preparing the 2040 Comp Plan were budgeted in the general fund and enterprise funds.

BACKGROUND:

Every ten years, all communities within the seven county metropolitan area needs to update its Comprehensive Plan and submit it for approval from the Metropolitan Council. In 2017, the City appointed the following Comp Plan Steering Committee to lead this process:

- Dan Koch
- Steven Tyacke
- Jeff Buchanan
- Jim McWethy
- Kim Anderson
- Elissa Madson
- Patricia Ecklund
- Tom Shaver
- Robert Ambrose
- Becky Pierson
- Kimberly Tutt Moorse
- Chris Plantan
- Jill Johnson

In addition, the City of Wayzata retained SRF to assist with the updating of the 2040 Comprehensive Plan.

On May 20, 2019, the Planning Commission reviewed the draft 2040 Comprehensive Plan, the comments from the neighboring jurisdictions, and conducted the public hearing. Following the public hearing, the Planning Commission recommended tabling the review to a future work session.

On May 29, 2019, the Planning Commission conducted a work session to discuss numerous issues including:

- the density of land use districts;

- the Metropolitan Council requirements;
- the visioning process that proceeded the Comprehensive Plan; and
- Lake Effect and its potential funding. A number of revisions were made to the Comprehensive Plan before the June 3, 2019 Planning Commission meeting based on that discussion.

At the June 3 meeting, the Planning Commission reviewed the revised Comprehensive Plan. The Planning Commission made a recommendation to the City Council that included a number of additional revisions. The recommendation is:

The Planning Commission recommends to the City Council the submittal of the Wayzata 2040 Comprehensive Plan to the Metropolitan Council with the following comments:

- **The Planning Commission has an overarching concern about the increase in density in the plan, particularly increases beyond that required by the Metropolitan Council.**
- **To remove the sentence: "Pedestrian focus should be the priority which will in turn develop a tighter community that makes way for higher density development." from page 1-8.**
- **To remove the sentence: "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." from page 1-8.**
- **To remove the sentence: "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." from page 3-2.**
- **To remove the phrase: "however, lower density multi-family developments may also be allowed" from the end of the description of the Central Core Residential land use on page 3-3.**
- **To change the 3 to 8 du/ac to 3 to 6 du/ac for Central Core Residential and change the minimum density for the Mixed Use Residential/Commercial to 10 du/ac throughout the documents. Some places where these errors occur include pages 3-17 and 3-21.**
- **To ensure that the funding split is referred to everywhere that Lake Effect refers to projects throughout the document.**

The Comprehensive Plan has been revised according to the Planning Commission recommendation and a summary of those changes are captured in an attached memorandum from SRF. The three sentences requested to be removed are redlined in the Comprehensive Plan so that the City Council can see the context in which the sentences were written. The Planning Commission discussion and recommended changes are focused around three topics: density, vision, and Lake Effect.

Density

During the work session, staff reviewed that the Metropolitan Council has two requirements for density that impact Wayzata. First, to identify 11 acres of land that is available for redevelopment between 2021 and 2030 at a minimum of 8 units/acre. This is achieved through the Mixed Use Commercial/Residential land use category. Second, that the land that is available to develop or redevelop between 2010 and 2040 does so with an average overall minimum density of at least 5 units/acre. The table on page 3-21 achieves an average overall average minimum density of almost 5.4 units/acre.

Several Planning Commissioners stated that because changes in densities of land use categories were made for reasons other than to meet these two Metropolitan Council requirements, that therefore the City is creating more density than is required by the Metropolitan Council. To explain the changes that were made to the land use categories from the 2030 Comprehensive and the 2040 Comprehensive Plan, SRF has prepared a graphic that shows a side-by-side comparison. This graphic is attached.

There are only two main changes in land use categories in the 2040 land use categories: the creation of the Central Core Residential land use category and the combination of the Mixed Use Residential and the Mixed Use Commercial into one common Mixed Use Commercial/Residential land use district.

The Central Core Residential land use category is the existing "traditional" single family residential block general bounded by Barry Ave to the west, Central Ave to the east, Lake Street to the south and US Highway 12 to the north. In the version reviewed on May 20, the Central Core was proposed to have density range of 3 to 8 units/acre which would then encompass both the existing single family and townhome blocks within that area. To accommodate this, the high end of the Single Family Residential range from 4 units/acre to 3 units/acre and increase the low end of the Medium Range Residential from 5 units/acre to 8 units/acre.

During the May 29 work session, the Planning Commission discussed that while the single family neighborhoods Central Core are different than the other single family neighborhoods in the City, the townhome neighborhoods identified in the Central Core are different from the single family blocks. The Planning Commission recommended that the density range of the Central Core be reduced from 3 to 8 units/acre to 3 to 6 units/acre and that the townhome neighborhoods with a density greater than 6 units/acre be moved to the Medium Density Residential land use. The Medium Density Residential land use range is adjusted from 8 to 12 units/acre to 6 to 12 units/acre to match the change in the Central Core.

During the June 3 meeting, the Planning Commission pointed out that the density changes for the Central Core Residential land use designation were not made consistently throughout the document and that the statement of allowing lower density townhomes should be removed from the text description of the Central Core Residential land use category. These revisions have since been made within the Comprehensive Plan attached.

The second main change to the land uses in the 2040 Comprehensive Plan is the combination of the Mixed Use Residential and the Mixed Use Commercial land use designations in one common Mixed Use Residential/Commercial land use. In the 2030 Comprehensive Plan, the Mixed Use Residential land use designation had a minimum density of 18 units/acre while the Mixed Use Commercial had no density range. In the draft reviewed at the May 20 Public Hearing, the Mixed Use Commercial/Residential had a density range of 14 or more units/acre. It was discussed that townhomes typically could not be constructed within that density range.

During the May 29 work session, the Planning Commission discussed reducing the minimum density to 10 units/acre to allow for more variety of housing. At the June 3 meeting, the Planning Commission observed that there were a few places where that minimum density had not been reduced. The Comprehensive Plan attached has the Mixed Use Commercial/Residential at a minimum density of 10 units/acre. If the density was further reduced, changes to other land use designations will need to be considered to meet the Metropolitan Council objectives.

Vision

In June 2017, the City retained Future IQ to conduct a visioning program to be used during the update of the 2040 Comprehensive Plan. This vision is the Wayzata 2040, Sailing Ahead which was created through a community survey, three think tank workshops, and nineteen engagement workshops. On March 6, 2018, the City Council accepted the Wayzata 2040, Sailing Ahead vision document.

The key themes and guiding principles from the vision were used by Comprehensive Plan Task Force to guide their discussions. Within the Comprehensive Plan, particularly in Chapter 1 - Introduction, there are direct quotes from the vision and the think tank workshops. Further in Chapter 1, as well as in other chapters in the Comprehensive Plan, there are paragraph that describe how the vision was used to create the land use designations, their density range, and other implementation strategies. Three of the sentences recommended to be removed by the Planning Commission are not the direct quotes from the vision, but are connecting

statements between the vision and the implementation strategies. Removing these sentences do not change the implementation of the Comprehensive Plan but does weaken the connection to the vision.

Lake Effect

Several Planning Commissioners had expressed the desire to remove all references to the Lake Effect from the Comprehensive Plan but that desire was not shared by the consensus of the Planning Commission. The Planning Commission does recommend that the funding for the Lake Effect projects referenced in the Comprehensive Plan be clarified. On page 8-16, a statement has been added to clarify that all improvements north of the railroad track are proposed to be funded publicly while all improvements south of the railroad track are proposed to be funded privately.

Property Owner Comment

Additionally, Marc Agar has submitted a request that the property at 1611 Hollybrook Road have its land use designation changed from Medium Density Residential to High Density Residential. The property is designated Medium Density Residential in the 2030 Comprehensive Plan. Mr. Agar states nine reasons for his request in the attached email. The properties to the west that are also served by Hollybrook are designated Medium Density Residential. The property to the east is designated High Density Residential but has a direct access onto Gleason Road/County Road 101.

ATTACHMENTS:

1. Comprehensive Plan Memo
2. Land Use District Comparison
3. Comp Plan Comments
4. May 20, 2019 PC Minutes DRAFT
5. Wayzata 2040 Comprehensive Plan Draft_June2019

To: Wayzata City Council

From: Stephanie Falkers, Senior Associate

Date: June 6, 2019

Subject: Wayzata 2040 Comprehensive Plan

Comprehensive Plan Update

The City of Wayzata is nearing the completion of the 2040 Comprehensive Plan Update. This effort is intended to update the existing 2030 Comprehensive Plan to align with existing demographics, updated community input and regional planning efforts. The City, along with all cities and counties in the seven-county metro, must update their Comprehensive Plan according to Minnesota Statutes Section 473.858 and 473.864.

The Metropolitan Council outlines requirements and growth forecasts that the City should use to inform their planning efforts. Wayzata has reviewed these growth forecasts and made slight adjustments based on current trends and development. The following table outlines the population, household and employment growth forecasts that were used to inform the update.

	2010	2017	2020	2030	2040
Population	3,688	4,804	4,983	5,120	5,258
Households	1,795	2,349	2,471	2,574	2,677
Employment	4,567	5,049	5,127	5,398	5,540

Source: 2010 US Census, 2017 Metropolitan Council Estimate

The 2040 Comprehensive Plan Update follows a similar organization to the 2030 plan, maintaining the nine overall chapters. Content was updated throughout the document to reflect current conditions and changing demographics. Updates were also made to coincide with the *Wayzata 2040, Sailing Ahead* results.

Comprehensive Plan Process

The City of Wayzata began the update to its Comprehensive Plan over 18 months ago with the Wayzata 2040 Vision process. This effort included a range of public engagement activities aimed at understanding the community's desires for the future of Wayzata. The *Wayzata 2040, Sailing Ahead* document was the result of this effort. This document outlines a vision for the future,

supported by shared goals and guiding principles that can be used to guide future decision making. The visioning process served as the first half of the Comprehensive Plan Process.

In the late summer of 2018, the City began the process to update the various plan elements within the plan. These included land use, housing, transportation, natural resources, community facilities, and historic resources. The process was informed by the Wayzata 2040 Vision and was guided by a Project Management Team. These representatives helped to shape the recommendations within the plan.

A draft plan was completed in December of 2018 and was shared with the Planning Commission and City Council for review. These meetings also kicked off the 6-month affected, and adjacent community review required by Met Council.

Affected and Adjacent Jurisdiction Review

The affected and adjacent community review is a required component of the Comprehensive Plan update process, per Minnesota Statute 473.858. This process provides an opportunity for adjacent communities to review Wayzata's draft plan and provide comments or feedback. The following jurisdictions were notified of the Comprehensive Plan and were provided an opportunity to comment. The comment period will close on June 17th.

Jurisdiction Type	Jurisdiction Name
Adjacent Community	Deephaven
Adjacent Community	Hopkins; Source Water related
Adjacent Community	Minnetonka
Adjacent Community	Orono
Adjacent Community	Plymouth
Adjacent Community	Woodland
Adjacent Community	Hennepin County
School District	278; Orono
School District	284; Wayzata
Watershed Management Organization	Minnehaha Creek Watershed District
Regional Park Implementing Agency	Three Rivers Park District
State Agency	MnDOT
State Agency	MnDNR

Public Meeting

A public meeting was held on Tuesday, April 23rd at the Wayzata City Hall to review the draft plan. Various engagement activities were available for the public to participate in and provide feedback on the draft plan. A presentation was also given as part of the meeting. A majority of

the conversation during the public meeting focused on the differences between the existing and future land use plan.

Online Survey

In coordination with the public meeting, a series of questions were uploaded to the City's PolCo (online survey tool) site regarding the draft Comprehensive Plan. The following comments were received from the survey.

- Need better police action on speeding and noise (motorcycles and loud muffler sports cars) on Wayzata streets, especially Lake St and Superior Blvd
- Making our town a tourist destination at the expense of its residents is wrong.
- For all of the time and efforts put into the Comprehensive Plan it would be nice to see some of the feedback actually heeded by the City. Wayzata has become the place people actually 'thought' it was years ago and has lost its small-town charm and diversity. It has been taken over by developers, brick buildings, expensive condos, empty retail spaces and traffic. Longtime residents have had enough. Really hope to see some positive changes come from the 2040 Comprehensive Plan.
- I think Wayzata already has good housing stock options, wonderful parks, lakefront access and viewing, good sidewalks the length of Lake Street, and 2 major bike/walking trails close by. People flock here for the amenities we already have. What we do have is a traffic problem. There needs to be another exit and/or entrance into the city, not only to relieve congestion at the Hwy 101 and Wayzata Blvd intersection but for safety reasons as well. Ferndale Road North at 394 would be an ideal place to put this. There really are only one or two homes that might be affected. Two of the corners have institutional uses, i.e. churches. It will take years to negotiate this with MnDOT so I would suggest the process should begin now.

Planning Commission Review

In order to submit the draft plan to the Metropolitan Council for review, a resolution by the governing body must be passed. The Planning Commission is required to hold a public hearing and provide a recommendation to the City Council before passing the resolution.

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. Finally, the Draft 2040 Comprehensive Plan was discussed at the June 3rd Planning Commission hearing where additional comments were discussed. A motion was carried to recommend the draft plan be submitted to the Metropolitan Council and that a list of amendments/change be considered. This list of changes/updates is provided in Attachment A.

Comprehensive Plan Updates

Following the Planning Commission hearings and workshop, updates were made to the draft plan to respond to comments received. The City Council shall consider the inclusion of these changes prior to the submittal of the draft plan to the Metropolitan Council for review. The specific changes are provided in the following pages.

#	Chapter	Suggested Modification	Pages	Updates
0a	All	The Planning Commission has an overarching concern about the increase in density in the plan, particularly increases beyond that required by the Metropolitan Council.	All	No change made to the plan at this time.
0b	All	Ensure that the funding split is referred to everywhere that Lake Effect refers to projects throughout the document	All	No change made to the plan at this time.
1a	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.	1-4 to 1-5 (Previous)	Removed
1b	1 – Introduction	Remove reference to a daily work force 1.5 times the population	1-1 (Previous)	Modified
1c	1 – Introduction	Remove the sentence: "Pedestrian focus should be the priority which will in turn develop a tighter community that makes way for higher density development."	1-8	This sentence was not removed, but has been redlined for consideration.
1d	1 – Introduction	Modify the sentence: "The corner of Superior Boulevard and Wayzata Boulevard could house a secondary City	1-8	This sentence was not modified, but

#	Chapter	Suggested Modification	Pages	Updates
		Plaza, which would enhance mobility and connectivity between the two main commercial nodes of the City." on page 1-8 to reflect what can be created there.		has been redlined for consideration.
3a	3 – Land Use	Update Figure 2 – 2040 Land Use Plan to include the Park and Open Space land to the west of Gleason Lake	Figure 2	Updated
3b	3 – Land Use	The following density ranges were modified for residential land uses within the chapter. Changes were made throughout figures, tables, and narrative. i. Central Core Residential – 3 to 8 (previous) 3 to 6 (proposed) ii. Medium Density Residential – 8 to 12 (previous) 6 to 12 (proposed) iii. Mixed-Use Commercial/Residential – 14+ (previous) 10+ (proposed)	Multiple	Updated
3c	3 – Land Use	Remove the sentence: "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."	3-2	This sentence was not modified, but has been redlined for consideration.
3d	3 – Land Use	Remove the phrase: "; however, lower density multi-family developments may also be allowed" from the end of the description of the Central Core Residential land use.	3-3	Removed

#	Chapter	Suggested Modification	Pages	Updates
4a	4 – Housing	Update the narrative supporting the Affordable Housing Allocation to reflect the modified residential densities for the Medium Density and Mixed-Use Commercial/Residential categories.	4-9	Updated
5a	5 – Transportation	Reorder chapter to first address the Roadway System Plan, followed by the Bicycle and Trail System Plan	5-2 through 5-26	Adjustment made
5b	5 – Transportation	Remove discussion of Lake Minnetonka Trolley	5-33 and 5-37	Removed
5c	5 – Transportation	Update project limits for Lake Street from “Barry” to “Ferndale”	5-9, 5-18, 5-23	Complete
8a	8 – Community Facilities	Update the decision of the proposed regional trail connection improvements	8-18	Updated
8b	8 – Community Facilities	Add a description of the proposed funding split of Lake Effect.	8-16	Added
8c	8 – Community Facilities	Include “proposed” to any referenced recommendations from the Park and Trails Master Plan	8-18 and 8-23	Added

The following updates were made within the draft document included in the City Council Packet.

- **1a – The following statement was removed from the document**

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

- **1b – The following statement was modified**

Original: It also brought a daily workforce population to the community that is half again as large as its resident population.

Updated: It also brought a daily workforce population to the community that is half again as large as its resident population.

- **1c – Consider the inclusion or removal of the statement in red**

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 multidimensional 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.

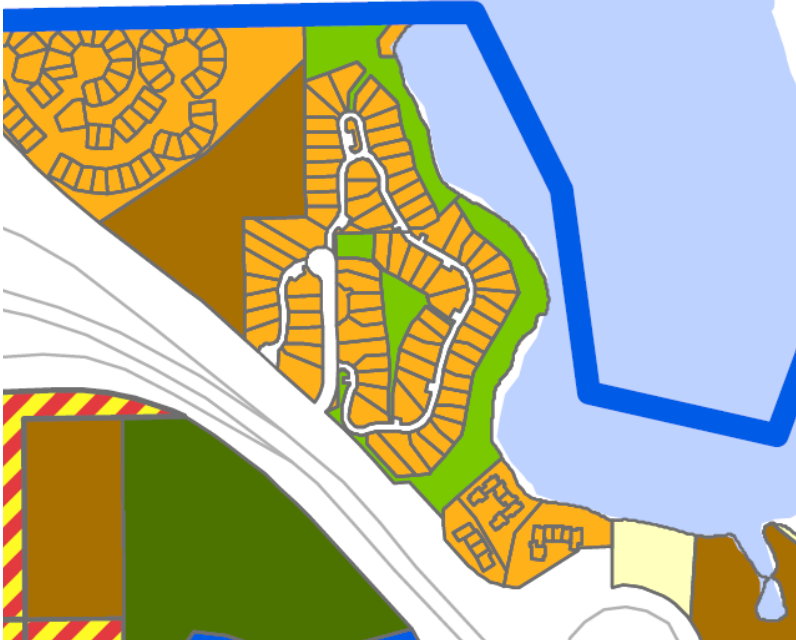
- **1d – Consider the inclusion or removal of the statement in red**

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.

- **3a – Update open space land use west of Gleason Lake – Completed**

The existing open space surrounding the development had been identified as Medium Density in both the 2030 (existing) and 2040 (proposed) land use plans.



- **3b – Density ranges updated throughout document**

The Central Core Residential District was modified from 3 to 8 units per acre to 3 to 6. The Medium Density Residential District was modified from 8 to 12 units per acre to 9 to 12. The density of the Mixed-Use Commercial/Residential category was modified from at least 14 units per acre to at least 10 units per acre. Changes were made to all six figures within the land use chapter and supporting text throughout the document.

- **3c – Consider the inclusion or removal of the statement in red**

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.

- **3d – The statement in red was removed from the description of the Central Core Residential Category**

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.~~

- **5b – The following trolley references were removed:**
Planning for the Future reference (page 5-33)

Lake Minnetonka Trolley (Page 5-37)

Lake 360, Inc., a non-profit serving the Lake Minnetonka area, current operates the Lake Minnetonka Trolley during the summer months with 16 stops along Lake Street, Wayzata Boulevard, Central Avenue and other roadways throughout the City. The City should continue to evaluate its current service and future needs to encourage a multimodal system to better connect the community.

- **8a – The following description of regional trail connection improvements was modified. The original text is shown below: (Page 8-17 and 8-18)**
 1. Ferndale Road - The current on-street bicycle “sharrow”, also known as shared lane marking, is perceived as unsafe by most of the population on this busy street. 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 adjacent park properties (Post Office Park, Klapprich & Bell Courts), make this connection a preferred choice for “interested, but concerned” user. 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 to provide access to the “Enthusiastic and Confident” rider.

4. Dakota Trail extension - As identified in Lake Effect, the Dakota Trail extension proposed would provide a safe off-road trail through Wayzata's Lake Street. This would re-shift some of the focus from a car-centric Lake Street to one that better serves pedestrians and cyclists. The City is currently working with the Three Rivers Park District, as they pursue options for this regional trail extension through Wayzata. These connections are shown on Figure 6 – Proposed Trails and Connections.
- **8b – The following text was added to describe the Lake Effect Funding.**

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.



Land Use District Comparison - 2030 to 2040

2030 Land Use Categories

Large Lot Single Family

-  Bushaway Conservation District
-  Estate Single Family Residential
-  One Acre Single Family Residential

Other Residential Land Use

-  Low Density Residential
-  Medium Density Residential
-  High Density Residential

Commercial Land Use

-  Mixed Use Residential
-  Mixed Use Commercial
-  Service Commercial
-  Central Business District (CBD)
-  Mixed Use Downtown District

Other Land Use

-  Institutional/Public
-  Semi-Public/Private
-  Park/Open Space

2040 Land Use Categories

Large Lot Single Family

-  Estate Single Family
-  One Acre Single Family Residential

Other Residential Land Use

-  Low Density Residential
-  Central Core Residential
-  Medium Density Residential
-  High Density Residential

Commercial Land Use

-  Mixed-Use - Commercial/Residential
-  Central Business District (CBD)
-  Mixed Use Downtown District

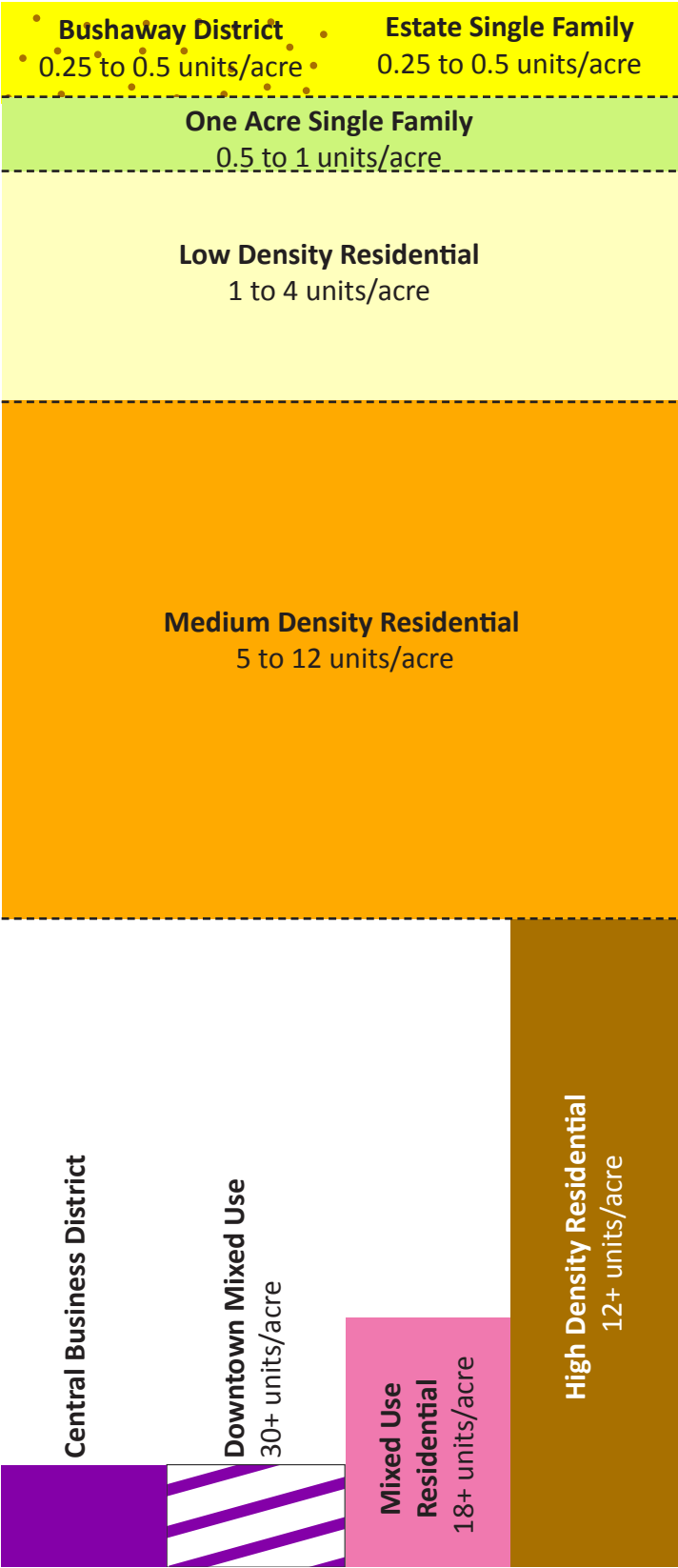
Other Land Use

-  Institutional/Public
-  Semi-Public/Private
-  Park/Open Space
-  Public Open Spaces



Residential Comparison - 2030 to 2040

2030 Land Use Categories



2040 Land Use Categories

Units/
Acre

0.25

0.50

1

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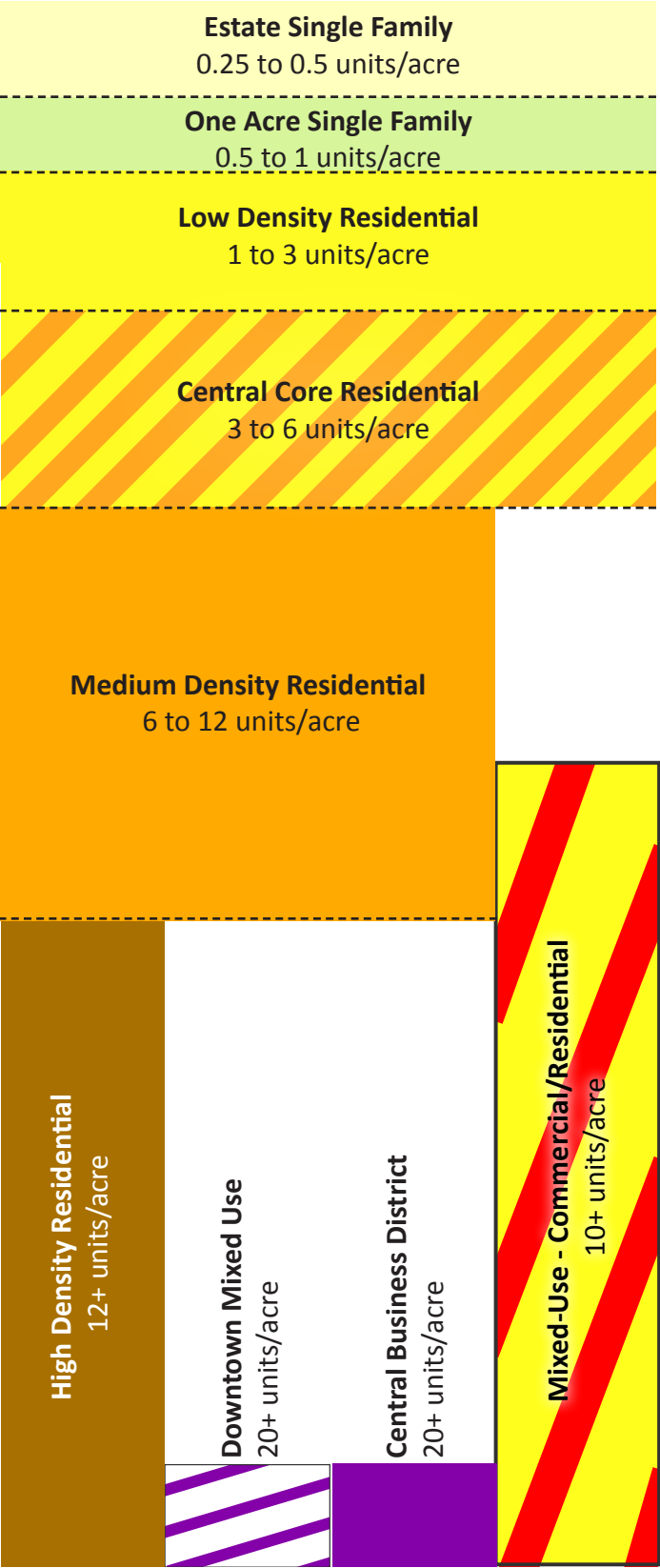
18

19

20

20+

Units/
Acre



Comments – 2040 Comp Plan

General Comments

The document is a rambling and dense product. The language fails at brevity and clarity. The repetitive adjectives such as **robust** and **vibrant** become unnecessary fashionable verbal crutches and should be removed. For example, **Vibrant city parks.... Robust parks.** Both are antithetical to the history of parks as a calming place to escape city chaos.

The repeated term **Multi-generational** suggests a level of inappropriate social engineering that smacks of government control.

It is not important to our citizens – those who live here – that Wayzata becomes more dense. Frankly, it can be argued that density is not consistent with “**charming**”. Density leads to more traffic and the Met Council is not requiring more density in Wayzata.

Lake Street as future pedestrian mall should not be mentioned on the Comp Plan. This is a paradigm shift that has not been discussed at public hearing and furthermore, keeping it in the Comp Plan suggests that the public has approved this idea.

Traffic

Page 1-4: There are 20 Drivers, seven deal with increased traffic for a road system at capacity.

These maps show problematic traffic areas. The Future map indicates we are heading towards a grid-locked road system. Further the Lake St changes are purposely intended to divert more traffic to an already deficient Wayzata Blvd

Maps Figure 8 Existing Capacity Deficiencies:

- North shore DR
- West Wayzata Blvd
- Bushaway Rd

Maps Figure 9 Future Capacity Deficiencies:

- North shore DR
- Wayzata Blvd from Ferndale to Superior
- Central Ave
- Lake St where the original center lane was to be removed.
- Bushaway Rd

Who is accountable for the future traffic congestion when we consciously choose to ignore the data?

Traffic changes will delay, discourage and frustrate those on the west side of Wayzata from getting to east-side businesses and activities in Deephaven, Minnetonka and beyond. West side folks have been discounted.

Page 5-13 Lake Street reconstruction: This redesign will accommodate future traffic needs... This is a bold and unsubstantiated statement. Who is accountable if this redesign fails ?

Charm

Page 1-6 the City is to make charm an utmost priority... in every aspect of the city's lifecycle.

We must move on. Wayzata is not charming by any means: Pres Homes... Blu condos.... Born's Condos... Myer Bros condos... Walgreen's... All are significant charmless projects.

We must redefine Wayzata as a "small city" because it is. Charm and quaint are inappropriate dreams. Frankly, using these terms literally brings into question all other goals in the Comp Plan.

See attached document for an example of brevity v. this Comp Plan.

Meaningless Comments: just a sample

The document is fraught with abstractions that literally provide no concrete directions:

Page 1-4: Wayzata has become a poster city in terms of engaging multiple generations and embracing progress. It has reduced its median age with a wide ethnic and generational mix.

Page 1-4: Lake Street has become a multi-generational hub where people of all ages come together to live work and play. The shops are small local and relevant and numerous markets exist throughout the city.

Page 1-4: The City launches programs such as Elders taking care of babies

Page 1-6: 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 with traditionally commercial spaces.... The idea that walkability can only happen on a smaller human scale makes no sense.....

Page 1-5, Guiding Principles of the Comp Pan - Charming:

The entire paragraph makes no sense. It does nothing to define Charming. The abstract descriptions: intentionality, purpose, tasteful, shared spaces, thoughtfulness, belonging, nostalgia.....?

Page 1-6: States; "Walkable communities also lead to increased economic activity." There is no evidence to support this claim.

Page 1-7: A city plaza where all ages can coexist... a sense of belonging is a key... What ?

Scary

Page 1-5 Preferred Future: Downtown hosts a pedestrian-only Lake Street. Is the general public aware of this statement... It must be stricken.

The 2030 Comp Plan

The 2040 comp Pan has not been approved. We are being guiding by the 2030 plan unless it has been formally revised with approval from the Met Council. The following text defines the legal realities of a Comp Plan:

Page 1-9: 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.

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 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.

So... Have these changes happened with public hearings and approval from the Met Council ?

Page 3-5 Central business District and Downtown Mixed Use District:

Diversity: Lake St is defined as a main thoroughfare.... When did we change the 2030 Comp Plan to down grade Lake St from a Main thoroughfare (Major Collector as per Figure 4 Functional Classification) status? The Civitas mantra has claimed Lake Street is not a through street; it is meant to be at a slow tourist-like pace. Was this formally changed and approved by the met Council?

Page 3-6 Over-building – Mass and scale are sited as concerns in the CBD. How can Born be considered until we change the Comp Plan.

Page 5-2 City of Wayzata: Wayzata blvd from central to Ferndale will be designed to;

Accommodate future traffic volumes – what has been done ?

Provide a safe pedestrian and biking corridor – what has been done ?

Page 5-3 5A Existing [traffic] Capacity Deficiencies: It specifically lists Way Blvd between Minnetonka Ave and Ferndale – what has been done ?

5B future Capacity Deficiencies: ...even after improvements to Bushaway demand will exceed its planned-level capacity.

Page 5-6 7C Wayzata Blvd/Superior Blvd Intersection.

The current changes to the intersection suggest a curious procedural issue. The 2030 Comp Plan states:

...However, the change in grade on Superior is an issue which makes the realignment challenging and costly from a design perspective.

Concerns were also raised regarding increased traffic in the neighborhoods to the north.

Superior serves as the main connection to Lake St. Superior is considered the gateway to the Wayzata Business district and it was important that the design of the intersection led motorists down Superior verses using Wayzata Blvd further west. Realignment would make this route less obvious which may increase traffic on Wayzata Blvd which is a major concern for residents.”

When was this section of the Comp Plan legally revised to accommodate the current reconstruction?

From: Marc Agar <magar@cacommunications.com>
Sent: Friday, May 31, 2019 11:45 AM
To: Jeffrey Dahl <jdahl@wayzata.org>
Cc: Planning <planning@wayzata.org>; Nick Kieser <nkieser@wayzata.org>
Subject: RE: Agar Property

Here is cleaned up version

Thank you for your attention to this matter

I am requesting a spot on the agenda for Monday night to request to have my property located at 1611 Hollybrook Road reclassified from medium density to high density land use. My reasons for the request are as follows

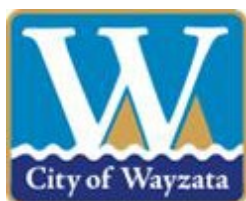
1. Higher density would provide more options to the City and myself for what type of development would fit the property; apartments, condo's, townhomes, etc..
2. Property to the East adjacent to my property is designated high density already
3. Proposed land use 2040 Comp plan for Hollybrook Road also designates Pond Ridge development moving from medium density to high density
1. Higher density allows for more green space, greater preservation of trees and shoreline as well a taller building helps protect lake from freeway noise protecting wildlife and reducing noise for other lake residents
4. Higher density allows potential of some affordable housing
5. Developable land in Wayzata is scare thus higher density is required and should be supported due to rising land values
6. Higher density does not impact anyone's view as there is no property behind us
7. Property is already zoned medium density so any issues along Hollybrook Road will need to be addressed regardless and this is something the City should be doing now as 10% of Wayzata's population lives along Hollybrook Road. Just like with Benton Ave access which required intersection changes on Superior Blvd.
8. Understand concerns around density in Wayzata but this property is away from Downtown Wayzata so resident's concerns about construction etc.. will not be impacted
9. We want the most options to do the right development, higher density provides the City and us that path.

From: Jeffrey Dahl <jdahl@wayzata.org>

Sent: Friday, May 31, 2019 11:34 AM
To: Marc Agar <magar@cacommunications.com>
Cc: Planning <planning@wayzata.org>; Nick Kieser <nkieser@wayzata.org>
Subject: RE: Agar Property

Yep, I think that is good. I am copying Eric on this so we can forward it to Planning Commission today or early on Monday. The meeting starts at 6:30 pm and the Comp Plan item is at the beginning, so I'd recommend being there at 6:30 pm.

Thanks,



Jeffrey Dahl

City Manager
jdahl@wayzata.org | 952-404-5309
600 Rice St E | Wayzata, MN 55391
www.wayzata.org



From: Marc Agar <magar@cacommunications.com>
Sent: Friday, May 31, 2019 11:05 AM
To: Jeffrey Dahl <jdahl@wayzata.org>
Subject: RE: Agar Property

Jeff rough draft

Is this what you are looking for?

From: Planning <planning@wayzata.org>
Sent: Thursday, May 30, 2019 7:48 AM
To: Marc Agar <magar@cacommunications.com>
Cc: Nick Kieser <nkieser@wayzata.org>; Jeffrey Dahl <jdahl@wayzata.org>
Subject: FW: Agar Property

Marc,

I might not have been clear enough in our meeting on Tuesday about the difference between Comprehensive Plan land use designations and City Code zoning ordinances. Your email is requesting a rezoning from R-4 to R-5, as was the supporting powerpoint. If you wish to proceed with that request, attached is the development application that needs to be submitted including the fees associated with the request.

The attached map that is labeled "Zoning proposed 2040" is actual our proposed 2040 land use map from the Comprehensive Plan that the Planning Commission is continuing the public hearing of on Monday, June 3 at 6:30. This map is NOT zoning. As I stated in our meeting on Tuesday, this land use map does inform zoning decisions. The existing 2030 land use designation for 1611 Hollybrook Rd is Medium Density Residential and the proposed 2040 land use designation for 1611 Hollybrook Rd remains Medium Density Residential. I had stated in our meeting that I support that continued designation because this property functions, for factors including traffic access, most like the property to the west which is also designated Medium Density Residential. The property to the east, which is designated High Density Residential, has its access off of Gleason Road.

If you wish to have your property designated High Density Residential, which would be the appropriate designation for a future rezoning to R-5, then Monday's meeting would be an appropriate time to request that designation at the Public Hearing. My response to the Planning Commission would be similar to the paragraph above.

Thank you.

Eric Zweber

From: Eric Zweber <EZweber@wsbeng.com>
Sent: Wednesday, May 29, 2019 4:46 PM
To: Planning <planning@wayzata.org>
Cc: Nick Kieser <nkieser@wayzata.org>
Subject: FW: Agar Property

Eric Zweber
Senior Project Manager
763.762.2837 (o) | 612.581.0504 (m)
WSB | wsbeng.com



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From: Marc Agar <magar@cacommunications.com>
Sent: Wednesday, May 29, 2019 4:03 PM
To: Eric Zweber <EZweber@wsbeng.com>
Subject: Fwd: Agar Property

Please see attached info on my request and let me know when I can get in front of the council to have this zoning request approved.

Marc Agar
President & CEO
Office 952-473-3100
Direct 952-449-3603
Mobile 612-850-5189
CA Communications, Inc
www.cacommunications.com
"keeping your business connected."

From: [Planning](#)
To: [Kathy Leervig](#)
Subject: FW: Commnts on Agenda Topics for Monday PC Meeting
Date: Monday, June 3, 2019 2:50:04 PM

From: Greg Flannigan <GFlannigan@luriellp.com>
Sent: Sunday, June 2, 2019 8:42 PM
To: Planning <planning@wayzata.org>; Jeffrey Dahl <jdahl@wayzata.org>
Subject: Fwd: Comments on Agenda Topics for Monday PC Meeting

FYI. I see you weren't copied. Not certain how you want to handle this info.

Greg Flannigan

Sent from a small keyboard. Please excuse brevity, spelling, grammar and auto-correct.

Begin forwarded message:

Resent-From: <gregoryflannigan@wayzata.org>
From: Kathleen Petit <kwpetit@gmail.com>
Date: June 2, 2019 at 8:34:50 PM CDT
To: Jeffrey Parkhill <jeffreyparkhill@wayzata.org>, Laura Merriam <lauramerriam@wayzata.org>, Cathy Iverson <cathyiverson@wayzata.org>, Lindsay Bashium <lindsaybashium@wayzata.org>, Christine Plantan <christineplantan@wayzata.org>, Peggy Douglas <peggydouglas@wayzata.org>, Gregory Flannigan <gregoryflannigan@wayzata.org>
Subject: Comments on Agenda Topics for Monday PC Meeting

THINK BEFORE YOU CLICK: This email originated outside the organization. Do not click any links or attachments unless you know the content is safe. If in doubt, call the sender.

Dear Wayzata Planning Commissioners,

I have had a chance to review all of the topics that will come before you tomorrow evening (Monday) at your PC meeting. I would encourage you to recommend the following to the City Council:

Comprehensive Plan 2040: Alter the Plan so that it does not include recommendation or suggestion for any changes which would make Lake Street a pedestrian mall. Also strike the suggestion that more housing density is needed in Wayzata. This would only lead to more traffic in our city. The Metropolitan Council is not requiring this of the city, therefore I see no reason to include this as a goal.

The Born Condo Project at the Boatworks Site: I have seen the plans and images and feel this is a mammoth building, much larger than the drawings portray. Five stories is two too many. Three should be the maximum. Please stick to your guns

on this. If Born and investors don't get their way, be assured that either they or someone else will come back to propose a project that better suits that site. We do not need to cater to their wishes or stated "needs".

The housing project at Peavey Road and Peavey Lane: I have seen the plans and think they are fine. I live in the neighborhood and have no objection to the plans.

Thank you for your service!

Kitty Petit

Under U.S. Treasury Department guidelines, Lurie LLP is required to inform you that (1) any tax advice contained in this communication is not intended or written to be used, and cannot be used by you, for the purpose of avoiding penalties that may be imposed on you by the Internal Revenue Service, (2) no part of any tax advice contained in this communication is intended to be used, and cannot be used, by any party to market or promote any transaction or matter addressed herein without the express and written consent of Lurie LLP (3) Lurie LLP imposes no limitation on any recipient of this tax advice on the disclosure of the tax treatment or tax strategies or tax structuring described herein, and (4) any fees otherwise payable to Lurie LLP in connection with this written tax advice are not refundable or contingent on your realization of federal tax benefits from the advice contained herein.

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Thank you,

LURIE, LLP

**WAYZATA PLANNING COMMISSION
MEETING MINUTES
May 20, 2019**

AGENDA ITEM 6. Public Hearing Items:

a.) Consider Recommendation to Submit 2040 Comprehensive Plan to the Metropolitan Council

Interim Director of Planning and Building, Eric Zweber, stated that the City of Wayzata has retained SRF to assist with the updating of the 2040 Comprehensive Plan. The Planning Commission had been presented with a memorandum from Stephanie Falkers, of SRF Consulting Group, highlighting the major changes from the 2030 Comprehensive Plan, the comments received regarding the update, and the resolution that the City Council will need to adopt in order to submit to the Metropolitan Council. He stated that Ms. Falkers will present the overview with a PowerPoint presentation. He added that after opening the Public Hearing and taking into account comments, City staff recommends that the Planning Commission recommend to the City council the submittal of the Wayzata 2040 Comprehensive Plan to the Metropolitan Council.

Chair Flannigan asked if the Planning Commission should be making a recommendation for submittal with or without modifications.

Interim Director Zweber replied that the City Council will take the modifications recommended by the Planning Commission into consideration and the City Council will determine if the modifications will be added to the plan or not. He advised the Planning Commission that if they decide to recommend modifications to the plan that they vote on each item separately to assure clarity.

Senior Associate Planner, Stephanie Falkers, SRF Consulting Group, stated that she will walk the Planning Commission through each chapter of the Comprehensive Plan, explain the changes from the 2030 to the 2040 plan, provide an update on the process, and then open to the Public Hearing. The information that she shared was submitted to the Planning Commission and presented through a PowerPoint presentation. In addition to the information shared, the Planning Commission was also given a reference guide that highlights the 2030 to 2040 Plan changes. She stated that the biggest updates were to the Vision and Goals that are explained in chapter 1 of the 2040 Comprehensive Plan. Other items highlighted are the updated forecasts, updates in existing and future land use, updates to reflect recent planning efforts including the Wastewater and Sewer Plans and the Parks and Trails Master Plan, and Implementation Actions added to support the 2040 Vision. She provided a process update that explained an Affected and Adjacent Review was conducted and the information received was added to the Plan. A Public Meeting with an online component was created to gather additional comments and feedback. She noted that the Parks and Trails Master Plan is referred to in the 2040 Comprehensive Plan, but the approval process of that plan is separate.

1 Chair Flannigan asked for clarification regarding the including of the Parks and Trails Master Plan
2 in the 2040 Comprehensive Plan.

3
4 Ms. Fakers responded that the Met Council has requirements regarding Parks and Trails Systems
5 that need to be addressed within a Comprehensive Plan. Including the Parks and Trails Master
6 Plan demonstrates that there is a Plan in place and it is a guiding document for the Parks and Trails.
7 She further added that the Parks and Trails Master Plan does not have to be complete for the 2040
8 Comprehensive Plan submission. Ms. Fakers stated that some of the changes were made as a
9 result of the Open House. These included updated categories used in the existing land use plan to
10 mirror those used in the future land use plan, modified the name of the new residential district to
11 "Central Core Residential" to reduce confusion, updated transportation figures in response to
12 Plymouth's comments, updated colors on Figure 4 to demonstrate 2030 to 2040 changes, and
13 updated the low density range to 10 units per acre for Mixed-Use Commercial/Residential. Ms.
14 Fakers explained the required 6-month affect and adjacent review will conclude on June 17th. She
15 added that following the Planning Commission Public Hearing on May 20th the plan will be
16 reviewed with the City Council on June 4th. If approval is granted to submit to the Met Council,
17 this can occur as soon as June 18th. The Met Council would then review the Plan to determine if
18 it addresses all of the regional elements required. Once approved, the Plan would return to
19 Wayzata for adoption and implementation.

20
21 Chair Flannigan asked the Commission if there were any questions or comments for Ms. Fakers.

22
23 Commissioner Douglas asked for clarification as to which document the Planning Commission
24 would use as they consider new applications.

25
26 Ms. Fakers replied that the Planning Commission would continue to refer to the 2030
27 Comprehensive Plan until the 2040 Comprehensive Plan is adopted.

28
29 Interim Director Zweber stated that it is possible to review a proposal based on the 2040
30 Comprehensive Plan but a condition would need to be added that states the plan cannot go into
31 effect until the plan is actually adopted.

32
33 Commissioner Iverson stated that they have received two different land use color-coded maps
34 labeled as Figure 4. She asked for clarification as to which one is current.

35
36 Ms. Fakers replied that the map given to the Planning Commission at the meeting is the most
37 current map. She added that the only changes to the maps is the order of key and changes in the
38 colors used. She reiterated that there were no changes made to the locations on the map.

39
40 Commissioner Iverson pointed out a couple of properties that appear to have been assigned to a
41 different color group. She asked for clarification.

42
43 Ms. Fakers replied that the properties that Commissioner Iverson identified continued to be in the
44 same color group in both maps.

1 Commissioner Parkhill identified a lot that was previously listed as open space and is now listed
2 as medium density.

3
4 Ms. Falkers reviewed information and stated that there was no intent for that space to change and
5 it would continue to be marked as open space. She added that Figure 1 is the existing plan. Figure
6 4 demonstrates that changes from the 2030 Comprehensive Plan to the 2040 Comprehensive Plan.
7 The Figure 4 presented at the meeting is the same map but has different coloring and order in the
8 key. She added that there was no intent to change the zoning of the lot and that it can be modified
9 on the map to properly identify it if the Planning Commission wants to put that forward to the City
10 Council.

11
12 Commissioner Parkhill asked if it was necessary to change the identification of the lot so that it
13 would be added to the City's requirement of open space.

14
15 Ms. Falkers replied that the City does not have an open space requirement.

16
17 Commissioner Merriam asked for clarification regarding the tier system that is being eliminated.

18
19 Ms. Falkers replied that the tiered system was within the goals and policies of the land use chapter
20 and focused on providing guidelines of the timing of pursuing different goals. She stated that the
21 advisory committee determined that the guidelines were confusing and ambiguous and decided to
22 remove them.

23
24 Commissioner Merriam stated that the Central Core Residential states three to eight units per acre.
25 The current ordinance states 9,000 square-feet per unit and there is only 44,000 square feet in an
26 acre. This would equal about 5 units per acre. She asked how this obvious discrepancy was going
27 to affect the planning going forward.

28
29 Ms. Falkers replied that existing densities were used to identify the areas. She added that additional
30 ordinance amendments may be warranted to better implement plans.

31
32 Commissioner Merriam stated that based on this information an applicant could apply to build
33 eight units on their one acre of property. She expressed concerns that the 9,000 square-foot
34 requirement would no longer be required.

35
36 Ms. Falkers replied that this doesn't only include single-family units, but it includes multi-family
37 unit opportunities. She added that an application for consideration of anything more than a single-
38 family unit would require subdivision and thus additional processes. She clarified that the
39 proposed zoning identification allows more flexibility to the property owners and the City.

40
41 Interim Director Zweber stated that the community will need to look at the zoning ordinances and
42 determine if there are changes required. He added that there are property development provisions
43 within the zoning ordinances and the Planned Unit Development may be that basis to meet that
44 density while still allowing flexibility to meet the required range.

1 Commissioner Merriam referred to a table for 2010 and 2017 that indicated that currently multi-
2 family or five units or greater makes up 44.1% of the housing stock in Wayzata and that makes it
3 the largest category. She asked where the push for increasing density is coming from when the
4 City already has a large percentage of multi-family housing.

5
6 Ms. Falkers replied that the community vision that was established discussed continuing to have
7 options for a variety of residents.

8
9 Commissioner Merriam added that she would expect that the 44.1% to increase due to a number
10 of multi-family housing that currently under construction. She stated that she is having a hard time
11 understanding why we are allowing greater density to happen in the City.

12
13 Chair Flannigan asked for clarification of why the orange, going low-density to central core is such
14 a big part of the town.

15
16 Ms. Falkers replied that the focus is to allow flexibility and options. There are still zoning
17 requirements, setbacks, and lot coverage requirements that need to be met.

18
19 Chair Flannigan clarified that anything on Figure 4 that's identified as low-density to central core
20 would not be available to put a four-unit housing structure in the neighborhood.

21
22 Ms. Falkers replied that the current low-density residential, which is the majority of the central
23 core in orange in Figure 4, states one to four unit per acre.

24
25 Chair Flannigan replied that the ordinance states one to four homes and not units. He asked for
26 clarification for the difference of a home and a unit. He stated that the potential of changing the
27 language from home to unit could potentially quadruple the number of families that could live in
28 the central core. He asked who was driving the community vision to make these changes.

29
30 Ms. Falkers replied that the community vision is the core foundation that was determined through
31 work with the advisory committee to lay out the new land use districts. Jeff Thompson, former
32 Director of Planning and Building, and that committee assisted with the development of the density
33 ranges.

34
35 Commissioner Bashioum asked what was driving the "uptick" in population. She asked if the Met
36 Council is stating that Wayzata needs to grow by a prescribed amount.

37
38 Ms. Falkers stated that Met Council provided growth forecasts that were reviewed by the City.
39 These forecasts allow the City to plan ahead to assure that they are prepared to meet the potential
40 growth that is forecasted for an area.

41
42 City Manager, Jeff Dahl, stated that a four-plex on a quarter acre lot would be 16 units, and that is
43 not what the plan is referring to. The max for the district would be eight units with some flexibility
44 to allow more affordable rental units.

45
46 Commissioner Iverson asked how concerns with traffic would be addressed.

1
2 Planning Consultant, Marie Cote SRF Consulting, responded that her role on the project was to
3 address the transportation plan. They used the Met Council's regional model for the seven-county
4 area and it attempts to forecast capacity issues and congestion of roadways in 2040. She stated
5 that the model assumed that Lake Street, due to the Lake Effect Project, would be reconstructed
6 into a two-lane roadway. She added that the models are a planning level exercise and need to be
7 repeated as development continues.
8

9 Commissioner Douglas expressed concerns regarding holiday weekend and summer traffic. She
10 asked if seasonality was taken into consideration.
11

12 Ms. Cote responded that the average peak hour traffic was considered and they did identify some
13 challenges to specific areas. Once challenges are identified the next step would be to make
14 decisions on what improvements or investments on the roadways need to occur. She added that
15 parking continues to be a concern for the City. She stated that one way to address this could be
16 through wayfinding. This is a process of guiding patrons, through the use of signage, to pre-plan
17 and direct them to available parking. She stated that they have considered summer traffic in their
18 plans.
19

20 Commissioner Merriam stated that the transportation plan within the Comprehensive Plan showed
21 a red zone on Wayzata Blvd which indicated it is already at capacity.
22

23 Ms. Cote responded that during peak hours it is determined that there isn't significant congestion.
24 There may be delays, but the question would be is it acceptable to drivers traveling during peak
25 hours.
26

27 Commissioner Merriam stated that she believes that a lot of people would feel that it is not
28 acceptable. She referred to a comment from an online responder that indicated concern with traffic
29 in Wayzata.
30

31 Commissioner Douglas stated that the Lake Minnetonka Trolley has disbanded their operation and
32 should be removed from the transportation section of the plan. She also added that in two separate
33 locations of the Comprehensive Plan it states that working day population is one and a half times
34 the resident population, but this isn't represented in any of the charts. She referred to a chart on
35 page 11 that states the population is 4983 and the employment is 5127, she explained that this does
36 not demonstrate a one and a half times increase.
37

38 Ms. Cote responded that she will look into the trolley issue and remove the information if
39 warranted.
40

41 Commissioner Plantan stated that 2040 Comprehensive Plan mentioned an extension of a road
42 down to Ferndale. She added that this has been approved by the City Council and that it should
43 be added to the transportation plan within the 2040 Comprehensive Plan.
44

45 Ms. Cote, responded that she did not include that information in her plan, but she believed that the
46 information was available from staff and she will look into it.

1
2 Commissioner Douglas stated that she wants it noted that the Lake Effect Projects are privately
3 funded and are not funded by the City.
4

5 Ms. Falkers responded that this can be included.
6

7 Commissioner Plantan stated that the entire document mentions the lake effect changes and how
8 they are planning for those. She questioned how they plan for lake effect change when they don't
9 even know if it is actually happening.
10

11 Commissioner Merriam stated that the population in 2010 was 3688 and in 2020 it is projected to
12 be 4983 which is a 30% increase. She asked what the current population is.
13

14 Ms. Falkers responded that in 2017 Met Council estimated the population to be 4804.
15

16 Commissioner Bashioum stated that there is a parcel on Peavey lane adjacent to the Blake school
17 that was changed from low density to medium density.
18

19 Ms. Falkers responded that the parcel was changed from medium density to low density to reflect
20 a decision made by the Planning Commission a few months ago.
21

22 Commissioner Bashioum stated that chapter 8, page 18, reads: Broadway Avenue short term
23 bicycle lane designation is recommended to provide access to the enthusiastic and competent rider.
24 She added that her understanding was that it was going to be created as a leisurely, family-friendly
25 bike path, and the written description does not describe that.
26

27 Ms. Falkers explained that she does not have a specific answer to that question.
28

29 Commissioner Bashioum expressed concern with the co-mingling of the many different plans and
30 the Comprehensive Plan. She stated that it is difficult to determine what is going to be part of the
31 Plan and what will be determined at a later time through a different plan. She referred to the
32 inclusion of the Parks and Trails Master Plan and the Lake Effect Project as referenced.
33

34 Ms. Falkers replied that the intent of the Comprehensive Plan is to attempt to be prepared for things
35 that may occur and have plans for accommodating as necessary. The Comprehensive Plan should
36 hopefully support those recommendations that were made through the detailed studies that helped
37 create the plans such as the Parks and Trails Master Plan.
38

39 Chair Flannigan stated that following the public hearing the Commission will have more
40 opportunity to ask additional questions and provide comments. He opened the public hearing at
41 7:33 p.m.
42

43 Resident, Barry Petit, 420 Peavey Lane, stated that the wonderful, utopian ideals that are outlined
44 in a Comprehensive Plan, if achieved would most likely increase the average housing price into
45 the high seven-digit area. The word "charming" is used often in the plan and he questioned the
46 use of the adjective to describe the activity currently occurring in Wayzata. He added that the

topic of affordable housing is mentioned in the plan and he stated that there is confusion and question about the intent and meaning. He would like Wayzata to not consider itself average and acknowledge the specifics that raise it to an elite location to live. He highlighted items found in the 2040 Comprehensive Plan that are related to the budget and he stated that if these items are in the plan and are not challenged then they have the potential to become future problems. He also added that traffic continues to be an issue in the City and there appears to be a conscious effort to ignore this fact. He added that anyone who drives on Wayzata Blvd knows it is a problem. He added that it is important to consider changes in travel patterns that result from intersection realignment and this may cause major concerns for resident neighborhoods. He also challenged the idea that shoppers will park and then determine their walking route and in fact he believes that shoppers will view the door of their intended location first and then find parking. He questioned the former statement as being an accurate pattern for commercial. He stated that it is difficult to determine the increased traffic demand caused by our pedestrian friendly, walkable, multigenerational, vibrant, sustainable, charming, biking friendly, ride a trolley, diverse community. He added that when you are wrong, you are wrong forever. He stated that the Plan also included a line that states Wayzata hosts a pedestrian only Lake Street. He explained that as an example of something that needs to be taken out because if it remains it happens. Density has an impact on traffic. Assisted driving is a relatively newer solution to not owning a vehicle but its consequence to the City could be to increase traffic because these vehicles do not park. He added that the weather also has an impact on pedestrian traffic. He would like to see a statement added like the one in the 2030 Comprehensive Plan that acknowledged that "Wayzata is constantly challenged to balance the preservation of its modest roots and confronting the realities of big city development dynamics, and these dynamics are in constant play on a community stage where change can be difficult". He would also like to echo the statement that "we're concerned about not being able to capitalize on opportunities because of high property values, but we also recognize that high property values allow us to be who we are today". He read the following statement from the 2040 Comp Plan: "walkable communities lead to increased economic activity". He added that he would like to see the data on that. He ended by stating that "the hyperbole in the Plan hasn't been challenged because it doesn't need to be there, and it doesn't do any good."

Development Consultant, Terry Schneider, Project Developers, stated that he has worked on many projects in Wayzata and he believes that he understands the community, its desires, and some of the aspirations. He has read the 2040 Plan and believes it does a nice job of recognizing some of the aspirations. He acknowledges that it is often hard to implement a belief. He warns that a guide plan sets a bar that everything must meet over time. He stated that a lot of developers want as much density as possible because the theory is that it makes more money. He stated that this is not always reality. He added that it is more about the flexibility to do the right thing, for the right site, for the right purpose, with the right market, and understanding the adjacency. He stated that he is a firm believer in mixed use, both horizontal and vertical, because it adds vibrancy and walkability. He added that placing strict minimum density requirements in the mixed-use commercial-residential district, without having flexibility, will limit redevelopment of difficult locations. He suggested that if a minimum needs to be set, make it low enough to allow some flexibility. He added that this may facilitate more redevelopment in a wholesome way rather than it being stymied in the future. He questioned similar restrictions in the central business district. He would like to see a clarity of wording in the Plan for chapter 3, Land Use, pages 313-314 that requires a 60-40 split in the mixed-use, commercial-residential, and central business district. He

1 would like to see the goal clarified to state: 60-40 is an aggregate for the entire category and not
2 per parcel.
3
4

5 Commissioner Merriam stated that the wording of “multi-family units at a density of 14 units per
6 acre or greater” likely means at least 14 units per acre and not that you need an acre or more. She
7 added that this type of wording is used several times in the document.
8

9 There being no one else wishing to comment on the proposed 2040 Comprehensive Plan, Chair
10 Flannigan closed the public hearing at 7:45 p.m.
11

12 Chair Flannigan asked the Commissioners to provide feedback as to their thoughts on the
13 document.
14

15 Commissioner Bashioum stated that she would agree to strike the “pedestrian only” vision for
16 Lake Street. She added that she was privy to conversations regarding the reason for increased
17 property taxes. The explanation given was that the cost of the land has increased, and this drives
18 the property taxes. She questioned how the City is going to accommodate affordable housing,
19 increasing density may not be a solution.
20

21 Commissioner Parkhill stated that he is uncomfortable approving a document that he doesn’t
22 completely understand. He questioned what the process would be for approval, and if there were
23 additional opportunities to make recommendations prior to submission.
24

25 Chair Flannigan explained that he believes that the Planning Commission is being asked to provide
26 recommendations for the City Council to consider during their review of the Plan. They would
27 then submit the Plan to the Met Council. The Met Council would make recommendations. He
28 asked if those recommendations would be brought back to the Planning Commission or to the City
29 Council.
30

31 Interim Director Zweber stated that the Met Council will approve or return with comments. Staff
32 will work with the Met Council to determine the substance of the comments and if the document
33 needs to be returned to the Planning Commission and City Council for feedback on how to address
34 the issues. Once the Met Council approves the document, then the City Council will vote to adopt
35 the document.
36

37 Chair Flannigan asked what the timeline is for submission of the document.
38

39 Interim Director Zweber replied that the document needs to be submitted to the Met Council by
40 the end of June. If the Met Council determines that the document is complete, they would then
41 have 120 days to review it.
42

43 Commissioner Parkhill stated that he believes the document has some ambiguity in it that makes
44 it impossible to know the impact of exactly what some of these changes are going to make. He is
45 not comfortable moving forward at this time.
46

1 Commissioner Douglas stated that she lives in a townhome in downtown Wayzata and enjoys the
2 walkability and biking opportunities. She stated that the Met Council identified Wayzata as
3 suburban, but yet the document has a more urban design. She believes that this is where there is
4 conflict. She raised concerns with the order that the different plans are presented makes a
5 statement about importance. It was noted that the 2030 Plan discussed the Roadway system plan
6 first, and the 2040 Plan discusses the Park and Trail system plan first. She asked who is driving
7 the density issue, and if it isn't driven by the Met Council, then why is Wayzata pushing it. She
8 added that at this point, the document is a little too much forward for her.

9
10 Commissioner Merriam provided statistics from the 2040 Comp Plan that demonstrates that
11 Wayzata has exceeded the allocations set forth by the Met Council. There needs to be 39 units at
12 or below 30 ami, there are 219. There needs to be 27 units at 31 to 50 ami, there are 282. There
13 are 22 units required at 51 to 80 ami, there are 547. The point is that there are a lot of multi-
14 family, affordable housing options in Wayzata. It may be difficult to find affordable single-family
15 homes in Wayzata and there may not be a lot that can be done about that. She added that there is
16 a lot of talk about density within the document, she is unsure why this has been included in the
17 Plan.

18
19 Commissioner Plantan thanked those that spoke at the public hearing. She stated that it is
20 important to hear from the community. She agreed with her fellow Commissioners that there
21 appears to be some reluctance to move forward with the document as it is written, she asked what
22 options the Commission has to consider.

23
24 Ms. Falkers stated that there is a little bit of time available prior to the end of June deadline.

25
26 Chair Flannigan asked if it would be possible to do a workshop before the June 4th Planning
27 Commission meeting, where Ms. Falkers and the Commission could discuss and layout the
28 changes they would like to recommend for the City Council's review. This workshop would also
29 be open to the public.

30
31 Commissioner Iverson stated that she agrees that the document needs to be further reviewed in
32 light of many of the comments heard tonight. She believes that the Lake Effect plan needs to be
33 removed from the document. She would also like to see the Park and Rec plan removed from the
34 document. These items do not have resources attached to the plans and these shouldn't be part of
35 the plan unless there are plans for maintenance. She added that she is concerned with density and
36 the effect the increase will have on their already existing traffic problem. She read a comment
37 from a resident that asked, "why are we making our town a tourist destination at the expense of
38 the residents?" She agreed with the Commissioners that have suggested a workshop to address
39 concerns.

40
41 Chair Flannigan stated that during his time on the Commission he believes they have been fairly
42 pro-development and focused on moving forward with a certain vision. He is uncomfortable with
43 the direction that the Comp Plan appears to be moving in. He added that the tone of the document
44 is concerning. He stated that the low-density housing stock drives the city and changing it to
45 something called the central core potentially changes the entire dynamic of certain neighborhoods.
46 He stated that he is no longer comfortable walking across Wayzata Blvd with his family. He added

1 that there a lot of families that walk to access downtown, and with the increase in traffic it creates
2 an unsafe situation.

3
4 Chair Flannigan stated that he agrees that a workshop to lay out the various changes that the
5 Planning Commission would like to offer the City Council is prudent. He asked for a timeline to
6 notify the public of a workshop.

7
8 Interim Director Zweber replied that the public would require three days' notice. He will work on
9 putting out a poll to determine potential workshop dates.

10
11 Commissioner Bashioum made a motion, seconded by Commissioner Parkhill, to table the
12 Consideration of Recommendation to Submit 2040 Comprehensive Plan to the Met Council to a
13 future Planning Commission meeting, following a to-be-determined workshop to further discuss
14 the 2040 Comprehensive Plan and lay out the changes the Planning Commission would like to
15 offer the City Council. The motion carried unanimously.

16
17 Chair Flannigan asked the Commissioners to be attentive and timely in responding to the request
18 for availability that they will be receiving tomorrow as work to schedule the workshop begins.

19
20 Interim Director Zweber encouraged the Commissioners to respond to the email by replying to
21 him or Nick, but not to reply to all.
22
23



City of Wayzata 2040 Comprehensive Plan

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Appendix

Appendix A – Socio-Economic Data by Transportation Analysis Zone
Appendix B – Wayzata Capital Improvement Program (CIP)
Appendix C – Water Supply Plan

Chapter 1 - Introduction

Evolution of a Small Town

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

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

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

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

During the mid 1990's, I-394 opened with Wayzata and downtown Minneapolis on either end. Travel time to downtown jobs was significantly decreased. These physical connections to Wayzata created a more mobile community. It also brought a 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, consider 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 20 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 I-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 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 the 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 percent 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 percent 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 percent 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 was an 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 an 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. The Wayzata Boulevard and Barry Avenue Park-N-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.

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

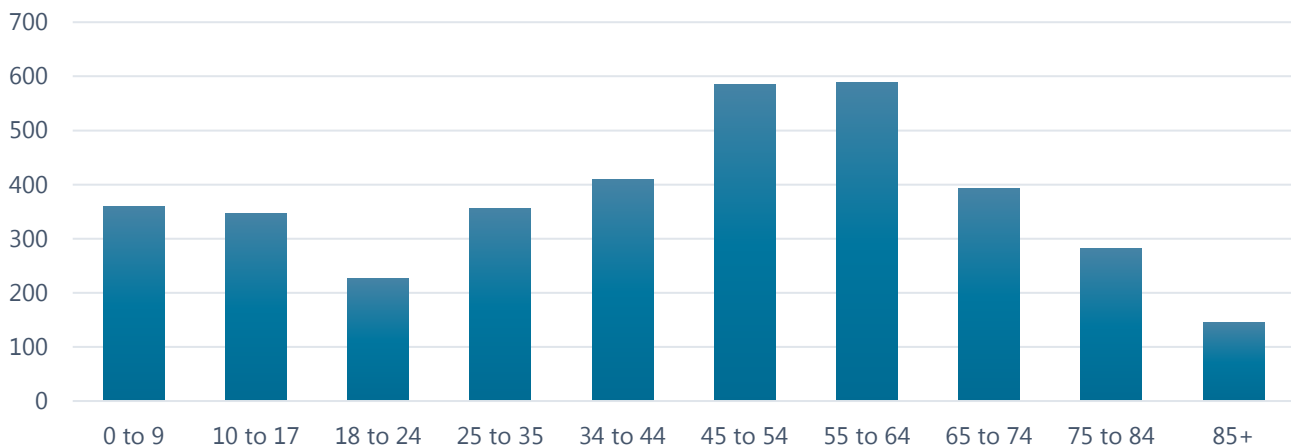


Table 5: Population by Age, 2000-2010

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 10 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 welcomes a large number to the community. 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	93	6.0%
Medium Density Residential	46	2.9%
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.
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/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 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.



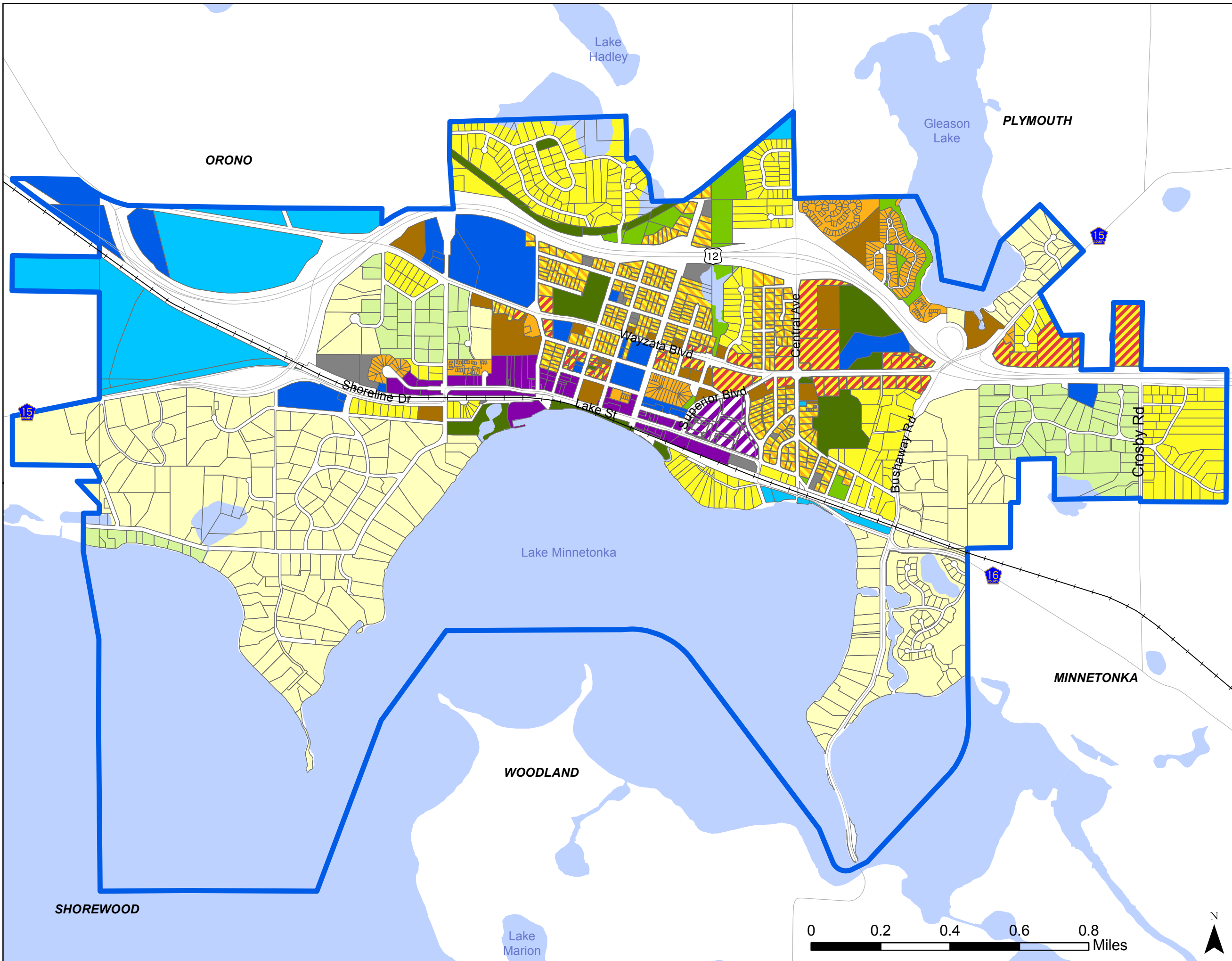


Legend

- 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 2

2040 Land Use Plan



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 Wayzata 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 3 rd 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 13 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 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 1 unit per acre.



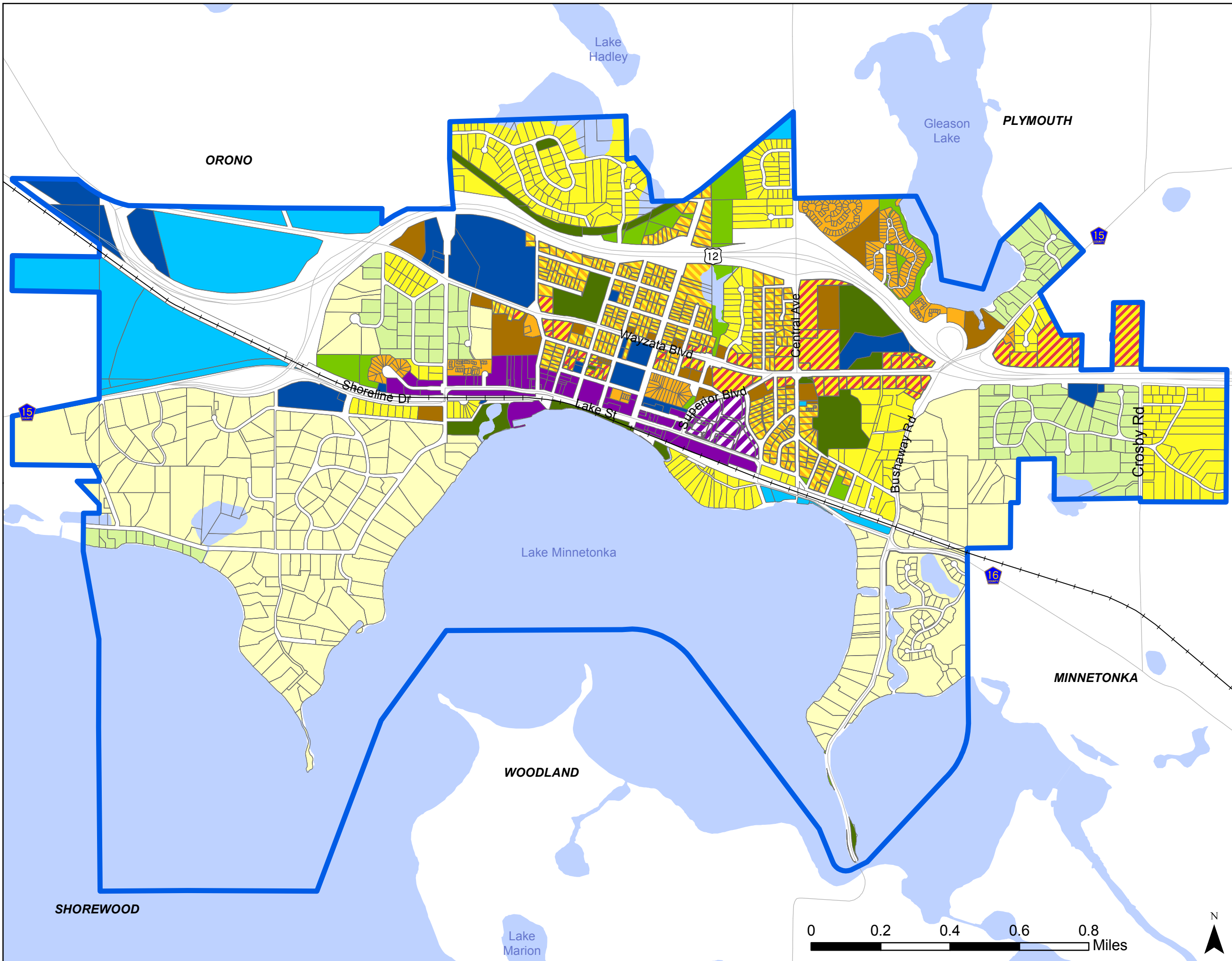
Legend

Future Land Use

- Estate Single Family - 0.25 to 0.5 unit/acre
- One Acre Single Family - 0.5 to 1 unit per acre
- Low Density Residential - 1 to 3 units/acre
- Central Core Residential - 3 to 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 2

2040 Land Use Plan



(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 TH 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

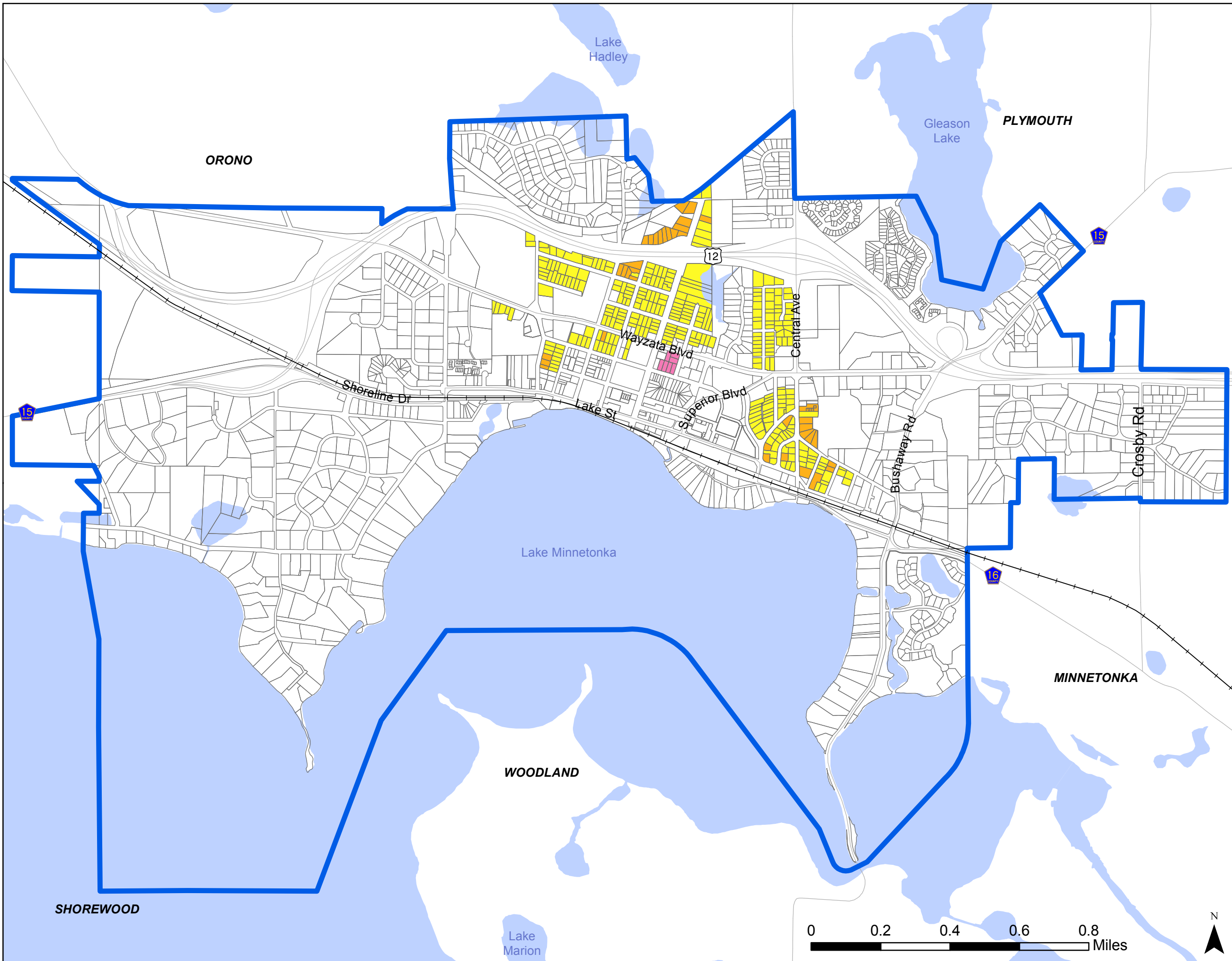
2030 Future Land Use

- 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.



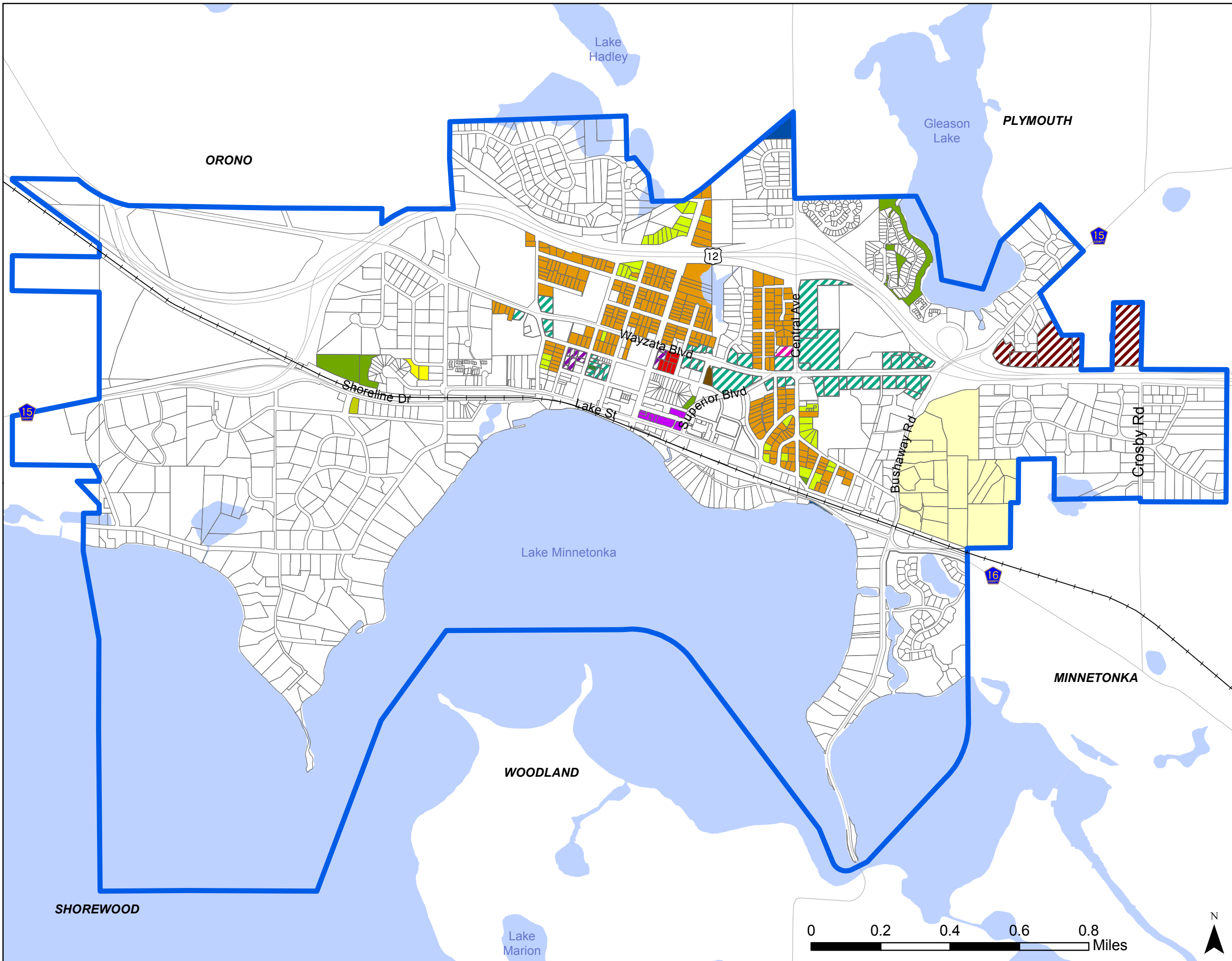
Legend

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 6 units/acre	96	6.2%
Medium Density Residential	6 to 12 units/acre	47	3.0%
High Density Residential	12 or more units/acre	40	2.6%
Mixed-Use – Commercial/Residential	10 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

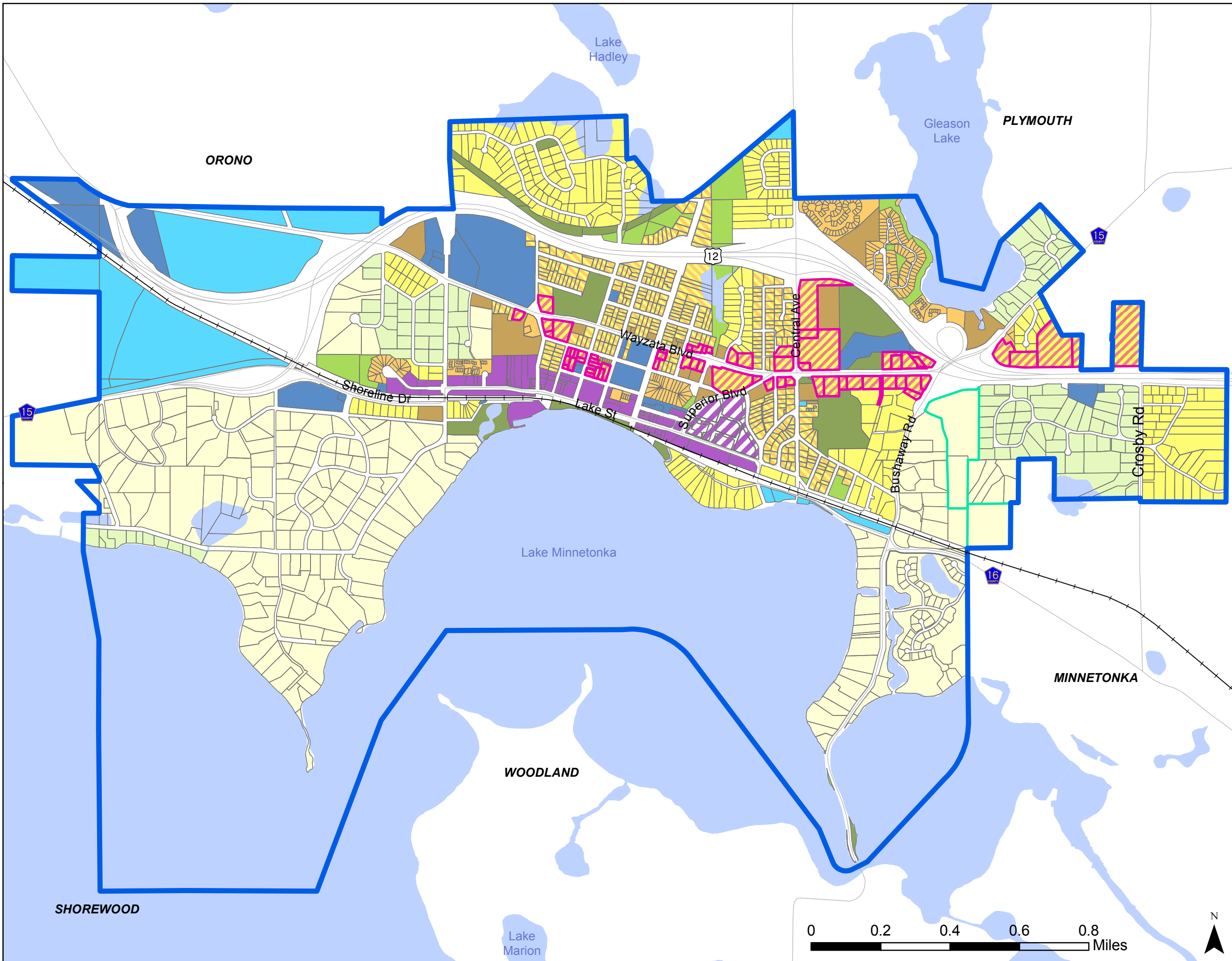
- Infill Opportunities
- Redevelopment Opportunities

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 10-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 10-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

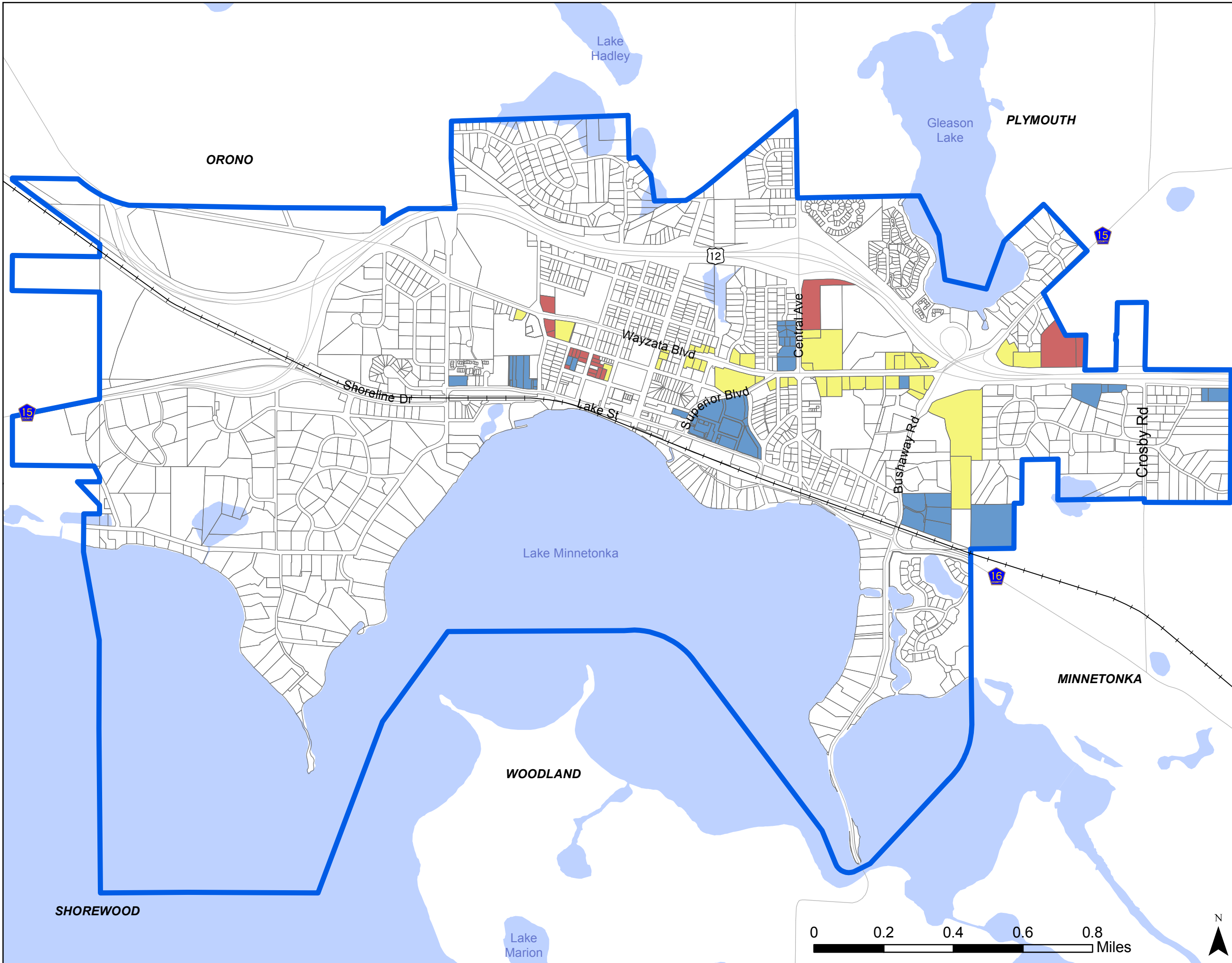


Figure 6

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 6 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.

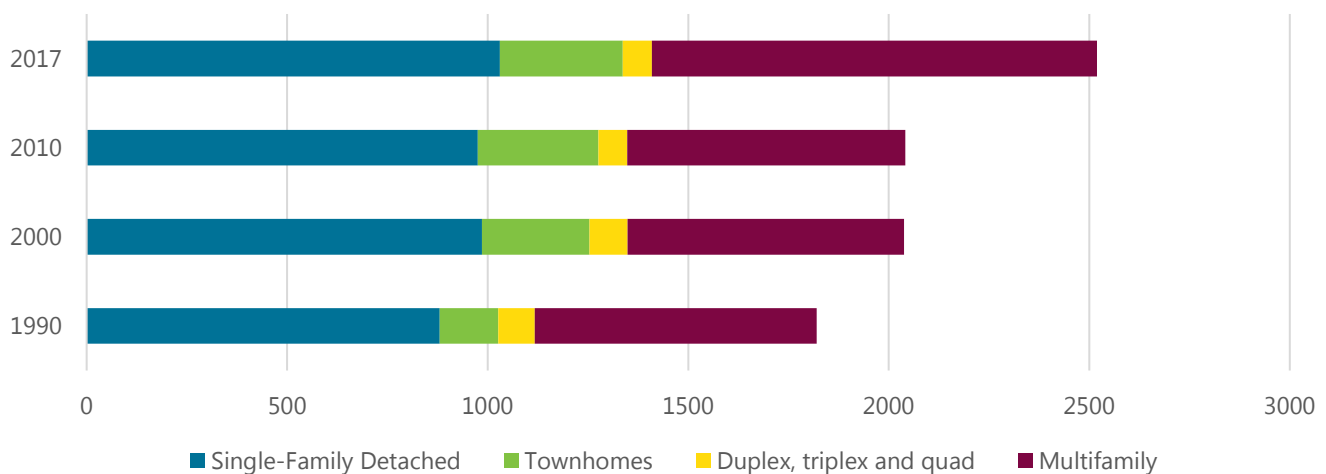
Challenges

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.

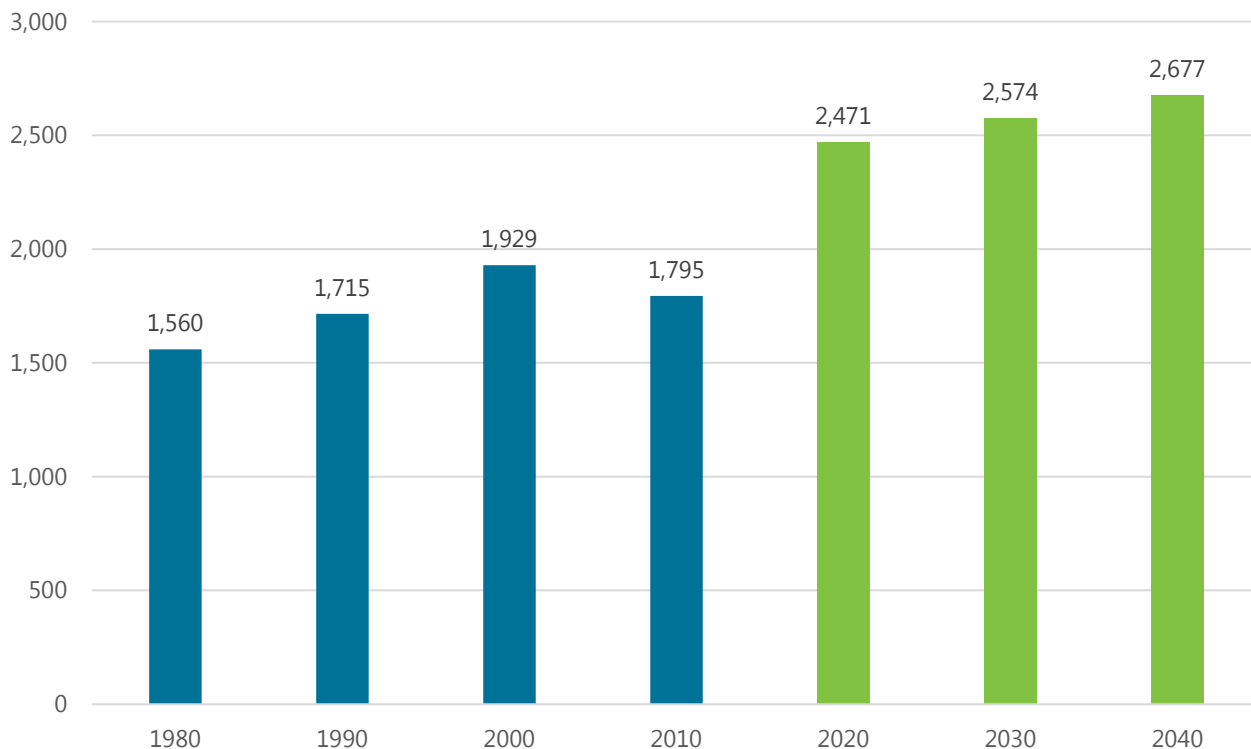
Figure 1: Existing Housing Stock, 1990 - 2017



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

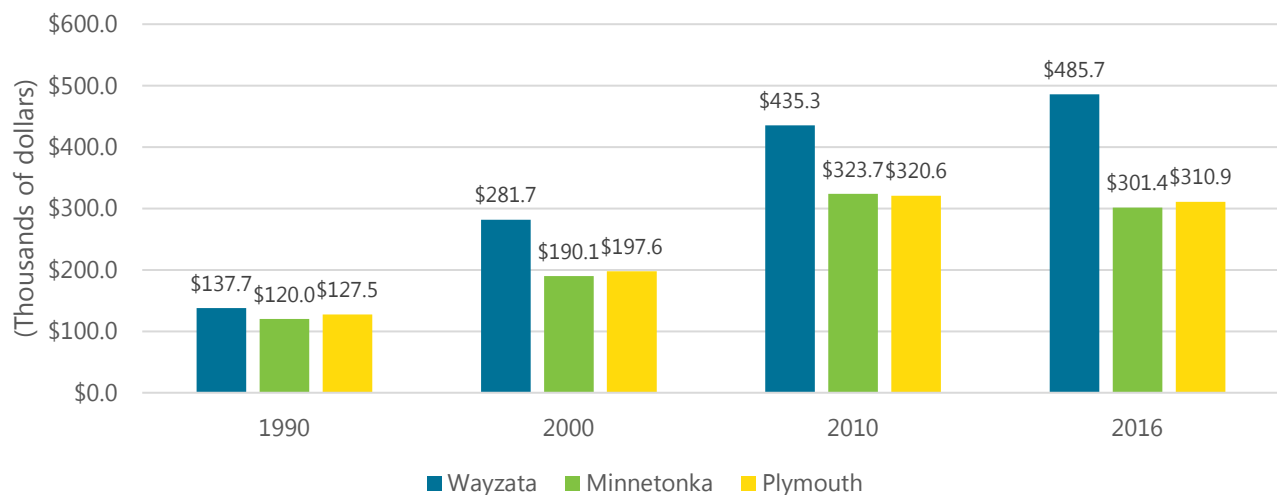
Year	Owner-Occupied		Renter-Occupied		Vacant	
	Units	%	Units	%	Units	%
2000	1,164	59.6%	765	37.4%	118	5.8%
2010	1,061	52.0%	734	36.0%	246	12.1%
2016	1,240	53.2%	841	36.0%	252	10.8%

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

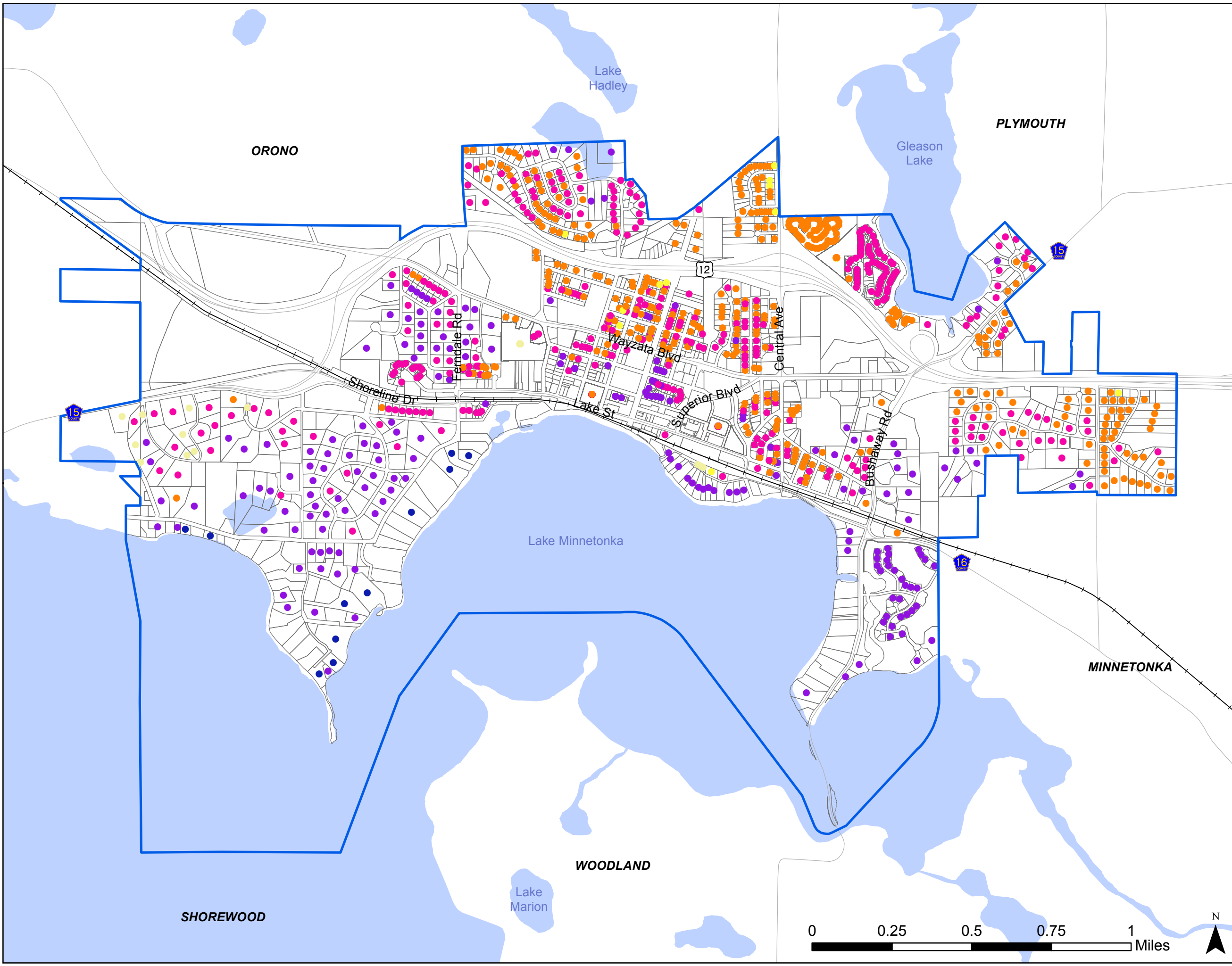
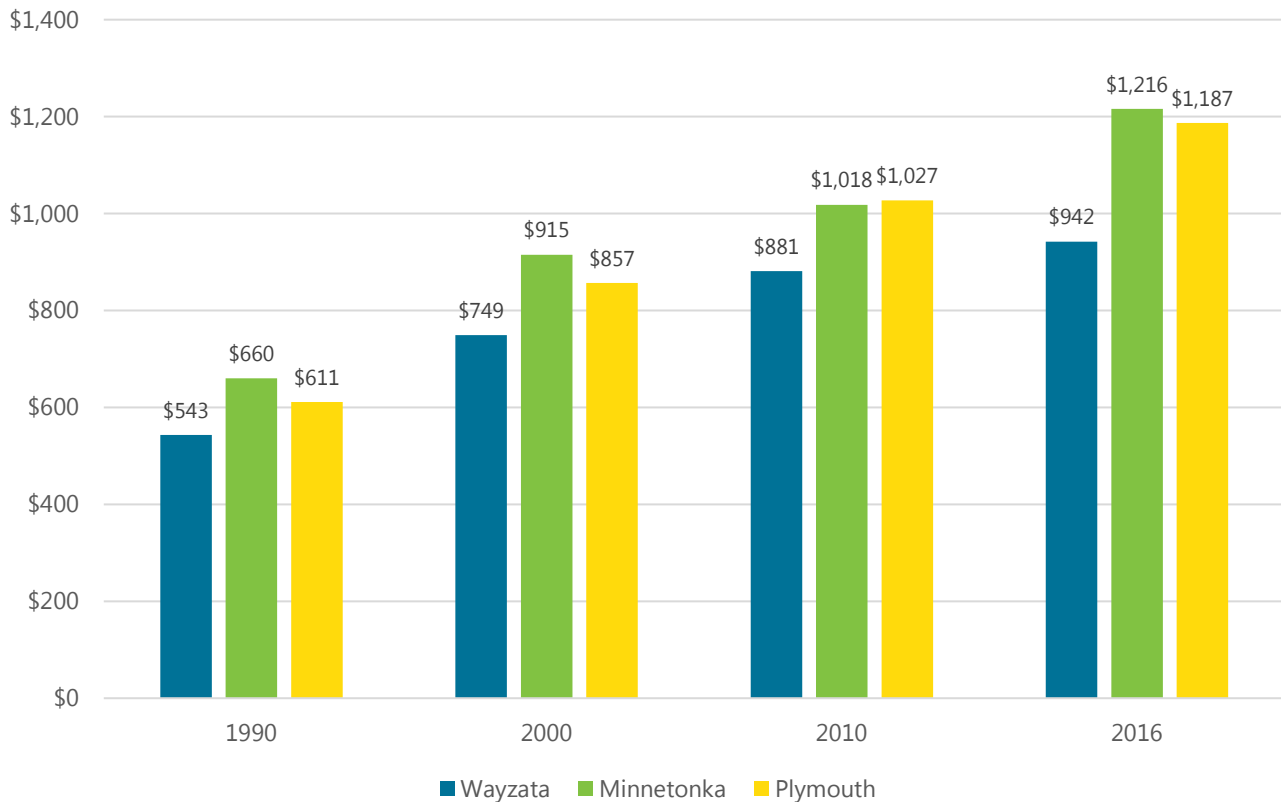


Figure 4
Assessed Value

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).

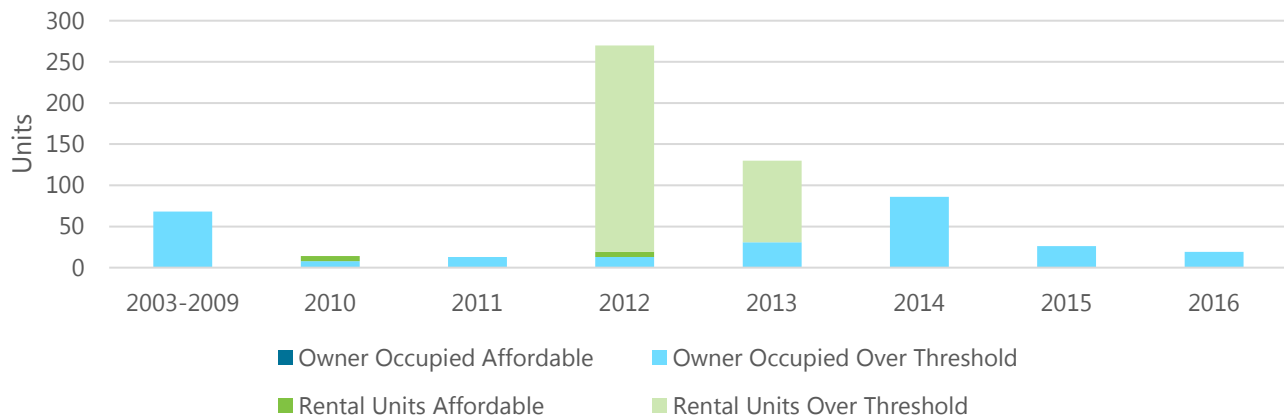
Table 4: Affordable Housing Units, 2016

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

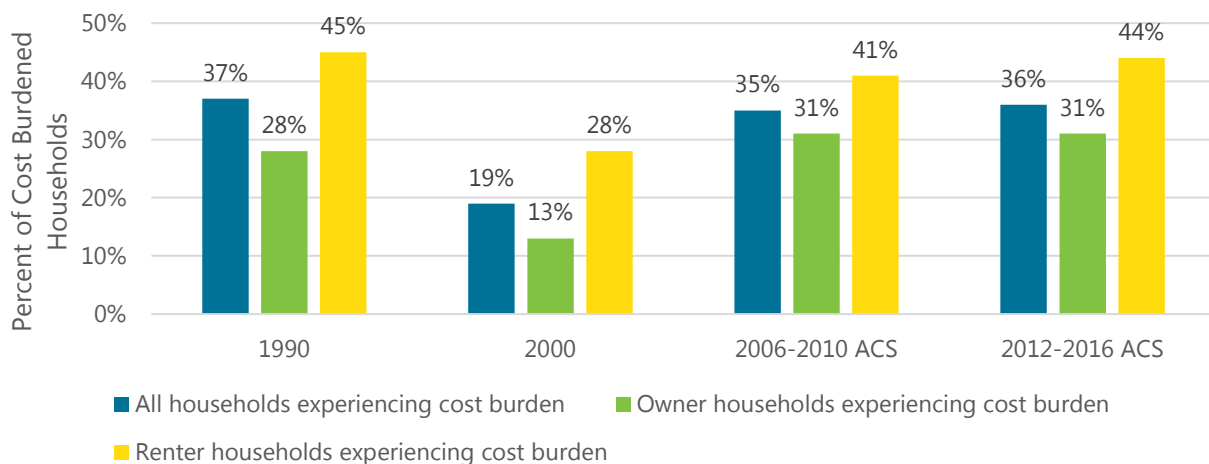


Source: Metropolitan Council Affordable Housing Production Survey

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

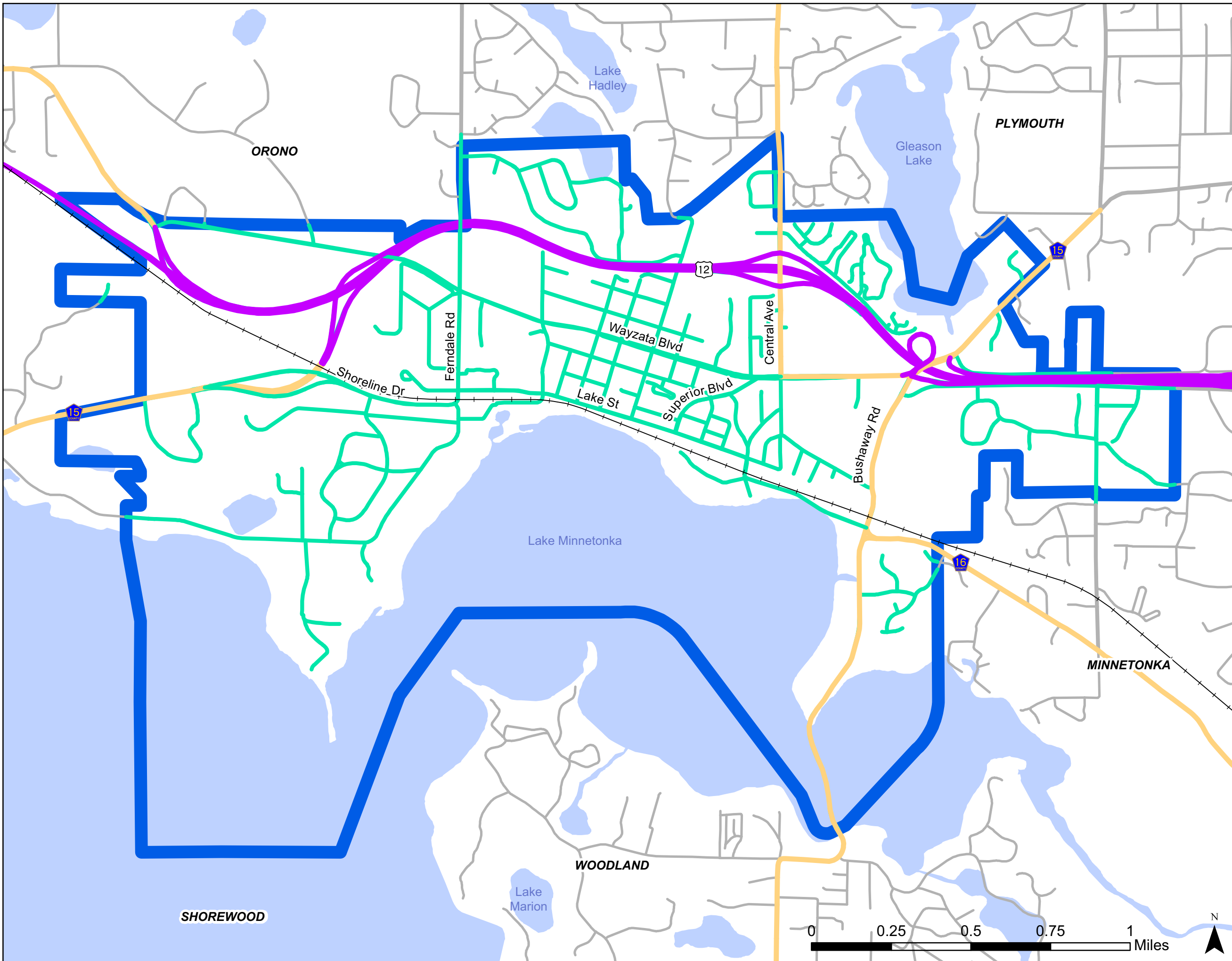
 Municipal Roadway

 County Roadway

 State Roadway

Figure 1

Jurisdictional
Classification



Functional Classification

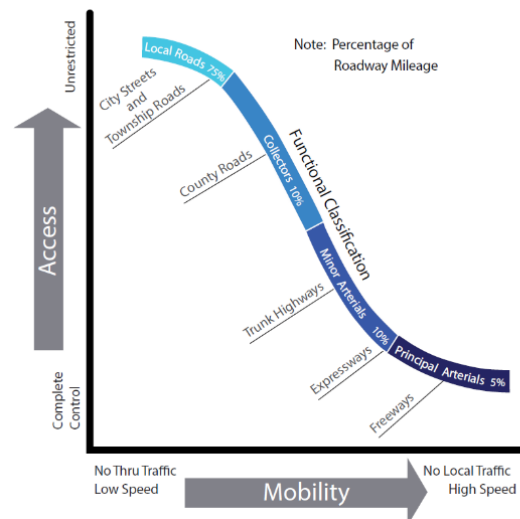
The functional classification system defines both the function and role of a roadway within the hierarchy of an overall roadway system. This system is used to create a roadway network that collects and distributes traffic from neighborhoods and ultimately to the state or Interstate Highway System. Functional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

City Limits

Functional Classification

Local Street

Minor Collector

Major Collector

A Minor Reliever

A Minor Expander

Principal Arterial

Figure 3

Functional
Classification

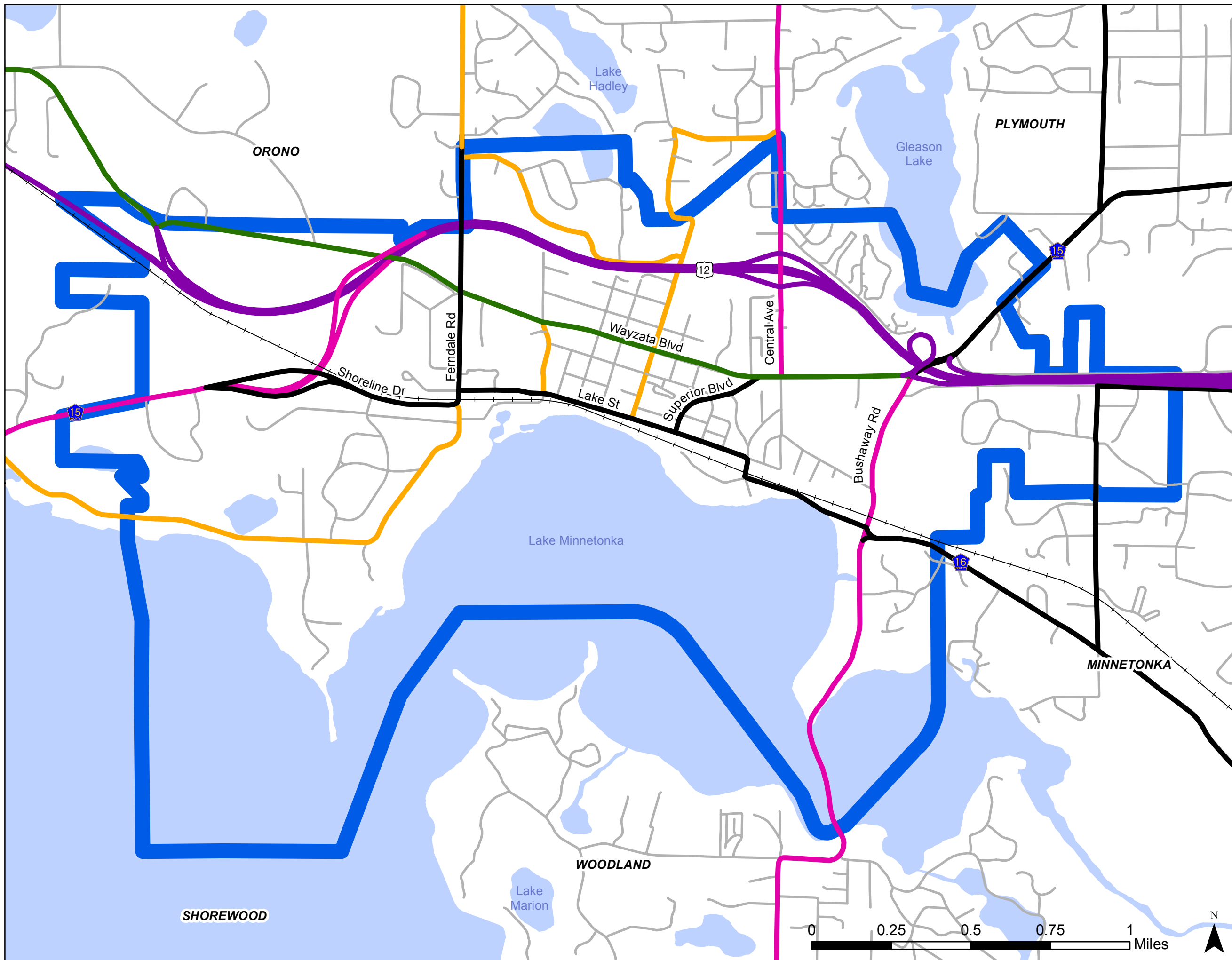


Table 1: Roadway Functional Classifications

Criteria	Principal Arterial	Minor Arterial	Collector	Local Street
Place Connections	Connect regional job concentrations and freight terminals within the urban service area.	Provide supplementary connections between regional job concentrations, local centers, and freight terminals within the urban service area.	Connect neighborhoods and centers within the urban service area.	Connect blocks and land parcels within neighborhoods and within commercial or industrial developments.
Spacing	Urban communities: 2 – 3 miles Suburban communities: Spacing should vary in relation to development density of land uses served, 2 – 6 miles	Regional job concentrations: 1/4 – 3/4 mile Urban communities: 1/2 – 1 mile Suburban communities: 1 – 2 miles	Job concentrations: 1/8 – 1/2 mile Urban Communities: 1/4 – 3/4 mile Suburban Communities: 1/2 – 1 mile	As needed to access land uses
System Connections	To Interstate freeways, other principal arterials, and selected A-minor arterials. Connections between principal arterials should be of a design type that does not require vehicles to stop. Intersections should be limited to 1-2 miles.	To most interstates, principal arterials, other minor arterials, collectors and some local streets	To minor arterials, other collectors, and local streets.	To a few minor arterials. To collectors and other local streets.
Trip-Making Service	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express and highway bus rapid transit trips	Medium-to-short 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).



Legend

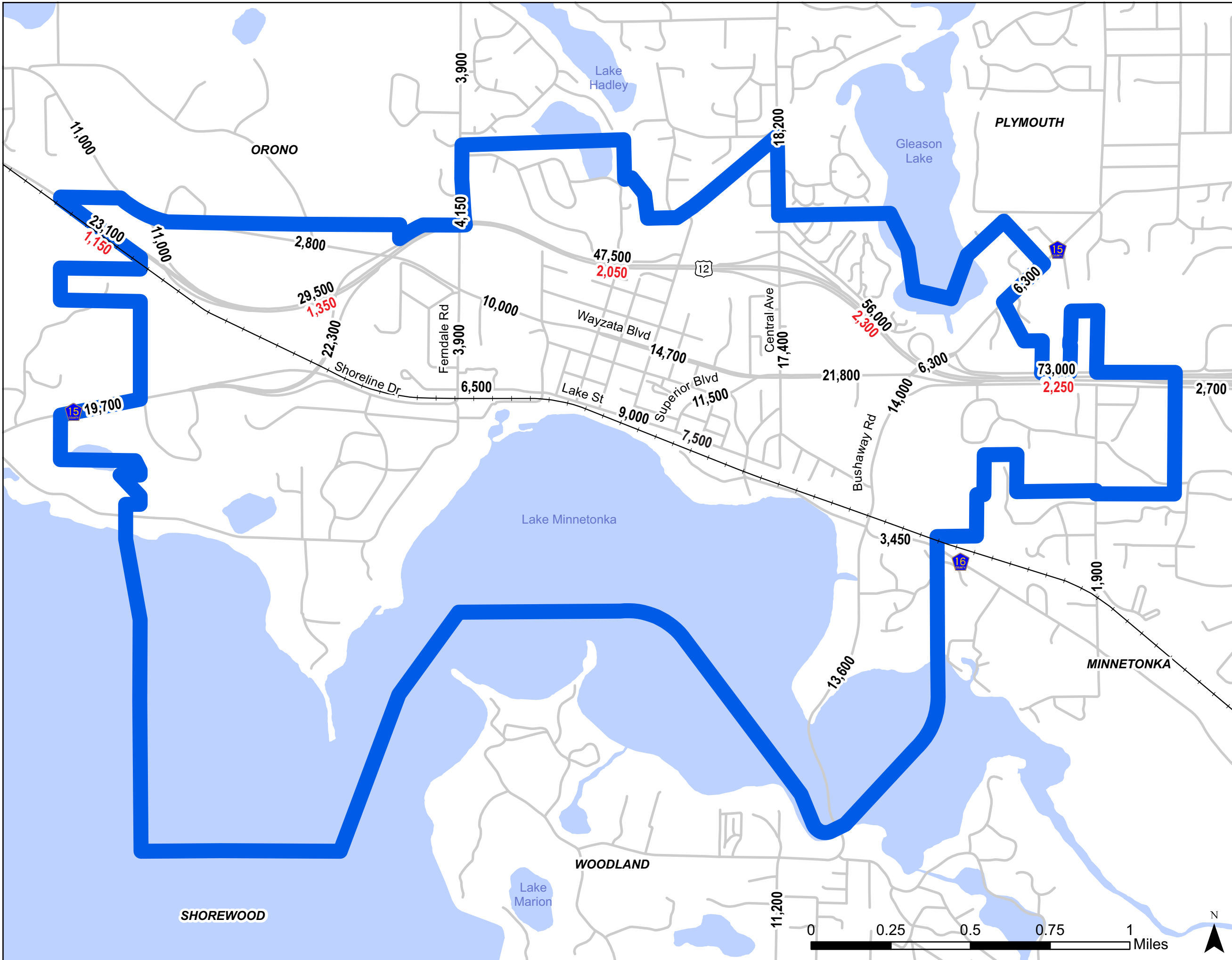


X,XXX Daily Traffic Volume

X,XXX Heavy Commercial Daily Traffic Volume

Figure 4

Existing Daily
Traffic Volumes



 City Limits

X,XXX	Daily Traffic Volume
1,000	1,000
2,000	2,000
3,000	3,000
4,000	4,000
5,000	5,000
6,000	6,000
7,000	7,000
8,000	8,000
9,000	9,000
10,000	10,000
11,000	11,000
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100,000	100,000

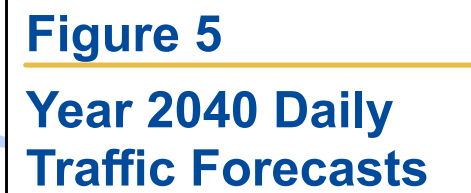


Table 3: Planning Level Roadway Capacities by Facility Type

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.



Legend

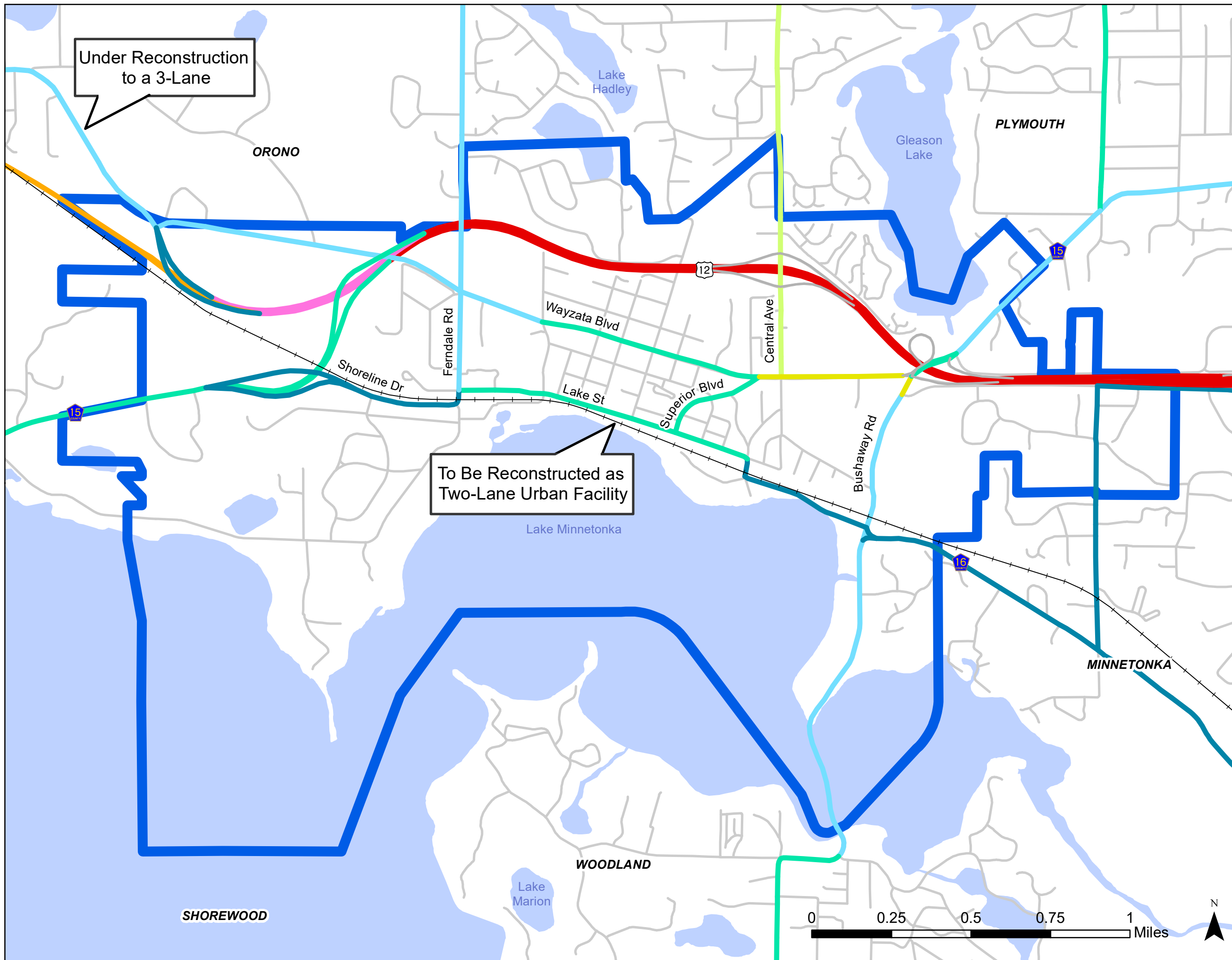
City Limits

Existing Facility Type | Capacity

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

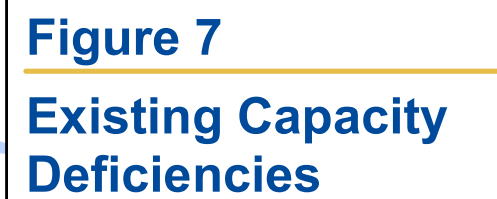
Figure 6

Existing Roadway
Design (2018)



 City Limits

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





Legend

City Limits

Capacity Deficiencies

Approaching Capacity (V/C $\geq$ 0.85)

Over Capacity (V/C $\geq$ 1.0)

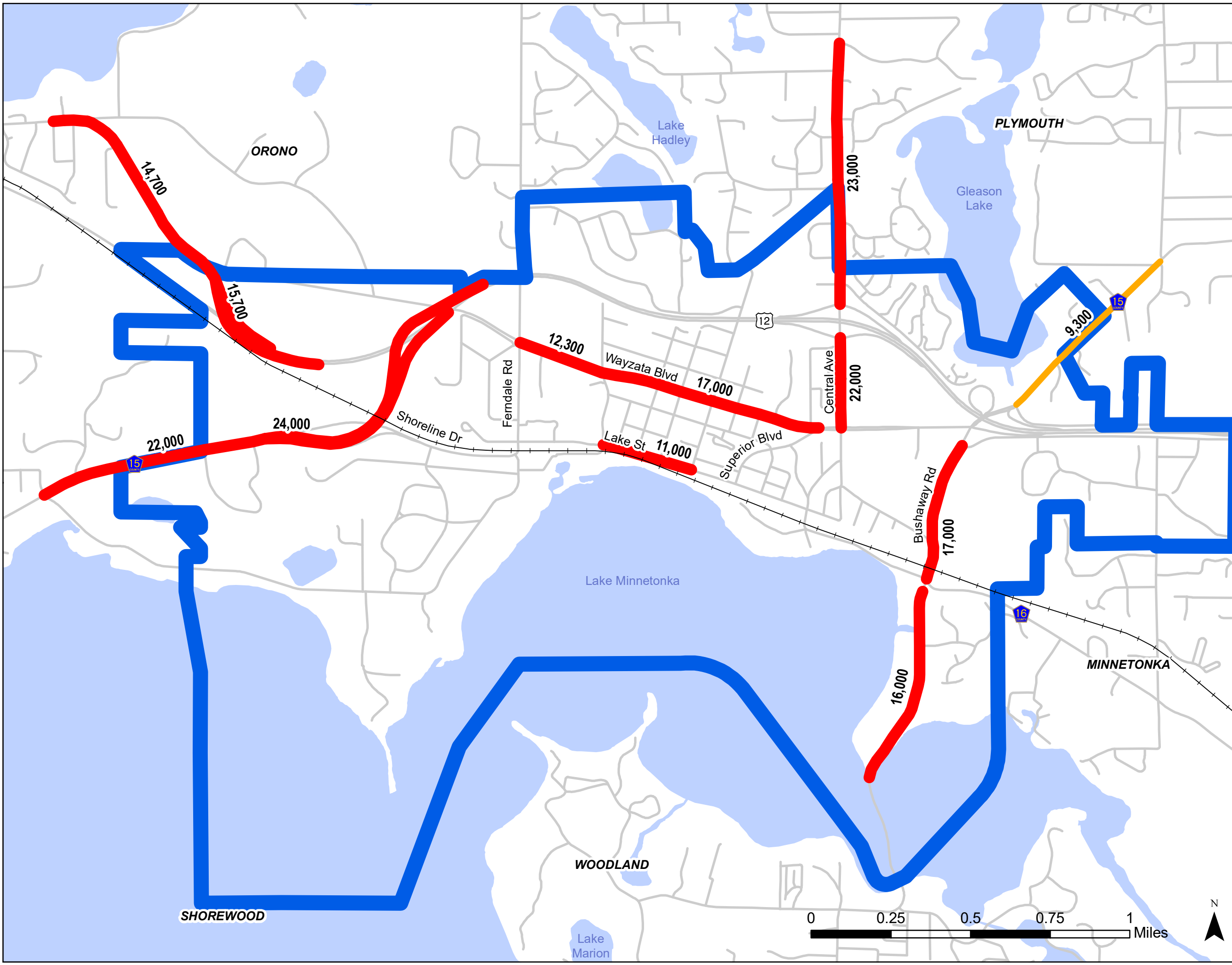


Figure 8

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



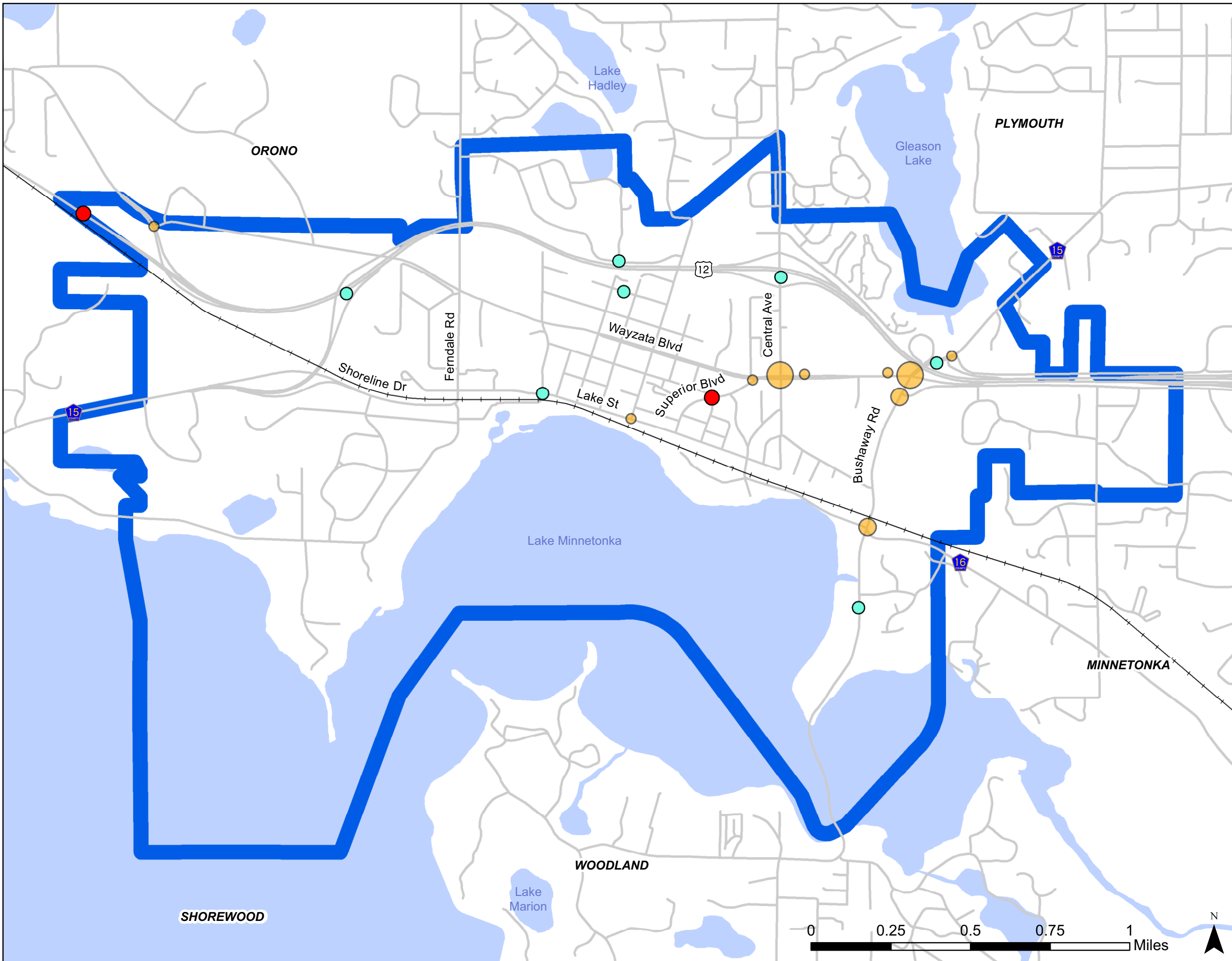
Life Altering Crashes

- 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.

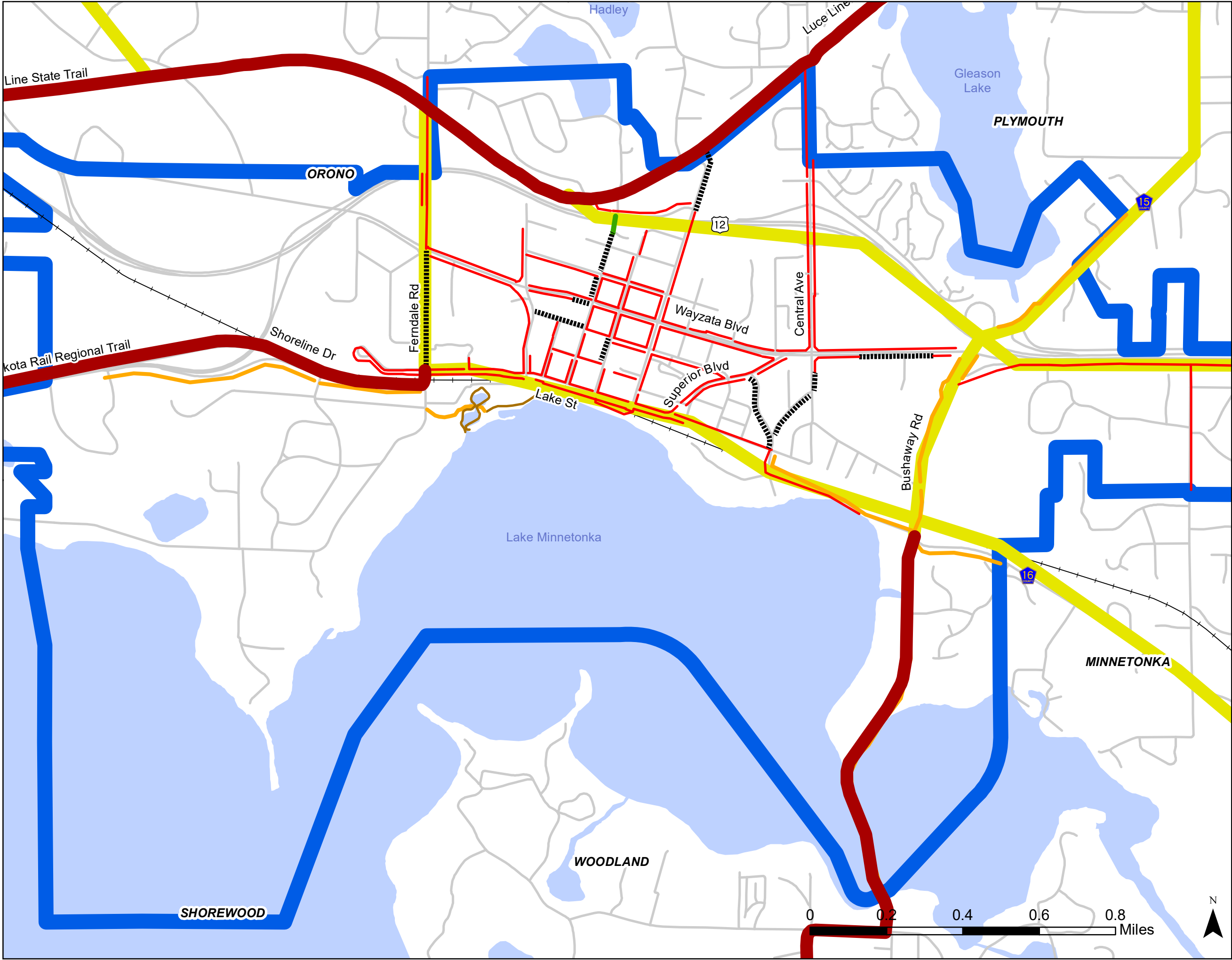
Resulting from the City's policy, there are currently sidewalks and trails on one or both sides of almost every minor arterial and major collector. This system makes it possible to travel by sidewalk or trail across the entire City. The City will continue to review the trail and sidewalk network to determine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

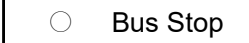
Route 645 is a limited-stop transit service route beginning at the Mound Transit Center and ending in downtown Minneapolis. This route operates throughout the day, stopping at the Wayzata Park-N-Ride for 24 eastbound trips and 20 westbound trips daily during the work week. This route also provides weekend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



Legend



Passenger Facilities



Existing Transit Routes

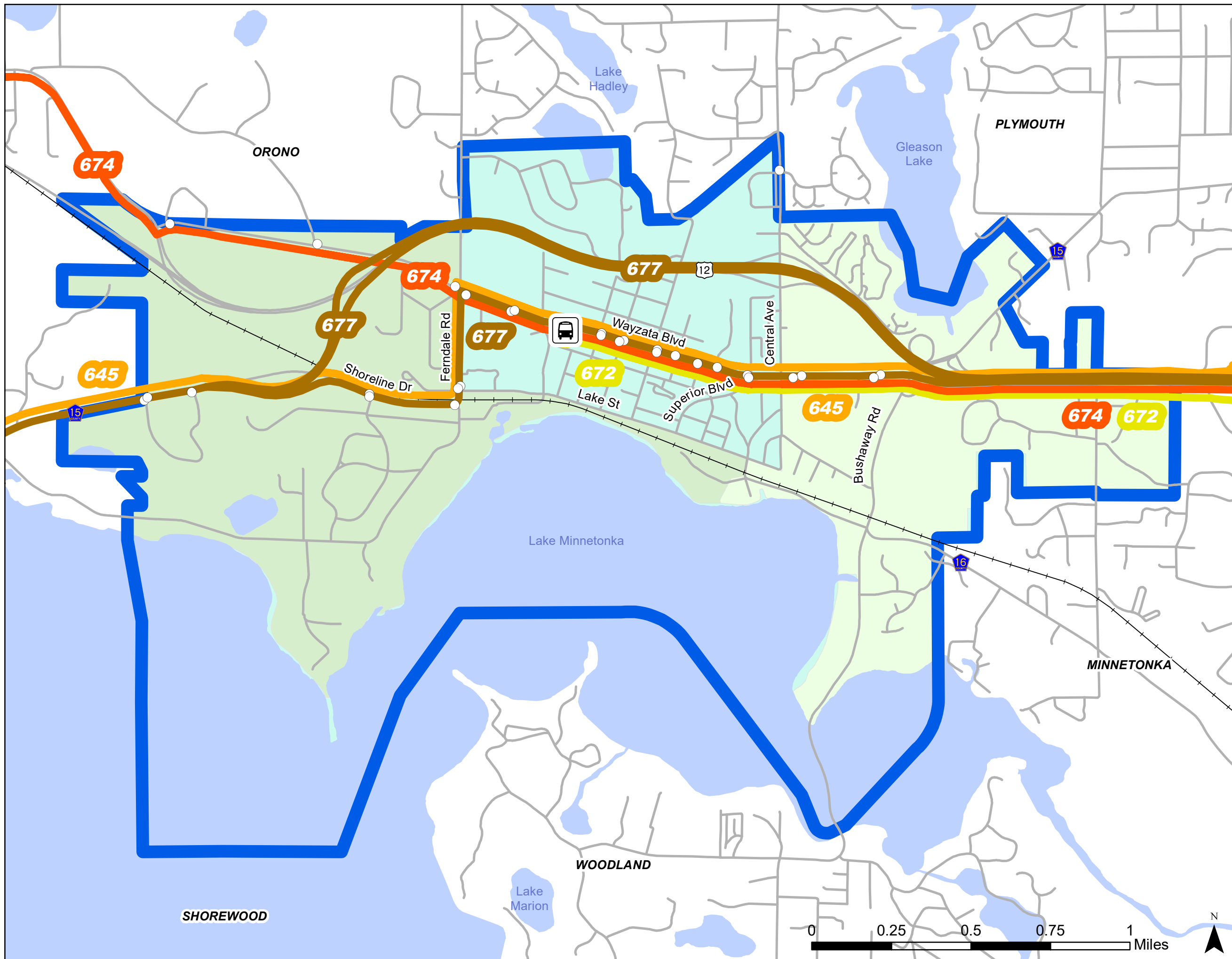


Market Area Classification



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 are 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.

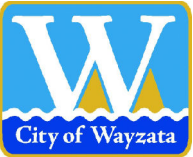
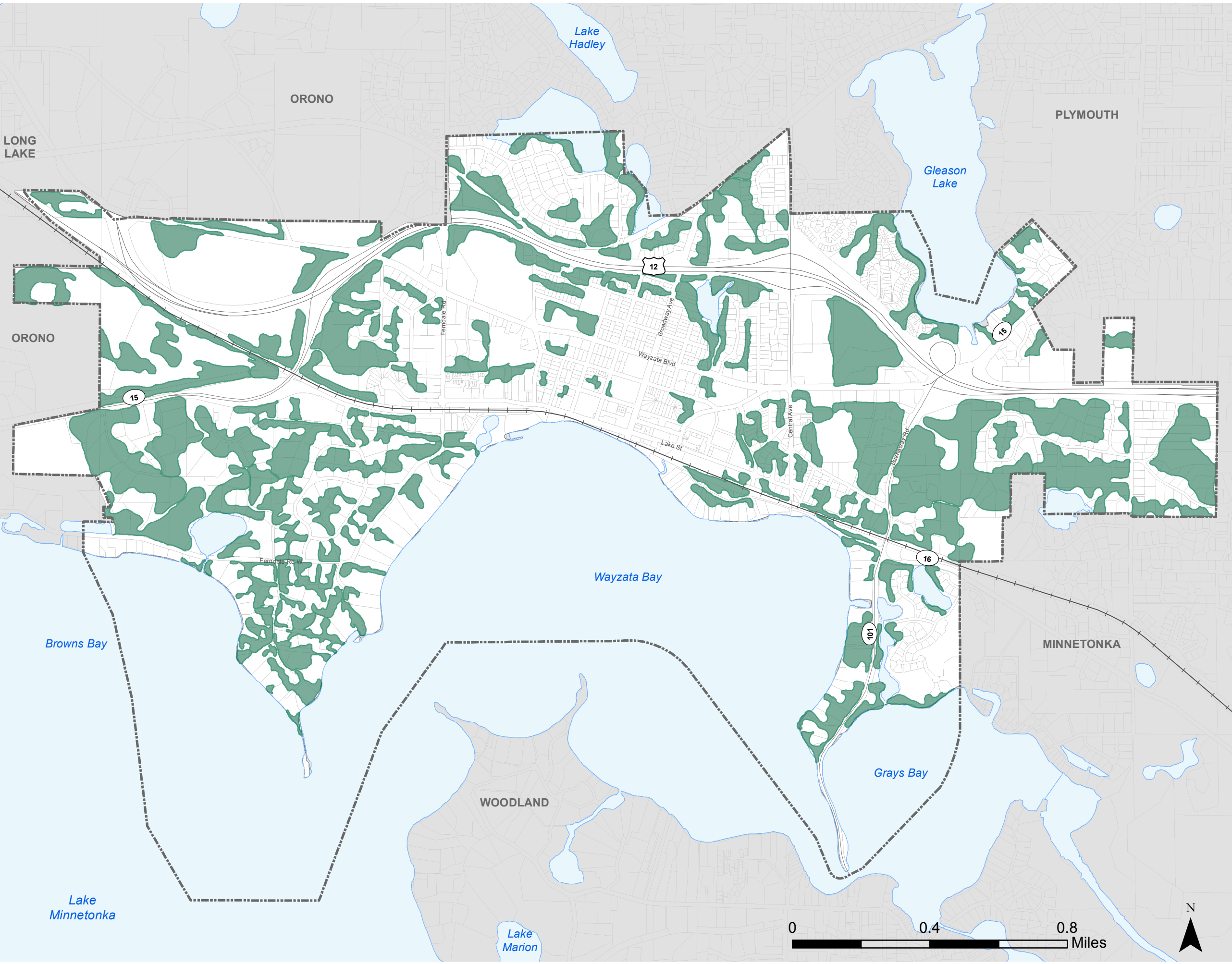
Table 1: Gross and Rooftop Solar Resource Calculations

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.

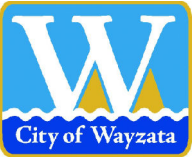
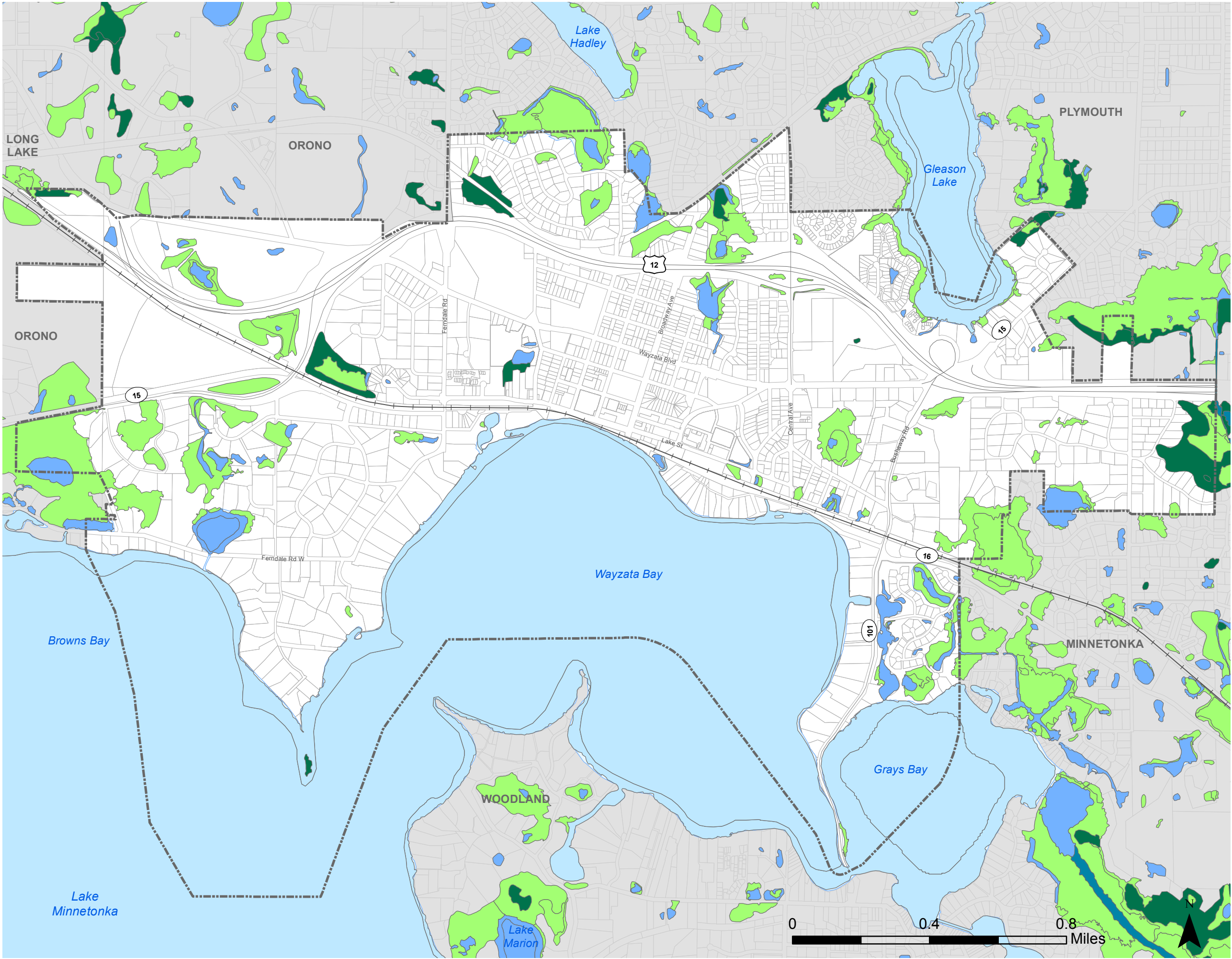


Comprehensive
Plan 2040

Legend

- Wayzata City Boundary
- Significant Tree Coverage

Figure 1
Vegetation



**Comprehensive
Plan 2040**

Legend

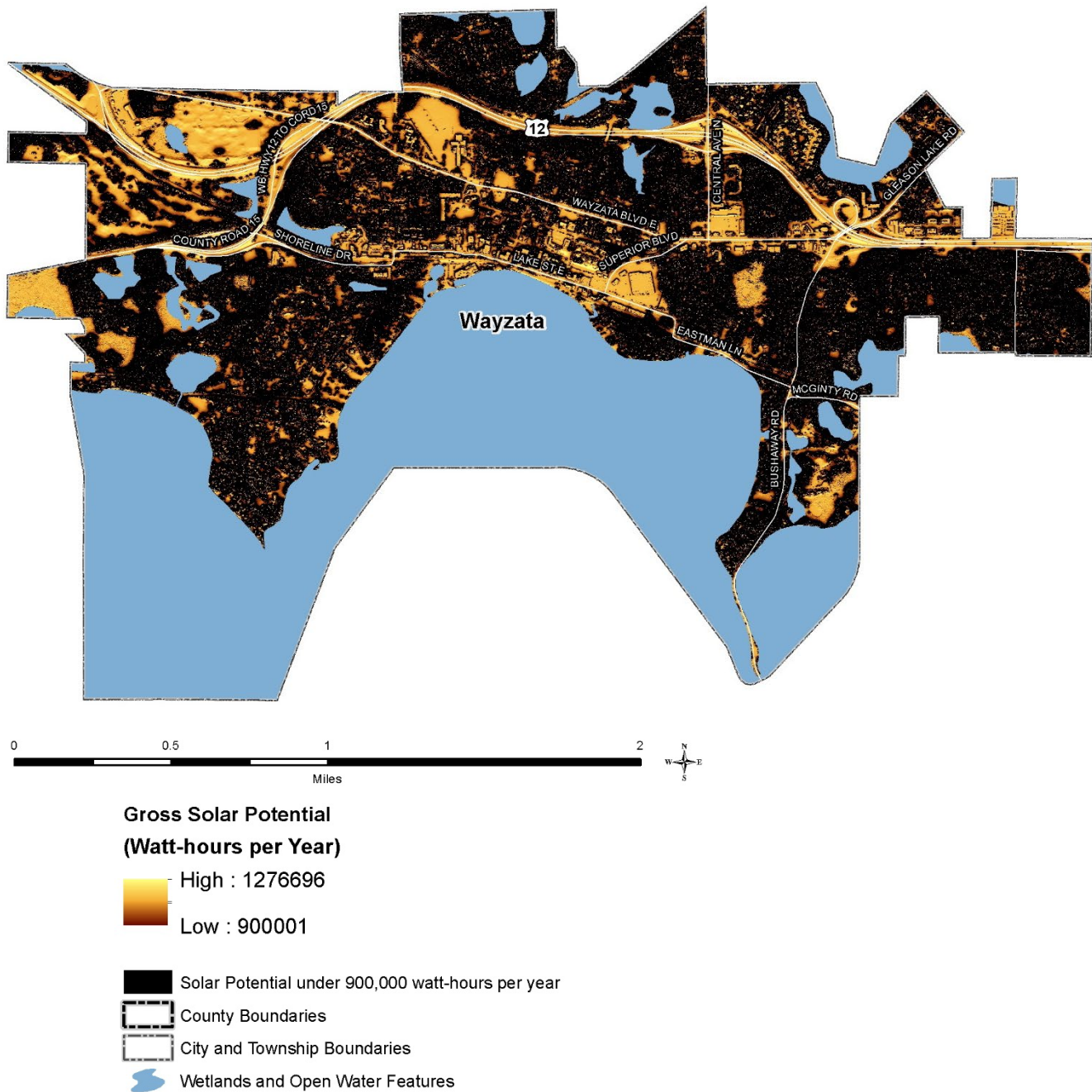
----- Wayzata City Boundary

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.

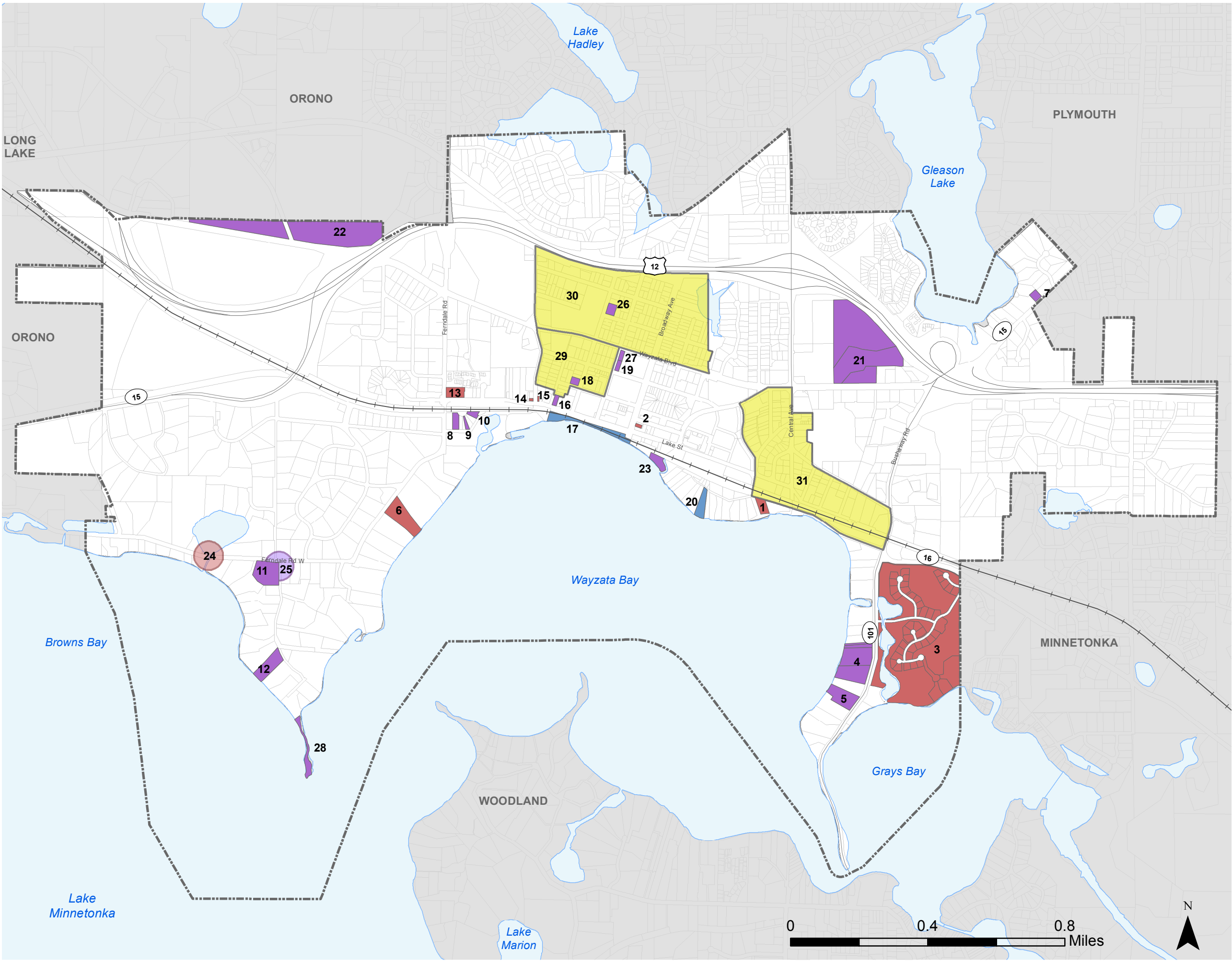
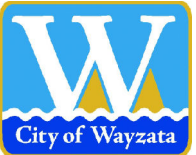
To assist in efforts to preserve and protect Wayzata's historic resources, the City Council enacted Ord. No. 607 in 1998, creating the Heritage Preservation Board (HPB). The HPB was established as a Council appointed volunteer advisory board working under the purview to the Planning Commission and City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

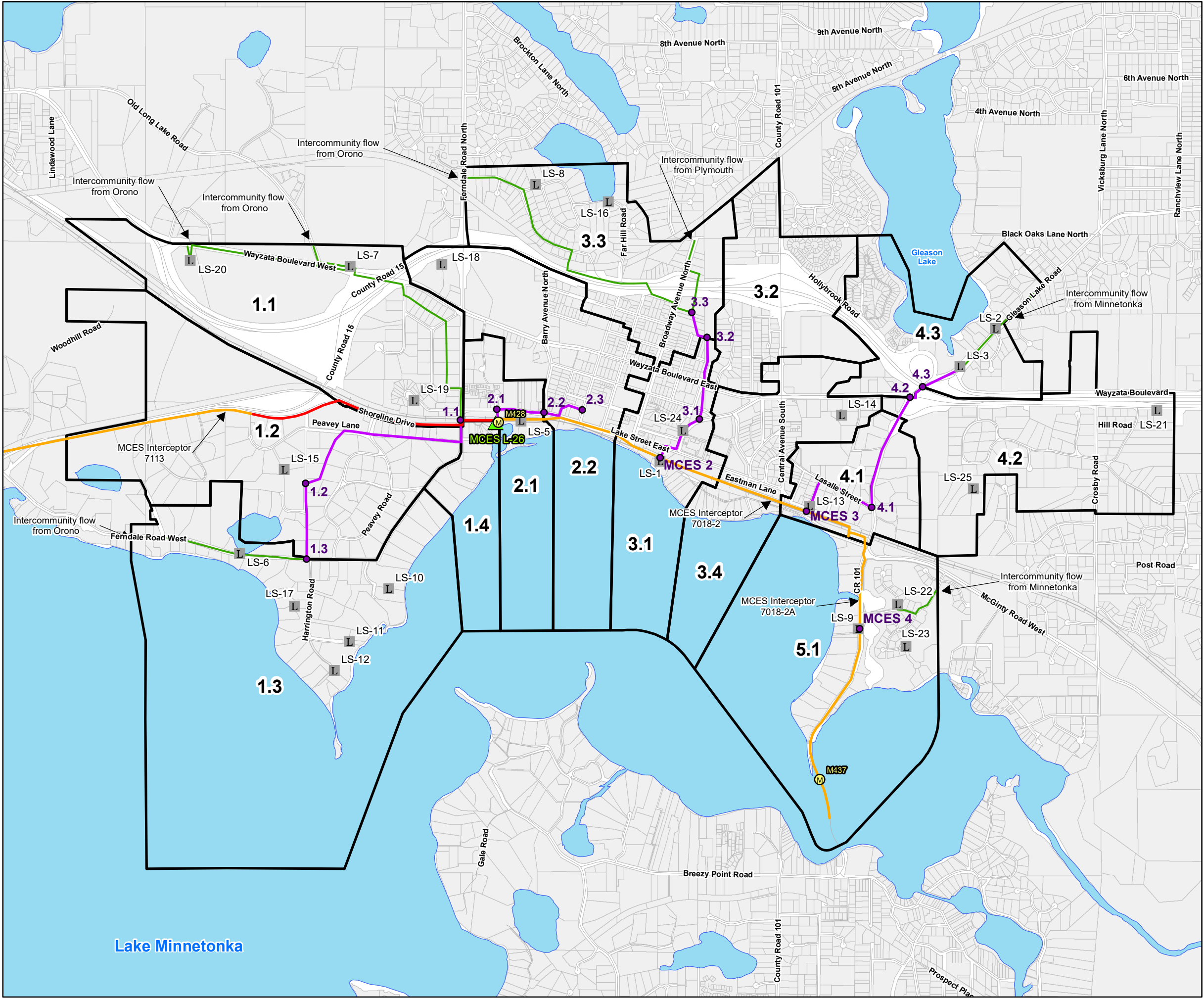
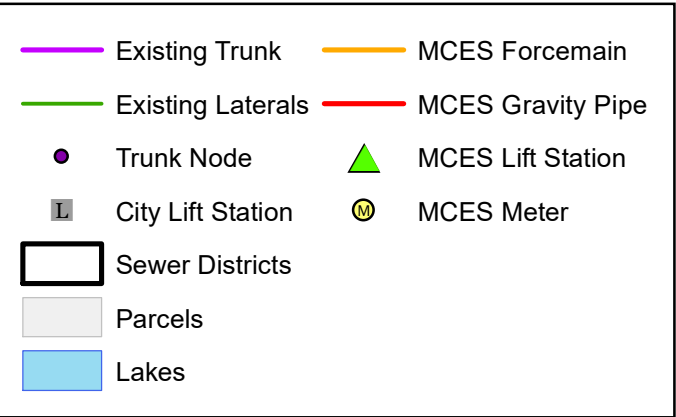
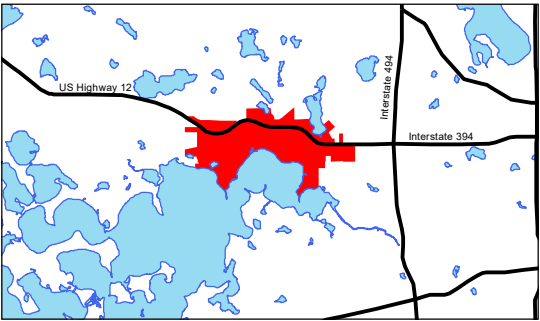
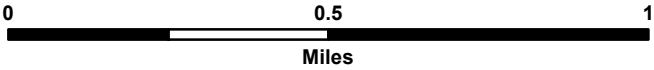
Trunk Line	From Node	To Node	Design Flow, MGD	Capacity, MGD
1	1.3	1.2	0.07	0.83
	1.2	1.1	0.22	0.92
	1.1	MCES 1	0.37	0.86
2	2.3	2.2	0.35	1.13
	2.2	2.1	0.44	1.54
	2.1	MCES 2	0.44	1.27
3	3.3	3.2	0.25	1.07
	3.2	3.1	0.46	1.19
	3.1	MCES 3	0.82	5.27
4	4.3	4.2	0.29	0.81
	4.2	4.1	0.47	2.36
	4.1	MCES 4	0.52	2.00

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

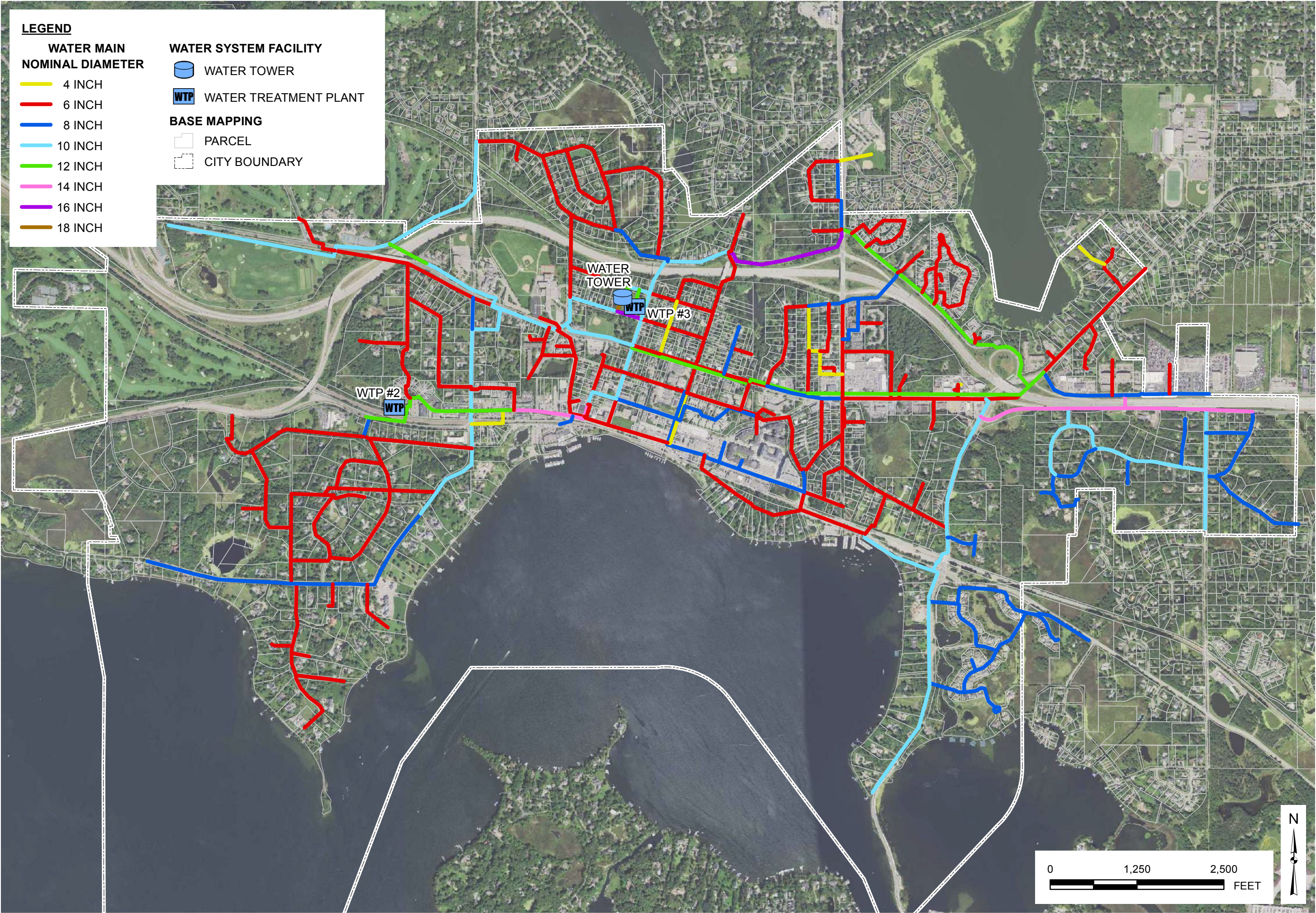
² Peak hour demand design factor equal to 1.6.

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.



LEGEND

**WATER MAIN
NOMINAL DIAMETER**

- 4 INCH
- 6 INCH
- 8 INCH
- 10 INCH
- 12 INCH
- 14 INCH
- 16 INCH
- 18 INCH

WATER SYSTEM FACILITY

- WATER TOWER
- WTP WATER TREATMENT PLANT

BASE MAPPING

- PARCEL
- CITY BOUNDARY

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

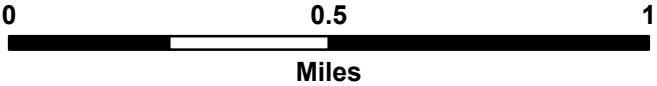
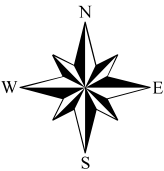
underlying the City in both the Quaternary (glacial drift) aquifers as well as the bedrock aquifers (Prairie du Chien and Jordan) flows toward the south and southeast to the Minnesota and Mississippi Rivers.

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.

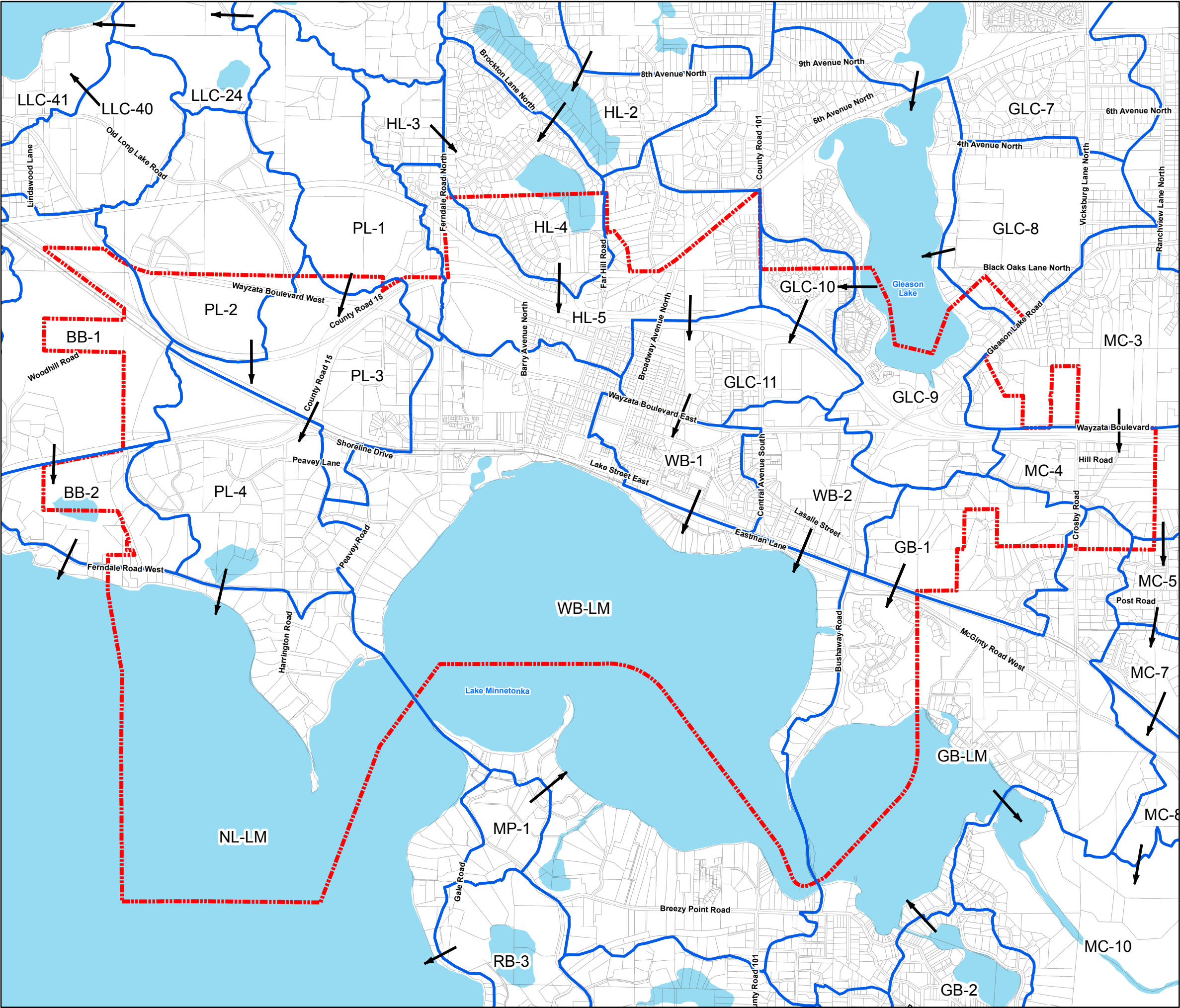
Table 7: Modeled Peak Flows for 100-year, 24-hour Rain Event

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

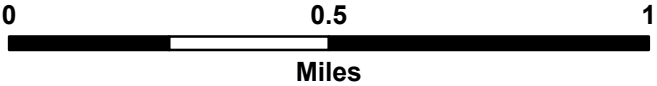
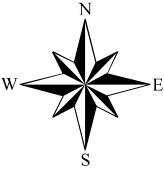
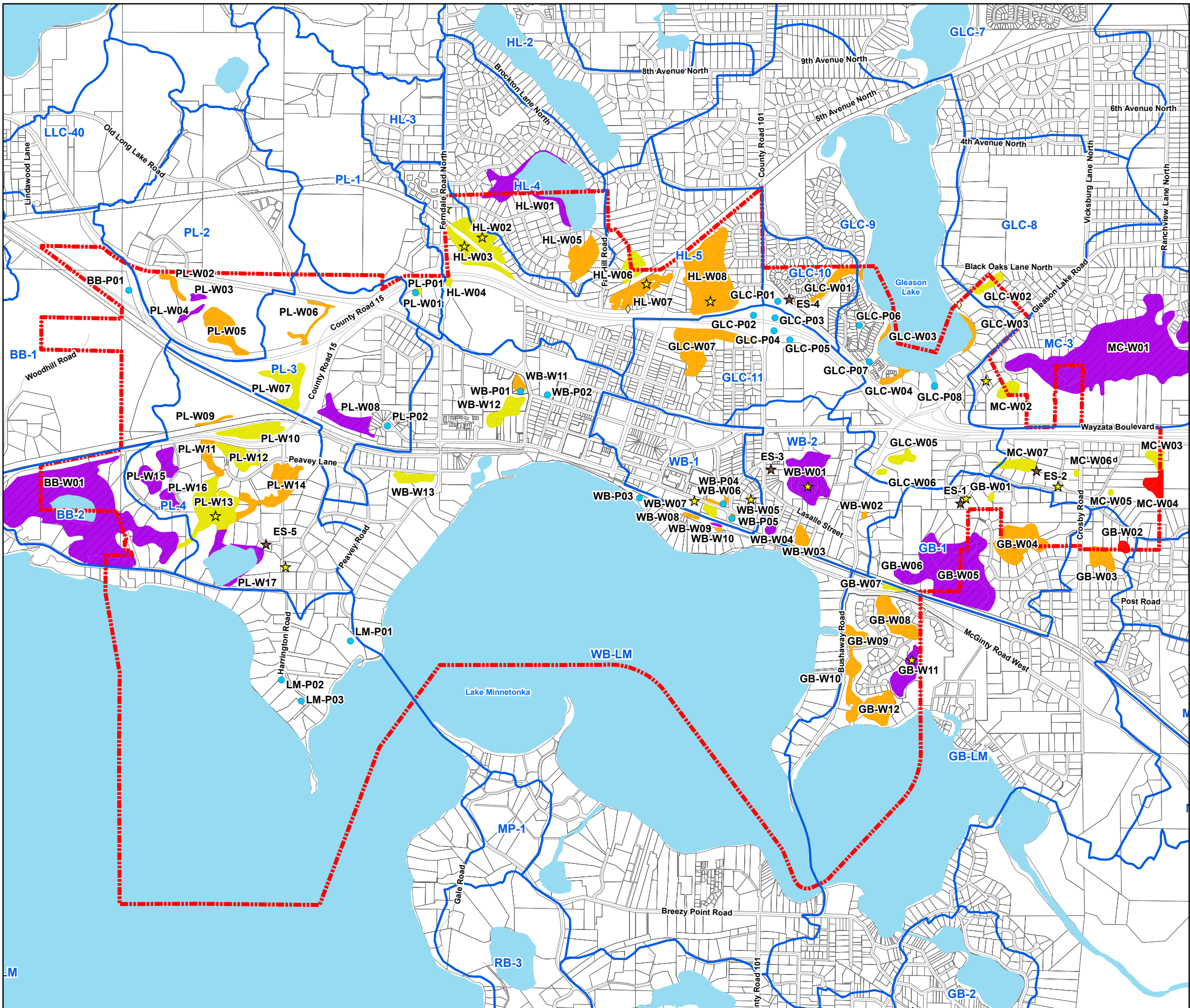
The City has a Wetland Management Plan, which was prepared as part of the City's 2009 SWMP. That plan assesses the wetlands within the City and presents recommendations for their protection and management based on management classifications. Wetlands in the City and their classifications are shown on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

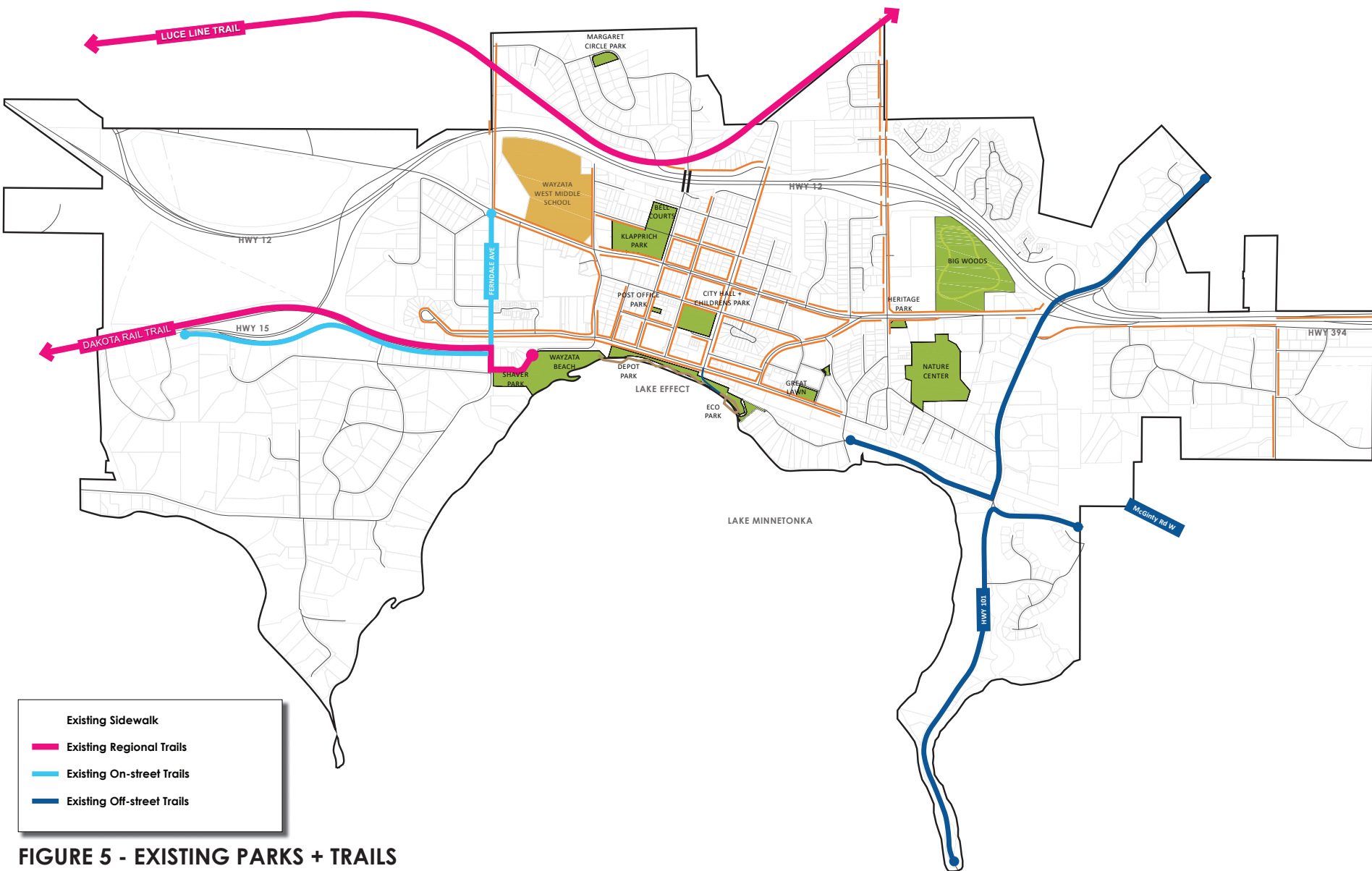


FIGURE 5 - EXISTING PARKS + TRAILS

WAYZATA PARKS AND TRAILS MASTER PLAN

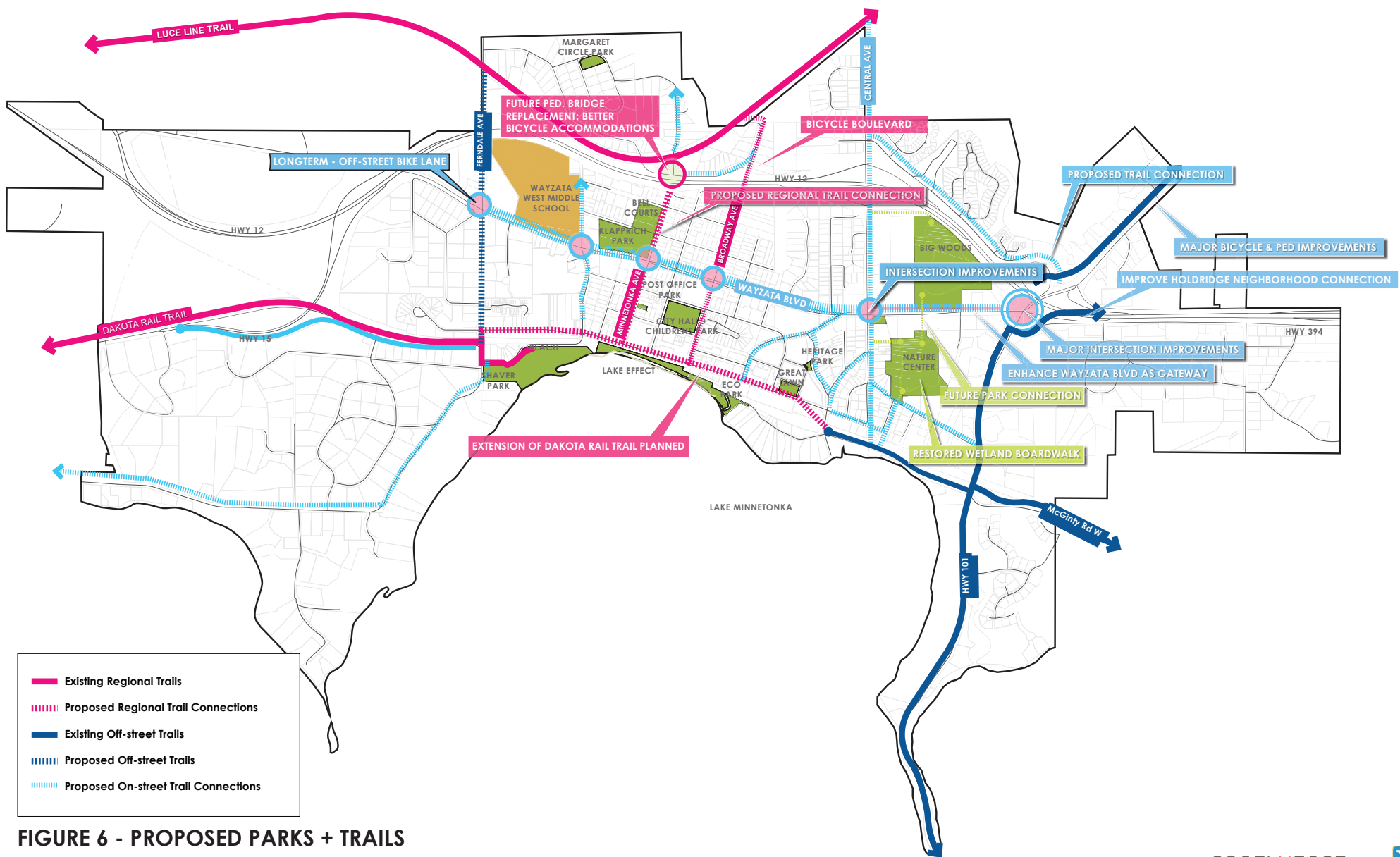


FIGURE 6 - PROPOSED PARKS + TRAILS

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

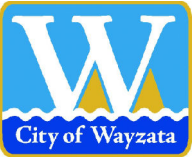
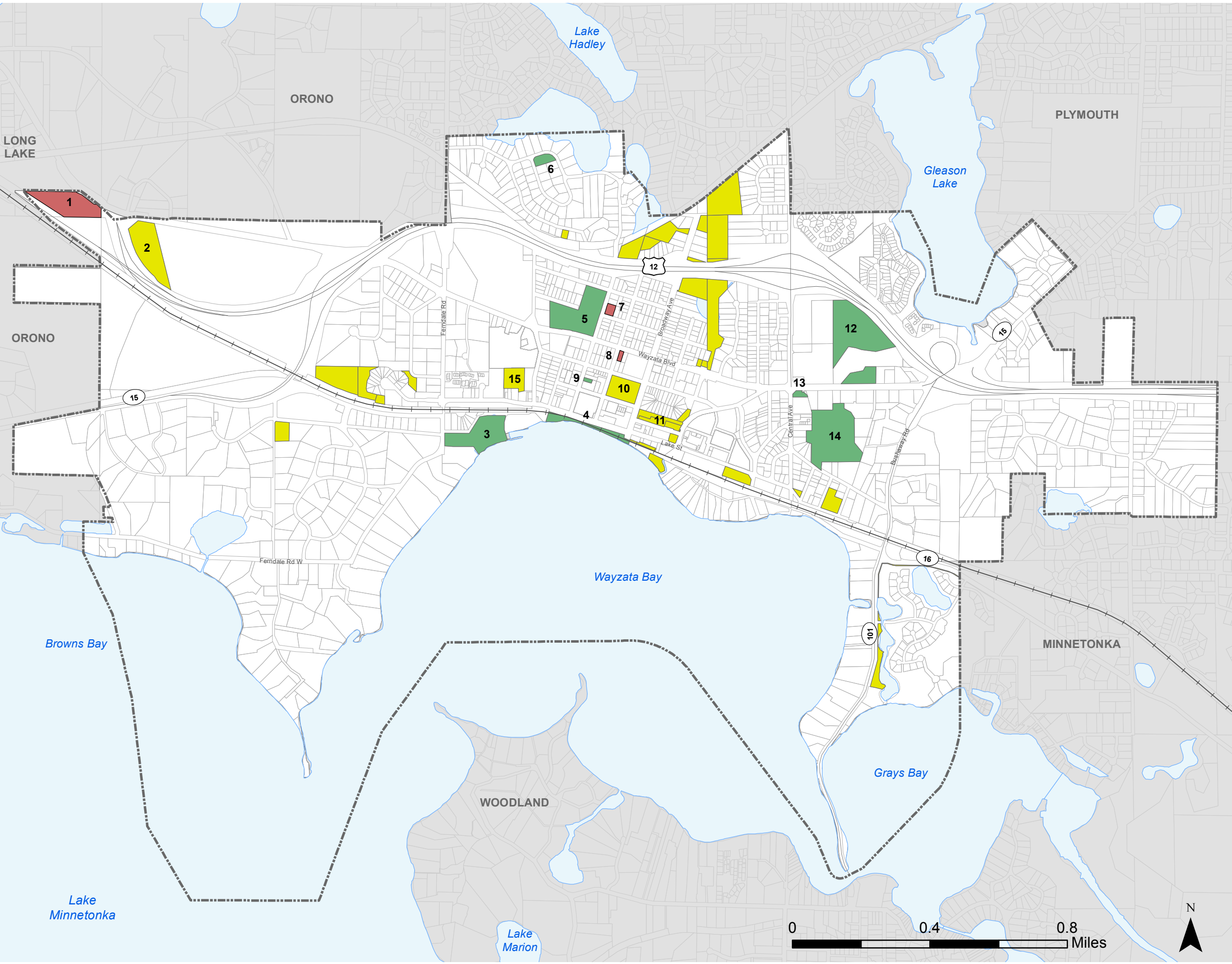
- Design public facilities to enhance community identity and recognition.
- Design and locate civic facilities so that they serve to enhance the community and neighborhoods.
- Develop, improve, and maintain all public facilities according to the highest adopted standards of design sustainability and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



Legend

Wayzata City Boundary

City Owned Properties

- City Park
- Municipal Property
- Public Cemeteries

Existing Community Facilities

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

Figure 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



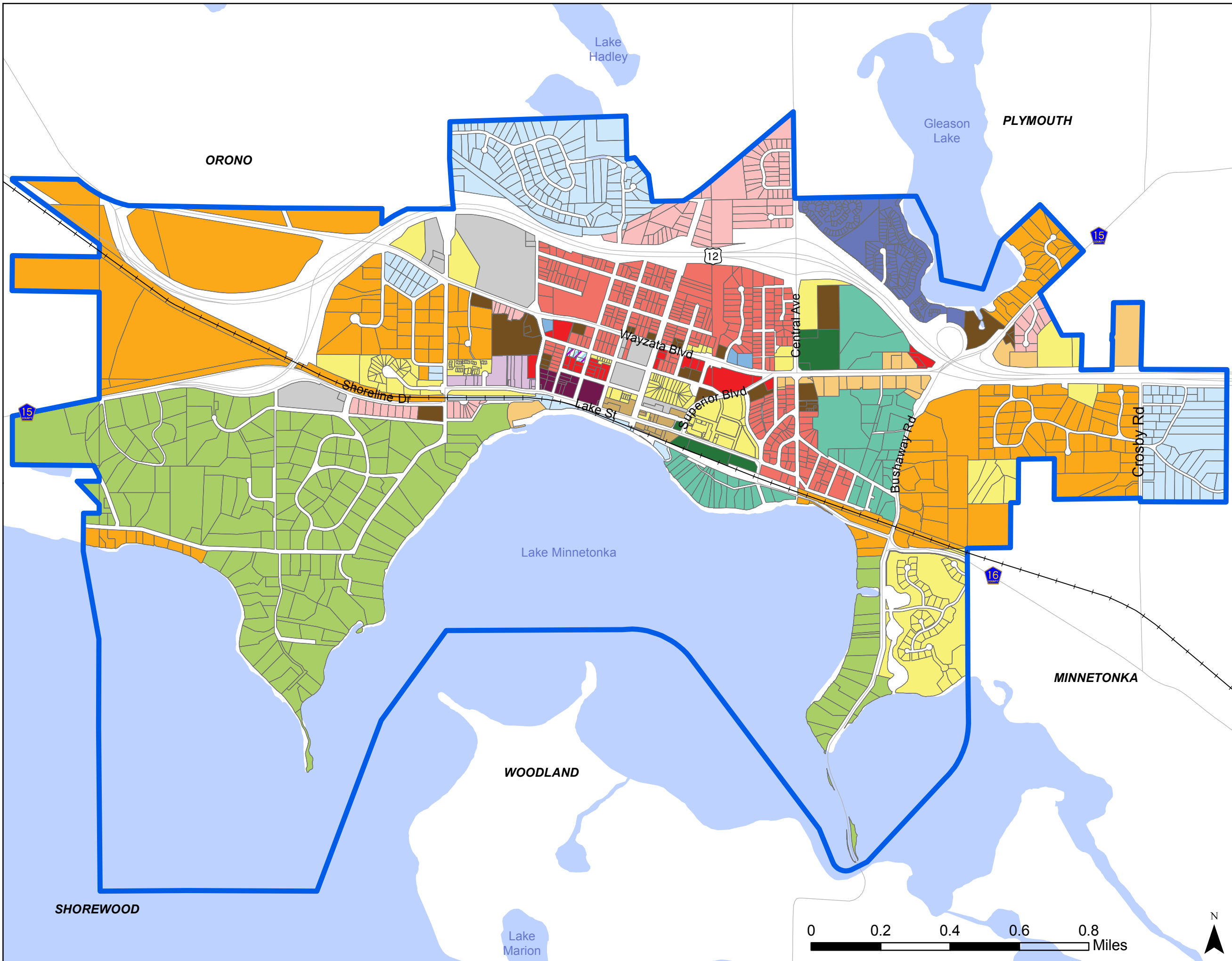
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Zoning

- 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

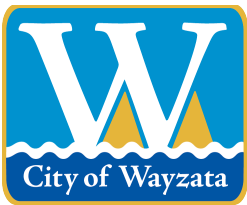
The following table outlines specific actions, projects and efforts that the City can complete in an effort to achieve the vision and policies established in the plan. The City should find partners to assist with the outlined measures as warranted to provide cost effective and collaborative implementation. 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 City Council Agenda Report

MEETING DATE: June 11, 2019	AGENDA ITEM: 8.b.
TITLE: Consider Adoption of Resolution 20-2019 Support of National Register of Historic Places Application for the Heritage Preservation Board and the Section Foreman House	
PROPOSED MOTION: To Adopt Resolution 20-2019	
PREPARED BY: Nick Kieser, Assistant Planner	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends adoption of Resolution 20-2019 supporting the application to list the Section Foreman House at 738 Lake Street East on the National Register of Historic Places.

FINANCIAL OR BUDGET CONSIDERATION:

The Heritage Preservation Board (HPB) plans on using funding from their own budget to pay for any assistance needed to complete the application form.

BACKGROUND:

The HPB is pursuing the option to list the Section Foreman House at 738 Lake Street East on the National Register of Historic Places. Based on City Code 911.07.B the HPB needs to receive consent from the City Council to complete such an application.

The Wayzata Section Foreman House was built in 1902. These kinds of houses were built by the expanding Great Northern Railway to support the Section Foreman and their families. The Section Foreman was in charge of repairing a 20-mile section of the track. As an official railroad support building, the Section Foreman House is historically linked to the Great Northern Depot in Wayzata. For context, the Great Northern Railway Depot was added to the National Register in 1981.

The National Register is the nation's official list of properties deemed worthy of preservation. Historic properties listed on the National Register must have historic significance and integrity. Two previous evaluations were completed in 2011 and 2015 of the Section Foreman House and they determined that the House meets the established National Register criteria.

Along with the historic significance, listing the Section Foreman House on the National Register allows for the opportunity for additional federal grant funding to repair the House. The above mentioned evaluations show that significant work is needed to preserve the House for future use.

ATTACHMENTS:

1. Resolution 20-2019

RESOLUTION NO. 20-2019

RESOLUTION SUPPORTING THE APPLICATION FOR THE NATIONAL REGISTER OF HISTORIC PLACES FOR THE HERITAGE PRESERVATION BOARD (HPB)

WHEREAS, the Section Foreman House at 738 Lake Street East has great historic significance and is a single-family dwelling that was constructed in 1902 for the Great Northern Railroad. The House was then sold to a private owner in 1963. The City of Wayzata bought the House in 1988 and currently owns the site.

WHEREAS, the Section Foreman House had a historic structures report completed in 2015. The House is currently inhabitable and is in great disrepair.

WHEREAS, the Heritage Preservation Board will coordinate the application to list the Section Foreman House on the National Register of Historic Places.

WHEREAS, the National Register of Historic Places listing will allow for historic recognition of the Section Foreman House. The listing will also allow for the opportunity for federal grants for historic preservation.

NOW, THEREFORE BE IT RESOLVED, that the City of Wayzata, Minnesota, that the City Council approves the resolution supporting the listing of the Section Foreman House at 738 Lake Street East on the National Register of Historic Places by the Heritage Preservation Board.

Adopted by the Wayzata City Council this 11th day of June 2019.

Kenneth Willcox, Mayor

ATTEST:

Jeffrey Dahl, City Manager

ACTION ON THIS RESOLUTION:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

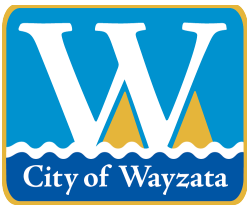
Absent:

Resolution:

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Wayzata, Minnesota, at a duly authorized meeting held on June 11, 2019.

Kathy Leervig, City Clerk

SEAL



City of Wayzata City Council Agenda Report

MEETING DATE: June 11, 2019	AGENDA ITEM: 8.c.
TITLE: Consider Alternatives for Improvements at Walker Avenue South and Rice Street Intersection	
PROPOSED MOTION: To Select a Preferred Alternative for Improvements at Walker Avenue South and Rice Street Intersection	
PREPARED BY: Mike Kelly, City Engineer/Director of Public Works	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

City staff recommends that the City Council select and approve the Option 1 improvements at Walker Avenue South and Rice Street intersection.

FINANCIAL OR BUDGET CONSIDERATION:

Staff is proposing three (3) alternatives for improvements at the Walker Avenue South and Rice Street intersection. Cost estimates for each option are provided below. If Option 2 or 3 are selected, staff would place them in the Capital Improvement Plan for 2020. Option 1 could be implemented in 2019.

Option 1 - \$1,100
Option 2 - \$48,800*
Option 3 - \$122,100**

*Assumes \$40,000 for relocation of monument sign and landscape lighting, and replacement of impacted landscape materials. Also assumes, standard keystone-type retaining wall.

**Assumes \$50,000 for relocation of monument sign and landscape lighting, reconstruction of concrete stairway, and replacement of impacted landscape materials. Also assumes, standard keystone-type retaining wall.

BACKGROUND:

Earlier this year, the Council asked staff to take a look at the intersection of Rice Street and Walker Avenue South due to safety concerns with the intersection, in particular, westbound traffic on Rice Street.

This intersection is challenging due to grades and adjacent sight impediments. The northbound approach on Walker Avenue is at a significant grade, as well as the eastbound approach on Rice Street. Additionally, the retaining wall for the Blue Water Theater extends approximately 22 feet into the east side of the right-of-way (ROW) on the north side of the intersection. It's staff's understanding that this retaining wall has been in place since the construction of the original church on this site, in approximately 1916.

In 1965, City Council discussed the potential of widening Walker Avenue from Lake Street to Highway 12 (now Wayzata Blvd). Per the minutes, it appears there was much discussion and, ultimately, the widening of Walker Avenue S, between Rice Street and Highway 12 was removed from the project.

In 2017, as part of the Blue Water Theater purchase of the 605 Rice Street property, the City Council authorized posting "No Parking" along the east side of Walker Avenue South, between Rice Street and Wayzata Blvd. The intent of this posting was twofold; to allow for wider access along an already narrow road, and to provide better sight lines from Rice Street.

In March of 2019, the Police Department researched historical crash data for the intersection, going back to January of 2009. Chief Risvold reports that ten (10) accidents have occurred in this intersection, however none of the incidents involved southbound vehicles. A copy of the Police Chief's memo is attached for reference.

Public Works staff has prepared three alternatives to be discussed at the meeting. Option 1 involves adding a "Stop" sign on the north side of the intersection, as well as placing additional no "No Parking" signs on the west side of Walker Avenue. Option 2 suggests the removal of a portion of the existing, stone retaining wall to open up sight lines for westbound motorists. Option 3 suggests widening the north side of Walker Avenue to match the roadway to the south. Copies of the three (3) options are attached for reference.

ATTACHMENTS:

1. Police Memo Regarding Crashes
2. Images of Existing Wall
3. Aerial Photo of Existing Conditions
4. Options 1-3



WAYZATA POLICE DEPARTMENT

Proudly Serving Wayzata and Long Lake

600 Rice Street
Wayzata, MN 55391-1734

(952) 404-5340

Fax: (952) 404-5359

MEMORANDUM

To: Mike Kelly
Jeff Dahl

From: Chief Michael Risvold

Date: March 6, 2019

Re: Crash Data / Walker Avenue and Rice Street

Below is information and crash data for the intersection of Walker Avenue South and Rice Street East from January 1, 2009 to March 6, 2019.

Wayzata Police have reports of 10 traffic crashes at the intersection in the 10+ year timeframe. Of those crashes, 7 involved property damage and 3 involved minor personal injuries.

Two of the crashes were the result of poor/icy road conditions. One was a single vehicle crash where a northbound vehicle could not make it up the hill and eventually slid backwards and into a tree. The second involved a vehicle stuck in the intersection. As a second vehicle attempted to go around it, they slid slowly into the stuck vehicle.

Four of the crashes involved vehicles driving northbound on Walker Avenue and westbound on Rice Street. Of those crashes, all four westbound drivers were cited for a stop sign violation. In two of the crashes, westbound drivers were reported to have not stopped at the stop sign at all. Two stopped at the stop sign but ultimately pulled out into the intersection and collided with northbound vehicles.

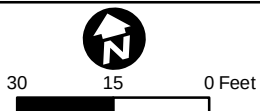
The other four crashes involved vehicles driving northbound on Walker Avenue and eastbound on Rice Street. Of these, all vehicles traveling on Rice Street reportedly stopped at the stop sign. One crash was caused by sun in a driver's eyes. Citations were issued in two of the cases for stop sign violations that caused the crashes.

There were no reported crashes involving vehicles traveling southbound on Walker Avenue in the timeframe looked at.





Stone Retaining Wall
230 feet long



605 Rice St E

Existing Retaining Wall
Parcel Boundary

Page
1 of 1

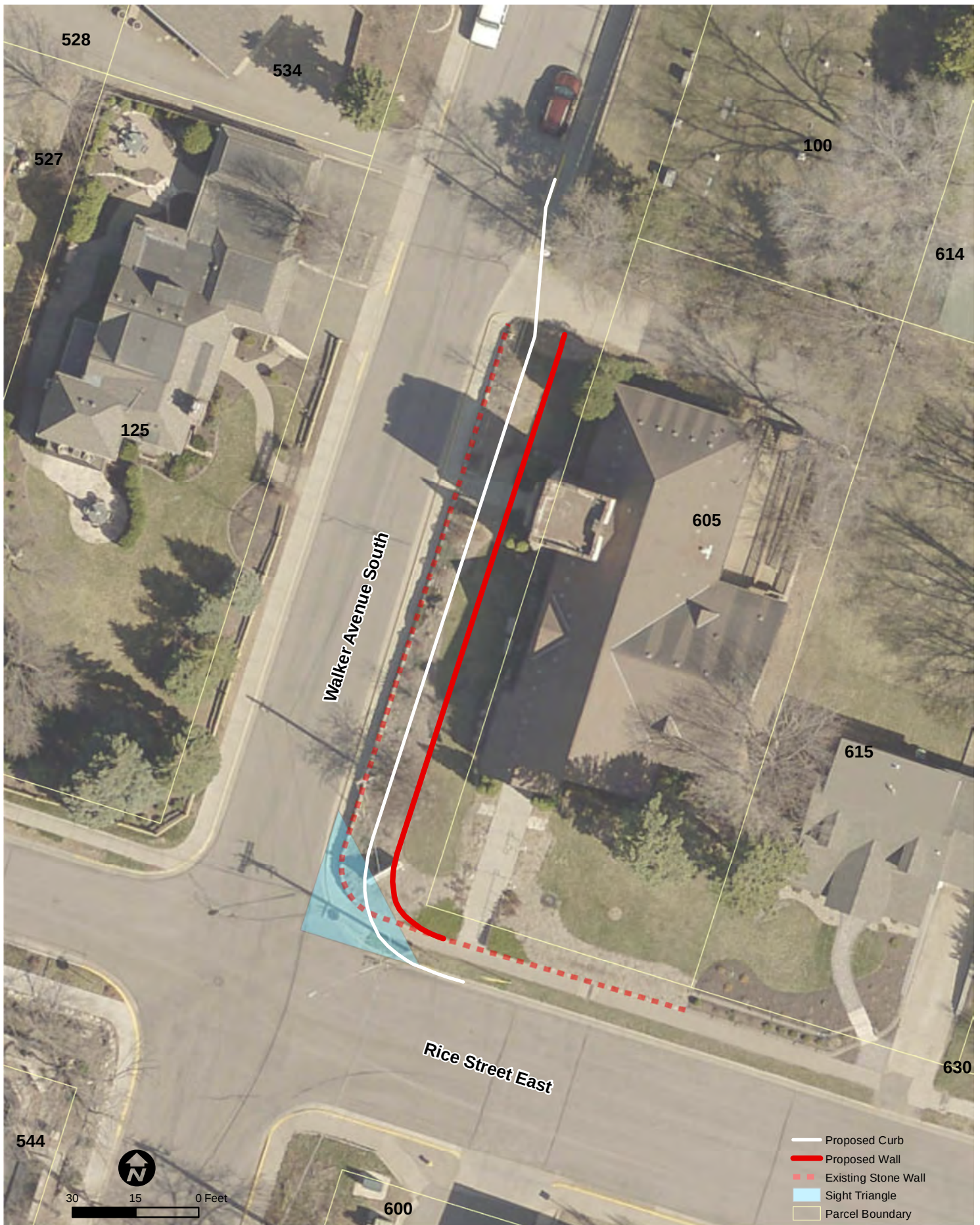




OPTION 1
Additional Stop Sign & Parking Restriction



OPTION 2
Improvements to Sight Triangle



OPTION 3
Improvements to Sight Triangle &
Widening of Walker Avenue