

WAYZATA CITY COUNCIL

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street
Tuesday, July 2, 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. Tour de Tonka Bike Ride Presentation
 - b. Lake Effect Conservancy Status Update
6. **New Agenda Items**
7. **Consent Agenda**
 - a. Approval of City Council Workshop Meeting Minutes of June 18, 2019 and City Council Regular Meeting Minutes of June 11 & June 18, 2019
 - b. Approval of Check Register
 - c. Approval of Municipal Licenses
 - d. Approval of Professional Services Agreement with PVN for Stabilization Plan for Section Foreman House
 - e. Adoption of Second Reading of Ordinance 788 Proposing Refinancing of Housing Revenue Bonds for Wayzata Bay Senior Housing, Inc
 - f. Adoption of Second Reading of Ordinance 789 Amending Chapter 603 of the City Code Pertaining to Food Establishments
 - g. Approval of Resolution No. 25-2019 Approving an Extension of Zoning Approvals at 235 and 239 Lake Street East
 - h. Authorize Purchase of Jetter/Vactor Truck in 2020
 - i. Approval of Proposal from Civitas and Amended Scope of Services for Design of Railroad Crossing Improvements
8. **New Business**
 - a. Consider Adoption of Resolution 24-2019 Authorizing Submittal of the 2040 Comprehensive Plan to the Metropolitan Council
 - b. Consider Approval of Plans and Authorization to Solicit Public Bids for the Lake Effect Project
 - c. Consider Approval of Business District Initiative (BDI) Agreement with Hennepin County
9. **City Manager's Report and Discussion Items**
10. **Public Forum (as necessary)**
11. **Adjournment**

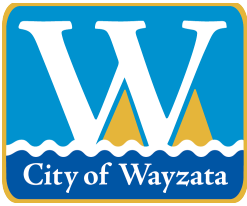
Meeting Rules of Conduct:

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 - July 16, 2019
Planning Commission - July 1 & 15, 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: July 2, 2019	AGENDA ITEM: 7.a.
TITLE: Approval of City Council Workshop Meeting Minutes of June 18, 2019 and City Council Regular Meeting Minutes of June 11 & June 18, 2019	
PROPOSED MOTION: To Approve the City Council Workshop Meeting Minutes of June 18, 2019 and City Council Regular Meeting Minutes of June 11 & June 18, 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. June 11, 2019 City Council Regular Mtg Draft
2. June 18, 2019 Council Workshop Draft
3. June 18, 2019 City Council Regular Mtg Draft

WAYZATA CITY COUNCIL
DRAFT - MEETING MINUTES
June 11, 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: Buchanan, Koch, McCarthy, and Plechash. Also present: City Manager Dahl, Public Works Director/City Engineer Kelly, Interim Director of Planning and Building Zweber, and Acting Attorney Paul Kaminski.

AGENDA ITEM 4. Approve Agenda.

Mr. Buchanan made a motion, seconded by Ms. McCarthy, to approve the agenda, as presented. The motion carried 5/0.

AGENDA ITEM 5. Public Forum.

a. Swearing in of Fire Fighters Josh Byers and Rob Houts

Fire Chief Klapprich shared Officers Byer's and Hout's biographies and welcomed them.

Mr. Dahl administered the oaths of office for Officers Byers and Houts.

Officers Byers and Houts each thanked their families, the Council and the community for the opportunity to serve.

b. 2020 US Census Presentation

Jim Accurso, Minnesota Partnership Specialist U.S. Census Bureau, talked about the Community Partnership and Engagement Program, the Chicago Regional Director, the Constitutional mandate, democracy and funding, reengineering field operations, the cybersecurity risk mitigation strategy, recruiting and job opportunities, and key milestones and goals. He also discussed the possibility of Wayzata forming a Complete Count Committee and the objectives, who should be included, sample topics, hard-to-count demographics, training, and next steps.

Mr. Plechash asked why non-citizens were counted and why the count was based on where individuals lived instead of where they voted. Mr. Accurso explained that all residents regardless of citizenship were counted per the Constitution which also instructed that residents were counted based on where they lived on April 1st.

Mr. Buchanan asked how individuals who resided in Wayzata, but were residents of other states for tax purposes, were counted. Mr. Accurso explained the questionnaire would ask each individual where they resided for six months and one day.

Mr. Koch asked how many individuals the Bureau was planning to hire and what the cost of the Census was. Mr. Accurso answered that 40,000 people would be recruited in order to hire 6,000 to 7,000. He was unsure of the total cost, but noted it had decreased as the Bureau leaned more heavily on technology.

1 Mr. Dahl was intrigued by the Complete Count Committees, but thought the
2 Committees were geared to larger cities. Mr. Accurso said the Committees were
3 appropriate for any city.

4
5 **AGENDA ITEM 6. New Agenda Items.**

6 None.

7
8 **AGENDA ITEM 7. Consent Agenda.**

9 Mayor Willcox mentioned other cities had either zero response or very high cost in regard
10 to similar bids in Item 7.e. Mr. Kelly explained that Wayzata had not had any issues with
11 that so far.

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

- 14 a. Approval of City Council Regular Meeting Minutes of May 21, 2019
- 15 b. Approval of Check Register
- 16 c. Approval of Municipal Licenses
- 17 d. Approval of CMT Janitorial Services Agreement
- 18 e. Approval of Plans and Authorization to Solicit Public Bids for the 2019 Street
19 Improvements Project

20 The motion carried 5/0.

21
22 **AGENDA ITEM 8. New Business.**

23 **a. Consider Draft 2040 Comprehensive Plan Submittal to the Metropolitan**
24 **Council**

25 Mr. Dahl introduced Stephanie Falkers, Senior Associate SRF. Ms. Falkers presented the
26 background, Sailing Ahead document, community vision, guiding principles, Chapter 3 –
27 Land Use, Chapter 4 – Housing, Chapter 5 – Transportation, Chapter 8 – Community
28 Facilities, Chapter 9 – Implementation, and updated the Council on the process.

29 Mr. Zweber discussed the Planning Commission's recommendations including
30 density, vision, Lake Effect, and next steps.

31 Mrs. McCarthy asked if the intent was to demonstrate potential areas of
32 redevelopment in regard to "redevelopment opportunities" on Page 133 of the meeting
33 packet. Mr. Zweber answered the Metropolitan Council required demonstration that the
34 areas that were likely to redevelop would redevelop at a minimum density of ten-units per
35 acre. The forecast was an expectation, but not an obligation. Mrs. McCarthy asked what
36 modeling was completed to forecast the impacts of worst-case scenario redevelopment.
37 Mr. Kelly answered that staff modeled existing conditions and then compared them to a
38 model based on worst-case scenario. Staff was confident that the current infrastructure
39 could support the worst-case scenario without major overhauls.

40 Mr. Plechash asked what the recommended trail connection on Ferndale Road
41 mentioned on Page 73 would look like. Mr. Kelly said the Plan was not meant to get into
42 details, but it would probably be a mixed-use trail separate from the street.

43 Marc Agar, 1611 Hollybrook Road, shared his request to rezone his property from
44 medium density to high density. He talked about the goals of the Comprehensive Plan and
45 explained that the property was not connected and lacked access.

1 Mr. Buchanan generally loved the document. He was not supportive of removing
2 the language the Planning Commission recommended removing. He felt the reference to
3 the Lake Effect funding was not appropriate.

4 Mrs. McCarthy commended everyone involved for the effort and work. She was
5 in favor of the Planning Commission's amendments to density. She supported backing off
6 density anywhere possible. She recommended removing the language that mentioned the
7 trolley. She agreed that Lake Effect funding was not pertinent to this document. She also
8 recommended keeping vibrancy and activating separate and distinct.

9 Mr. Plechash also agreed with removing the Lake Effect funding references. He
10 did not want to see a document that forced higher density. He was in favor of the Planning
11 Commission's recommendations to strike a couple of phrases; however, recommended
12 changing the statement in l.c. on Page 71 to "Pedestrian is a priority."

13 Mr. Koch thanked everyone who was part of the process. He agreed with Mr.
14 Plechash's recommendation to change the sentence in l.c. instead of strike it. He also
15 agreed with reducing the focus on density and removing the references to the Lake Effect
16 funding.

17 Mayor Willcox also thanked everyone involved. He agreed with the Planning
18 Commission's recommendations for striking languages, but supported the changes made
19 by Mr. Plechash and Mr. Koch. He felt it was important to define charm and was
20 disappointed that protecting the small-town character had not been included. He referenced
21 wording several areas that used language such as "have to" or "must" that was too forceful.
22 He did not like the last sentence of the second paragraph on Page 106 under Healthy,
23 Engaged and Active and recommended rewording. He talked about Complete Streets and
24 said that Complete Streets were not always the best option. He suggested that the Council
25 should review the parking in rear policy and decide whether or not it was best. He
26 mentioned the capacity of Lake Street referenced on Page 165. He mentioned that several
27 of the Objectives, that began on Page 192, required research and cautioned against
28 requiring it. Mayor Willcox did not like the use of the phrase "green outdoor rooms" on
29 Page 221 under the section Lake Street Plaza section. He wanted to include support for
30 the commercial core.

31 Mrs. McCarthy asked about the elimination of Bushaway Land Use. Ms. Falkers
32 explained that the name was removed, but the requirements were not. The Land Uses were
33 consolidated and the environmental part was brought forward.

34 Mayor Willcox asked the Council to weigh in on Mr. Agar's request. Mrs.
35 McCarthy was not in favor based on the information she had seen that day. Mr. Koch said
36 that accessibility was a concern and asked if it could be connected at Gleason Lake. Mr.
37 Kelly said that he was not sure if that was possible and would have to be discussed with
38 the Minnesota Department of Transportation. Mr. Plechash said that he was not necessarily
39 opposed to the rezoning in the future, but would need more information. Mayor Willcox
40 suggested bringing it back before the Council at a later date.

41 Mayor Willcox noted that everyone, with the exception of Mr. Buchanan, was in
42 agreement with the Planning Commission's recommendation for stricken language with
43 the two changes made by Mr. Plechash and Mr. Koch. The Council all agreed with
44 downplaying density wherever possible, removing the trolley, and excluding the language
45 about the Lake Effect funding. He asked if anyone had issues with the changes he

1 recommended. Mrs. McCarthy agreed and said it was mainly changing the language from
2 prescriptive to suggestive so that it was more flexible.

3 Mr. Dahl recommended tabling the Plan to the July 2nd Council meeting so staff
4 had time to make the recommended changes. Mr. Zweber confirmed that timeline would
5 work.

6 Mrs. McCarthy made a motion, seconded by Mr. Koch, to table action on the 2040
7 Comprehensive Plan to the July 2, 2019 City Council Meeting. The motion carried 5/0.

8 Mrs. McCarthy made a motion, seconded by Mr. Buchanan, to reject the applicant's
9 request to increase the property's density in conjunction with the 2040 Comprehensive
10 Plan. The motion carried 5/0.

11
12 **b. Consider Adoption of Resolution No. 20-2019 Support of National Register of**
13 **Historic Places Application for the Heritage Preservation Board and the**
14 **Section Foreman House**

15 Mr. Dahl introduced Nate Leding, Chair Heritage Preservation Board. Mr. Leding and the
16 Heritage Preservation Board were excited about the application to list the Section Foreman
17 House at 738 Lake Street East on the National Register of Historic Places. He talked about
18 the history of the home.

19 Mrs. McCarthy thanked the Board for its work and was very supportive. She also
20 said she was supportive of doing the same for the Trapper's Cabin.

21 Mr. Plechash asked if the City would be obligated or restricted in any way. Mr.
22 Leding said the designation was more ceremonial, but it would allow the Board to apply
23 for Federal funding.

24 Nick Keiser further explained that there were not any restrictions unless it was
25 approved for grant funding in the future. The funding would involve some agreements.

26 Mr. Buchanan made a motion, seconded by Mrs. McCarthy, to Adopt Resolution
27 No. 20-2019, Supporting the Application for the National Register of Historic Places for
28 the Heritage Preservation Board (HPB). The motion carried 5/0.

29
30 **c. Consider Alternative for Improvements at Walker Avenue South and Rice**
31 **Street Intersection**

32 Mr. Kelly presented three alternatives for improvements at the Walker Avenue South and
33 Rice Street intersection along with associated cost.

34 Mrs. McCarthy noted the majority of crashes were northbound vehicles and though
35 the three options were too costly and would not solve the problem. She suggested the
36 installation of angled mirrors to help with sight lines. Mr. Kelly responded the mirrors
37 were not an established traffic device, but was concerned about liability issues and
38 educating the public.

39 Mr. Plechash suggested making Walker Avenue a one-way street. Mr. Kelly said
40 one-way streets would normally need a second one-way street in the opposite direction.
41 He was also concerned with both residential and commercial push back. Mr. Plechash said
42 the Stop sign was the most cost effective, but was also supportive of the possibility of
43 angled mirrors. Mr. Kelly responded that he would research the mirrors, but ultimately the
44 right thing to do was to make the intersection uniform.

45 Mayor Willcox asked staff to come back with information on the mirror option and
46 the one-way street after the City Attorney looked at liability issues.

1 Mr. Koch noted a number of the accidents were caused by individuals running the
2 Stop sign and asked if those numbers were consistent around town or just this Stop sign.
3 Mr. Kelly explained that ten accidents in ten years was not considered a problem by
4 national standards.

5 Mr. Dahl asked if the Council wanted staff to bring back new information at a
6 Council meeting, workshop, or email. The Council agreed on a workshop.

7
8 **AGENDA ITEM 9. City Manager's Report and Discussion Items.**

9 **a. Upcoming Events/Announcements**

- 10 • Wayzata Chamber of Commerce 2019 Membership Appreciation Picnic on June
11 13 from 4:00 – 6:00 p.m. at Klapprich Park
- 12 • Wayzata Crime Prevention Coalition Annual Fire vs. Police charity softball game
13 on June 13 at 6:00 p.m. at Klapprich Field
- 14 • Wayzata Music in June featuring Blue Groove Bluegrass on June 16 from 4:30 –
15 5:30 p.m. at Great Lawn Park
- 16 • Big thanks to former Director of Planning and Building Jeff Thomson and the rest
17 of staff for their efforts on the 2040 Comprehensive Plan

18
19 **b. Council Member Updates/Announcements**

20 None.

21
22 **AGENDA ITEM 10. Public Forum Continued (if necessary).**

23 There were no comments.

24
25 **AGENDA ITEM 11. Adjournment.**

26 Mrs. McCarthy made a motion, seconded by Mr. Plechash to adjourn. There being no
27 further business, Mayor Willcox adjourned the meeting at 9:56 p.m.

28
29 Respectfully submitted,

30
31
32
33 Kathy Leervig
34 City Clerk

35
36 Drafted by Sarah Peterson

37 *TimeSaver Off Site Secretarial, Inc.*

**WAYZATA CITY COUNCIL
DRAFT WORKSHOP MEETING MINUTES
June 18, 2019**

5:30 p.m. Review Updated Capital Improvements Plan (CIP)

Mayor Willcox called the meeting to order at 5:30 p.m. in the Community Room at Wayzata City Hall. Council Members present: Buchanan, Koch, McCarthy and Plechash. Also present: City Manager Dahl, Public Works Director/City Engineer Kelly, and Fire Chief Klapprich. Steve McDonald, Consultant Finance Director, was also present.

Mr. McDonald discussed the excess fund transfers and how they are typically directed to CIP funds with the greatest needs. He also discussed the overall cash balance, which is healthy, and how it allows the City to cash flow currently planned projects. He explained that no debt is anticipated to fund the projects outlined in the CIP.

There was discussion about significant equipment purchases within the Fire Department and Public Works over the next three years. The consensus was that staff would come back to the Council in the fall with potential savings/options. In addition to the updates to the plan that were highlighted as a part of the memo, there was consensus to add the following other projects to the Lakefront fund:

2020-Conservancy Administrative Support-\$50,000
2019-Section Foreman House Preservation Implementation-\$25,000
2019-Lobbying for Bonding Support-\$25,000
2020-Lobbying for Bonding Support-\$25,000

The workshop meeting was adjourned at 06:50 pm.

Respectfully submitted,

Kathy Leervig
City Clerk

WAYZATA CITY COUNCIL
DRAFT - MEETING MINUTES
June 18, 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: Buchanan, Koch, McCarthy, and Plechash. Also present: City Manager Dahl, Public Works Director/City Engineer Kelly, and City Attorney Schelzel.

AGENDA ITEM 4. Approve Agenda.

Mrs. McCarthy made a motion, seconded by Mr. Buchanan, to approve the agenda, as presented. The motion carried 5/0.

AGENDA ITEM 5. Public Forum.

a. 2019 Wayzata Art Experience and Wayzata Match Cup Preview

Becky Pierson, President Wayzata Chamber of Commerce, presented the Wayzata Art Experience happening June 22 and 23, 2019. She talked about the four main components including art, sailing, music, and food and wine.

b. Lake Effect Conservancy Status Update

Mr. Dahl noted that this item was tabled to the July 2nd City Council meeting.

c. Hollybrook Sidewalk

Austin Ditzler, 500 Waycliffe Drive N, advocated for a sidewalk on Hollybrook Drive. He said there were lots of seniors, children, and dog walkers.

Mr. Kelly communicated that a sidewalk was not currently in the Comprehensive Plan. He noted that individual requests had been made; however, a complete buy-in was needed from all of the associations.

AGENDA ITEM 6. New Agenda Items.

None.

AGENDA ITEM 7. Consent Agenda.

Mr. Plechash voiced a question concerning Item 7.f. He asked why an entire paragraph was struck from Page 30 of the meeting packet. Mr. Dahl answered that all changes were recommended by the Minnesota Department of Health.

Mr. Koch voiced a question concerning Item 7.b. He was concerned about a rash of burglaries and wondered if there were any recommendations to keep residents safe. Mr. Dahl suggested having Police Chief Risvold update residents and the Council at the next meeting.

Mayor Willcox voiced a question concerning Item 7.e. He asked if the Resolution was only authorizing the state to pay for materials. Mr. Dahl confirmed.

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

- 3 a. Approval of Municipal Licenses
- 4 b. Police Activity Report
- 5 c. Building Activity Report
- 6 d. Approval of House Plans at 1400 Holdridge Lane
- 7 e. Adoption of Resolution No. 22-2019 Authorizing Application and Primary Contact
8 for Landscaping along US Highway 12 Off-ramps at Central Avenue/County Road
9 101
- 10 f. Adoption of Ordinance No. 789 Amending Chapter 603 (Food Establishments) of
11 the City Code Pertaining to Food Establishments

12 The motion carried 5/0.

13

14 **AGENDA ITEM 8. New Business.**

15 **a. Consider Resolution No. 23-2019 Approving Excess Revenue Transfers**

16 Mr. Dahl explained that approving transfers of excess funds allowed the City to take
17 advantage of a very solid financial year by building up its capital funds and funding projects
18 internally rather than increasing its debt obligation.

19 Steve McDonald, City Contracted Finance Director, said given the development
20 projects in town, efficient government operations, and well-run enterprises, the City had
21 \$478,368 in excess funds to transfer into its Capital Improvement Plan from 2018
22 operations. \$139,184 would be allocated to the General Fund CIP and \$339,184 would be
23 allocated to the Lakefront Improvement Fund (Lake Effect) CIP. He shared the cash
24 balances at the beginning of the year and future projections.

25 Mayor Willcox said the City set budgets very conservatively and did not account
26 for non-recurring incomes.

27 Mr. Buchanan made a motion, seconded by Mr. Plechash, to Adopt Resolution No.
28 23-2019, Approving Excess Revenue Transfers. The motion carried 5/0.

29

30 **b. Consider Ordinance No. 788 Proposing Refinancing of Housing Revenue**
31 **Bonds for Wayzata Bay Senior Housing, Inc. and Resolution No. 21-2019**
32 **Calling for a Public Hearing**

33 Mr. Dahl introduced Jennifer Hanson, the City's Bond Counsel with Dorsey & Whitney.
34 Ms. Hanson talked about 2012 when the tax-exempt bonds were originally issued.
35 Wayzata Bay Senior Housing, Inc. was requesting to refinance the bonds and an
36 administrative fee of \$50,000 would be paid to the City.

37 Mrs. McCarthy asked about the associated risk. Ms. Hanson explained that conduit
38 bonding was a very accepted method of tax-exempt funding nation-wide. The documents
39 spell out exhaustively that the issuer was not responsible for the debt.

40 Mayor Willcox asked if this would limit the City's ability to issue new debt. Ms.
41 Hanson confirmed that it would, but only very slightly. It would use approximately \$2
42 million of the City's \$10 million capacity.

43 Mr. Plechash asked if the indemnification was different from the old bonding. Ms.
44 Hanson confirmed it was the same.

1 Mrs. McCarthy made a motion, seconded by Mr. Koch, to Adopt Resolution No.
2 21-2019, Relating to Refinancing of a Project on behalf of Wayzata Bay Senior Housing,
3 Inc. Calling for a Public Hearing Thereon. The motion carried 5/0.

4 Mrs. McCarthy made a motion, seconded by Mr. Buchanan, to Approve the First
5 Reading of Ordinance No. 788, Authorizing the Issuance of Revenue Obligations. Upon
6 roll call vote, the motion carried 5/0.

7
8 **c. Consider Adoption of the Parks and Trails Master Plan**

9 Mr. Dahl shared one of the City's Strategic Initiatives of its 2017-2020 Strategic Plan was
10 to develop a comprehensive parks and trails plan for the community to guide future changes
11 and improvements. In 2017, the City Council tasked the Parks and Trails Board with the
12 preparation of a Master Plan for the City's Parks and Trails. Mr. Dahl thanked everyone
13 involved for the hard work and explained the objectives of the agenda item.

14 Dan Baasen, Parks and Trails Board Chair, talked about the twenty-year plan that
15 began in March 2017. The plan provided a framework for the City to continue improving
16 and refining the park system to meet the needs of both current and future residents. The
17 plans were concepts meant to guide the overall layout of each park space. He thanked the
18 Council for its foresight and leadership.

19 Brad Aldrich, Associate Landscape Architect at Confluence, discussed the great
20 interaction with residents and talked about the process. He went over the contents of the
21 plan, the connection to Lake Effect, Wayzata 2040 Community Vision, guiding principles,
22 community engagement, 2018 inventory, implementation, and the appendixes.

23 The Council took public comment.

24 Jim Horning, 167 Huntington Avenue S, said he was a long-term investor in
25 Wayzata and had been playing platform tennis since his twenties. He was now 70 and was
26 excited about the possibility of platform tennis in Wayzata.

27 Rick Morris, 16013 Holdridge Road W, spoke for himself and his wife, Carolyn.
28 He was a long time resident and was in favor of the plan for Klapprich Park. He thought
29 the plan checked all the right boxes and had no downside.

30 Ilja Gregor, 420 Far Hill Road, approved of the plan. He talked about pickle ball
31 and suggested it moving it up from priority three.

32 David Langevin, 319 Park Street E, talked about platform tennis. He said a basic
33 word count search of the plan shows that platform tennis was used 43 times. More than
34 many other words like picnic, playground, water, neighborhood, etc. There was also an
35 entire Appendix about platform tennis that was longer than the entire document. He asked
36 if we really needed platform tennis and if the answer was yes, he recommended putting it
37 somewhere other than Klapprich Park.

38 Greg Flannigan, 331 Park Street E, said that the building for platform tennis was a
39 hideous structure. Of the thirteen homes that abut Klapprich Park, eight have provided
40 feedback. He talked about problems communicating with the Parks and Trails Board and
41 Confluence.

42 Mary Dolan, 540 Indian Mound Street Apt. 2C, had attended the Lake Effect
43 meetings, but was unable to attend the Parks and Trails meetings. She was concerned about
44 light and noise pollution disturbing the neighbors who lived near Klapprich Park.

1 Braden McDonald, 367 Park Street E, was opposed to platform tennis in Klapprich
2 Park. He said that it was a neighborhood park and the playground would need to be moved
3 to accommodate the building. Trees would need to be removed to relocate the playground.

4 Dale Carlson, 226 Minnetonka Avenue N, had been in Wayzata for over sixty years.
5 He thought the residents who were in favor of platform tennis lived away from the park
6 and would not be disturbed by it. He wanted more green space.

7 Peter Kinnefect, Business Address of 681 East Lake Street, said that he played
8 platform tennis four times per week and thought the game needed to be available to more
9 people. He commented that the lighting faced down and the game was not noisy. As a
10 thirty-year employee of the City, he thought platform tennis would fit perfectly.

11 Troy Espeseth, 128 Minnetonka Avenue N, commented that his home faced directly
12 toward the proposed location of platform tennis in Klapprich Park. He thought there was
13 already too much activity in the park. He was opposed to platform tennis in Klapprich
14 Park.

15 Ms. Pierson said the Chamber's role was to promote Wayzata. Wayzata was a very
16 seasonal town; however, Wayzata's businesses were not seasonal. She thought platform
17 tennis was a great sport and Klapprich Park was a wonderful location. She was supportive
18 of the overall plan.

19 Jeannie Gardner, 110 Minnetonka Avenue S, said she had moved the neighborhood
20 three years ago. She had moved there for the quiet and the green space. She was not
21 opposed to platform tennis, but was opposed to the location.

22 Cathy Carlson, 226 Minnetonka Avenue N, was opposed to platform tennis in
23 Klapprich Park.

24 Jane Cole, 181 Ridgeview Drive, said she thought this was about quality of life for
25 the resident's vs bringing in people to spend money in Wayzata. She hoped the Council
26 would consider quality of life above fun and games. She wanted to keep the natural beauty
27 in Wayzata.

28 Molly McDonald, 367 Park Street East, as a small business owner in Wayzata
29 agreed about business being important. She noted, however, that there was a difference
30 between commercial areas and neighborhoods.

31 Mayor Willcox said that platform tennis was a large part of the plan because the
32 plan started with platform tennis. The platform tennis was requested first and the Council
33 decided that it needed a context by which to evaluate this and all other proposals. The
34 Council needed to decide what to do with the plan.

35 Mrs. McCarthy thanked everyone involved for their hard work. She talked about
36 the City's limited space and density issues. She was concerned with protecting green
37 spaces. She also wanted to focus on fixing what the City had rather than adding to it. She
38 was in favor of accepting receipt of the plan or asking the Board to take the Council's
39 comments and adjust the plan based on concerns.

40 Mr. Plechash reiterated thanks for the amount of time, work, and effort that went
41 into the plan. He thought the plan was very good from a comprehensive nature and did not
42 want to focus on platform tennis. He noted the concept of platform tennis was not opposed,
43 only the location. Green space was very important to him. He supported accepting the
44 Master Plan, but removing platform tennis.

45 Mr. Buchanan echoed the Council's accolades for the work that went into the plan.
46 He wanted to focus more on Margaret Circle and thought the plans for Klapprich Park were

1 too ambitious. He was in favor of accepting the plan and asking the Board to take a second
2 look at the parts the Council was concerned with.

3 Mr. Koch thought the overall plan accomplished most everything that was asked.
4 He thought the park by park analysis was very good. He noted the lightning rod was
5 platform tennis in Klapprich Park. He wanted to keep platform tennis in the Master Plan,
6 but remove it from Klapprich Park. He thought a compromise could be found.

7 Mayor Willcox respected the other Council Member's opinions and thought they
8 were spot on. He had some overarching concerns. He also noted how busy the City was
9 with road construction and the Lake Effect. He was not in favor of moving forward with
10 the recommendations for a couple of years. Some of his concerns were cost, maintenance,
11 philosophy, complete streets, and adding too much to Klapprich Park. He noted that two
12 thirds of the park programming was being used by non-residents and thought platform
13 tennis would be the same. He said it was a thoughtful document, but it was a wish list. He
14 wanted to postpone any activity until after the Lake Effect. He asked if the Council should
15 remove any items from the Plan or accept it as is and let staff bring back recommended
16 changes.

17 Mr. Dahl thought there were two viable options. The Council could table the Plan
18 and direct staff to get more information such as maintenance and cost or the Council could
19 accept review of the Plan and then send it back to the Board with directions to explore
20 recommended changes. He thought the main themes from the Council were a new location
21 for platform tennis, less hardscape, Margaret Circle, and the true cost of maintenance and
22 operations.

23 Mrs. McCarthy was in favor of accepting receipt of the Plan and then having a
24 meeting with the Board to share the Council's priorities.

25 Mr. Plechash did not want to see the Council kick the Plan down the road. He said
26 the Plan was a valuable document for the City and agreed the Council should accept the
27 Plan and work with the Board on changes.

28 Mr. Koch thought the Plan was pretty close, but wanted to make sure it was done
29 right.

30 Mayor Willcox expressed concern that if the Council approved it then the Plan
31 would have the Council's blessing. His main concern was too much in Klapprich Park and
32 the maintenance and cost. He asked staff what the next step should be.

33 Mr. Aldrich said he was hearing loud and clear the platform tennis was the lightning
34 rod. He said they had looked at other sites, but not Public Works. The rest of Klapprich
35 could be adjusted.

36 Mayor Willcox asked if Public Works was a viable option. Mr. Kelly said all the
37 projects were concept form. Ten different sites had been considered, but not Public Works.
38 He said there would be some challenges, but it was a viable option.

39 Mayor Willcox wanted to give clear direction to the Parks and Trails Board.

40 Mr. Schelzel said that if the Council wanted a plan that would guide the City it
41 needed to be both accepted and approved. He recommended that the Council receive the
42 Plan and then direct the Board to work with staff on changes.

43 Mr. Dahl said he was pretty clear on the Council's general direction except
44 Klapprich.

1 Mayor Willcox polled the Council on each Member's specific changes to Klapprich
2 Park. Mr. Dahl said that he would convey direction to the Board and the Plan would come
3 back to Council for adoption.

4 Mr. Koch made a motion, seconded by Mr. Plechash, to accept receipt of the Parks
5 and Trails Master Plan and direct staff to resubmit to the Parks and Trails Board with the
6 directions provided by the Council. The motion carried 5/0.

7
8 **AGENDA ITEM 9. City Manager's Report and Discussion Items.**

9 **a. Upcoming Events/Announcements**

- 10 • Congratulations to the Wayzata Fire Department on its win at the annual Police vs.
11 Fire softball game
12 • Reminder to use www.navigatewayzata.org for all traffic and construction related
13 information and questions
14

15 **b. Staff Updates/Announcements**

16 Mr. Kelly said Wayzata Boulevard and Superior Boulevard would have lots happening
17 over the next four to five days including pouring curb, second layer of pavement, and final
18 layer of pavement.

19 Mrs. McCarthy asked if the project would be complete after the four to five days.
20 Mr. Kelly confirmed the road construction would be completed.

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

23 McCarthy asked how long permits were valid because Broadway Avenue was inactive and
24 looked bad. Mr. Dahl responded that construction could be paused, but not indefinitely.
25 He said that staff would follow up.

26
27 **AGENDA ITEM 10. Public Forum Continued (if necessary).**

28 There were no comments.

29
30 **AGENDA ITEM 11. Adjournment.**

31 Mrs. McCarthy made a motion, seconded by Mr. Plechash to adjourn. There being no
32 further business, Mayor Willcox adjourned the meeting at 9:48 p.m.

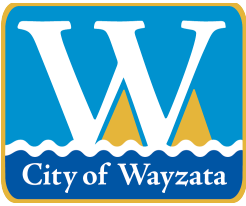
33
34 Respectfully submitted,

35
36
37
38 Kathy Leervig

39 City Clerk

40
41 Drafted by Sarah Peterson

42 *TimeSaver Off Site Secretarial, Inc.*



City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 7.b.
TITLE: Approval of Check Register	
PROPOSED MOTION: To Approve the Payment of Checks for May and June 2019	
PREPARED BY: Kathy Ovshak, Senior Accountant	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends approval of the payment of checks.

FINANCIAL OR BUDGET CONSIDERATION:

N/A

BACKGROUND:

N/A

ATTACHMENTS:

1. Check Register - May & June 2019

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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

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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		

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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

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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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May 2019

			Check Amt	Invoice	Comment
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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May 2019

			Check Amt	Invoice	Comment
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			

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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	11366149	PD UNIFORM
E 101-42100-217	Uniforms		\$7.99	11366474	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

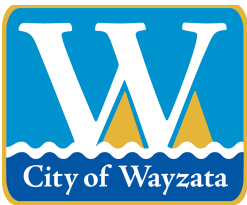
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E 640-48500-210	Operating Supplies (GENERAL)	\$142.87	3954274	KITCHEN SUPPLIES
E 640-48000-210	Operating Supplies (GENERAL)	\$44.92	3954274	BAR SUPPLIES
E 640-48000-342	Promotions - Food/Drinks	\$66.15	3954274	PROMO FOOD
E 640-48000-254	Soft Drinks/Mix 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		

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: July 2, 2019	AGENDA ITEM: 7.c.
TITLE: Approval of Municipal Licenses	
PROPOSED MOTION: To Approve the Municipal Licenses as Attached	
PREPARED BY: Sharon McGowan, 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).

07/02/2019

LIST OF MUNICIPAL LICENSES FOR CITY COUNCIL APPROVAL

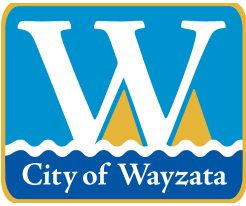
Recommended for approval, pending staff review for completeness of application materials

None

**THE FOLLOWING MUNICIPAL LICENSES
WERE APPROVED ADMINISTRATIVELY**

2019 Gas Fitter's License

Kabin Kare, Inc.	Princeton, MN
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City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 7.d.
TITLE: Approval of Professional Services Agreement with PVN for Stabilization Plan for Section Foreman House	
PROPOSED MOTION: To Approve the Professional Services Agreement with PVN	
PREPARED BY: Jeff Dahl, City Manager	
REVIEWED BY: N/A	

ACTION REQUESTED:

Staff recommends approval of the attached draft agreement.

FINANCIAL OR BUDGET CONSIDERATION:

Recently, the Council allocated \$35,000 in its Capital Improvement Plan to fund this plan as well as an additional \$25,000 to help with implementation.

BACKGROUND:

Momentum is building in order to ensure that the rehabilitation of the Section Foreman House, located at 738 Lake Street (along the BNSF railroad, in back of Starbucks on Lake Minnetonka), is a high priority that is coordinated with the rest of the Lake Effect Project.

In order to develop a plan for the historic building, the first step is to ensure that it can be preserved between now and when it is completely rehabbed. The attached proposal from respected historical preservation consultants, PVN, outline the following scope of services:

- Construction Documents for Stabilization (including updated conditions assessment and recommendation for stabilization); and
- Framework for Reuse.

The Lake Effect Conservancy, the Wayzata Historical Preservation Society, and the Heritage Preservation Board are actively engaged in this process and recommend the City move forward with this initial step.

ATTACHMENTS:

1. City of Wayzata Professional Services Contract - PVN for Section Foreman House (Draft 2019)
2. Revised PVN Scope and Fee Memo for Section House

**CITY OF WAYZATA
PROFESSIONAL SERVICES AGREEMENT**

THIS PROFESSIONAL SERVICES AGREEMENT (the “Agreement”) is made effective July, 2019 (“Effective Date”) by and between the City of Wayzata, Minnesota (the “City”) and PVN Holdings, Inc. dba PVN, a Minnesota corporation with offices at 575 Ninth St SE., Suite 215, Minneapolis, MN 55414 (“Contractor”) for the professional services and related deliverables described herein, and contains the terms and conditions applicable to all of Contractor’s services and associated deliverables for the City.

In consideration of the mutual promises and covenants contained in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which is acknowledged, the parties agree as follows:

I. SCOPE OF SERVICES AND DELIVERABLES

Contractor will provide the professional services and deliverables, which include preparing (i) a plan and construction documents for stabilization; (ii) a plan for reuse; and (iii) a project roadmap related to the “Wayzata Section House” (collectively, the “Services”) as described on pages 2 and 3 of the February 8, 2019 PVN Memorandum to Snow Kreilich attached hereto as Attachment A (the “Statement of Work”), according to the project team, project scope, services descriptions, deliverables, timeline, and other terms therein, and in accordance with best practices and industry standards.

II. PROJECT REPRESENTATIVES

- A. City’s main point of contact shall be the City Manager.
- B. Contractor’s main point of contact for the Services shall be Meghan Elliott.

III. COMPENSATION AND BILLING

The City agrees to pay the Contractor on an hourly basis, according to the Fee Schedule and Estimates on page 4 of the Statement of Work, which shall not exceed the estimates given on that page, and shall constitute full consideration and compensation for all Services to be provided and terms extended by the Contractor that are specified under this Agreement. Contractor will invoice the City upon completion of the Services provided in accordance with Agreement, and include with such invoices detailed descriptions of the Services provided by the Contractor to the City and any City-approved costs. City shall pay Contractor for all undisputed invoices within thirty (30) days of receipt of such invoices.

IV. CHANGE OF SCOPE OF SERVICES

City may request, and Contractor may suggest, changes or additions to the Services. In such event, City and Contractor will work together on the details of such changes (including any adjustments to Contractor’s compensation and the specifications, timeline and deliverables described in **Attachment A**), and if agreed upon in writing by both City and Contractor, such changes shall be an amendment to this Agreement.

V. INSURANCE

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, 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.

VI. 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.

VII. TERMINATION

This Agreement shall continue in effect until terminated by either party upon such party giving the other no less than 30 days prior written notice of termination. Termination of this Agreement for any reason shall not affect any provision of this Agreement that by its nature is intended to survive termination.

VIII. OTHER TERMS

A. Entire Agreement; Amendments. This Agreement and the attachments referenced herein represent the entire agreement between Contractor and City. Any terms in attachments which conflict with the main body of this Agreement shall be limited, controlled and superseded by the terms in the main body of this Agreement. 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:
PVN
575 Ninth St SE., Suite 215
Minneapolis, MN 55414
Attention: _____

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.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

CITY:

City of Wayzata, a Minnesota Municipal
corporation

By: _____
Kenneth Willcox, Mayor

By: _____
Jeffrey Dahl, City Manager

CONTRACTOR:

PVN Holdings, Inc. d/b/a PVN

By: _____
Meghan Elliott, Principal

**ATTACHMENT A
STATEMENT OF WORK**

February 8, 2019 PVN Memorandum to Snow Kreilich



MEMORANDUM

Date: February 8, 2019
To: Snow Kreilich
Attn: Trevor Bullen, trevor@snowkreilich.com
Regarding: Wayzata Section House: Revised Scope and Proposed Consulting Fees
738 Lake Street
Wayzata, Minnesota
Written By: Meghan Elliott, elliott@pvnworks.com, (612) 843-4140

The purpose of this memo is to update our previously proposed scope and fee based on our recent meeting with key project stakeholders on February 6, 2019. While we will still follow the process for reuse that was described in our memo of November 29, 2018, the meeting provided more specificity around key stakeholder priorities. Our proposed Scope of Services is now categorized and prioritized based on the meeting discussion. We look forward to initiating this reuse project with you.

I heard the following commitments and priorities at the meeting, which are incorporated into our revised proposed Scope of Services:

- All parties present at the meeting agreed that the building should be reused in a manner that is compatible with the historic significance and integrity of the existing house.
- Key project stakeholders include the City, Lake Effect Conservancy, Heritage Preservation Board, Wayzata Historical Society, and potential donors.
- Immediate stabilization is required to prevent further deterioration and initiate future reuse; the building must be stabilized for a period of 3-5 years to allow time for effective reuse planning and implementation.
- An understanding of physical parameters and potential for reuse is needed in order to inform the future use, communicate with funders, develop project budgets, and illustrate potential benefits to the broader community.
- It is critical to develop an organized plan for removing barriers, making decisions, securing funding, and taking effective action to move the reuse project forward.

Proposed Scope of Services for Reuse Initiation

Our proposed Scope of Services for this immediate and first phase includes:

Scope Item 1: Construction Documents for Stabilization. The purpose of this scope item is to plan for and prepare the documentation required to physically stabilize the building for a timeframe of 3-5 years.

- a) **Updated Conditions Assessment.** The previous conditions assessment and recommendations do not reflect the current site conditions. The exposure of the building to extreme weather, adjacent site elements like the lake and railroad, and, unfortunately, vandalism have accelerated the deterioration of the building. The Conditions Assessment can also be used to communicate project urgency to stakeholders and donors.
- b) **Recommendations for Stabilization.** Our recommendations will leverage the previous 2015 work, but be focused on stabilization requirements for a 3-5 year timeframe. Our recommendations will follow best practices for historic properties, and be prioritized. We anticipate one meeting with key project stakeholders to review the recommendations.
- c) **Design Development (DD) Documents for Stabilization.** We will provide drawings and narrative text for the purposes of cost estimating.
- d) **Cost Estimating.** We propose to engage a project subconsultant to provide cost estimates for the stabilization work based on local market conditions, our recommendations, and estimated quantities. Then, we will coordinate with key project stakeholders to confirm the extent of and budget for stabilization.
- e) **Construction Documents.** We will produce drawings and specifications (if any) for stabilization based on the outcome of the above items.
- f) **Construction Administration.** Typical construction administration activities include limited construction meeting attendance, response to contractor requests for information, and limited on-site observation of work.

Scope Item 2: PVN Framework™ for Reuse. The purpose of this scope item is to provide a clear framework for design solutions that are compatible with the physical capacity, historic significance and integrity, regulatory requirements, and best practices for preservation. The assessment identifies existing historic spatial relationships, character-defining features and materials, and discusses potential exterior alterations and new construction. Specific recommendations and resources for preservation-related design treatments are also provided. The illustrated report includes:

- A concise summary of the historic significance and community stories that are embodied in the physical fabric of the structure
- A chronology of the building use and changes as it relates to physical materials and historic integrity
- An inventory of historic spatial relationships, features, and materials
- A design framework for treatment of character-defining relationships, features, and materials
- Specific recommendations for design solutions that will meet national preservation standards and guidelines
- A description of the potential preservation regulatory requirements of local, state, and federal reviewing agencies for the project

Scope Item 3: Project Roadmap. At our meeting we discussed several categories of challenges and planning needs around the reuse of the building. The purpose of this document will be to develop a plan that can be used to organize project efforts, develop a reuse timeline, and create consistent messaging around the reuse. Key areas for planning include:

- Ownership, operation, and future stewardship of the building
- Reuse project funding, both public and private
- Potential project timeline
- Budget development
- Historic Designation

The intent of the document is to inform project planning and timing, and to provide an organized and efficient framework for future decision making. The document will provide the roadmap for a process, but not the specific project solutions. We anticipate three to four meetings with key project stakeholders to develop this Project Roadmap.

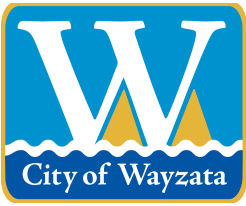
Fees

Our estimate of fees is based on typical hourly effort and billing rates.

Scope Item 1: Construction Documents for Stabilization	Estimated Fees
a) Updated Conditions Assessment	\$5,000
b) Recommendations for Stabilization	\$3,500
c) DD Documents for Stabilization	\$4,500
d) Cost Estimating*	\$3,500
e) Construction Documents	\$4,800
f) Construction Administration	\$4,000
Total for Scope Item 1	\$25,300
Scope Item 2: Reuse Framework	
PVN Framework™ for Reuse	\$7,500
Scope Item 3: Project Roadmap	
Project Roadmap	\$6,500

* *By others*

If you find this proposal acceptable, then we can provide a letter of agreement for your review and execution. I am happy to answer any questions, and can be reached at the contact information above.



City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 7.e.
TITLE: Adoption of Second Reading of Ordinance 788 Proposing Refinancing of Housing Revenue Bonds for Wayzata Bay Senior Housing, Inc	
PROPOSED MOTION: To Adopt the Second Reading of Ordinance 788 Authorizing the Issuance of Revenue Bonds	
PREPARED BY: Kathy Leervig, City Clerk	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends adoption of the attached draft ordinance.

FINANCIAL OR BUDGET CONSIDERATION:

Staff has agreed with Wayzata Bay Senior Housing, Inc. on an administrative fee that will be paid to the City for the amount of \$50,000. In addition, the Borrower will be required to pay all direct and indirect expenses of the City and indemnify and hold the City harmless against any liability related to the issuance of the Bonds. The Bonds will be payable solely from revenues of the Borrower and the Facilities, and the City will have no obligation to apply City funds or levy ad valorem taxes to pay the Bonds.

The issuance by the City of revenue bonds of this type should not affect the credit rating of the City, and the Bonds will not count against the City's debt limit. The issuance of the Bonds will also not interfere with the "bank qualified" status of the City's General Obligation Improvement Bonds, Series 2019A, since the Bonds are excluded from the \$10 million limitation up to a principal amount of \$75,260,000 (the outstanding amount of the Refunded Bonds) and any amount of the Bond issue in excess of such amount will not exceed the remaining amount of the City's 2019 bank qualified capacity (\$10 million less the approximately \$2.1 million 2019A issue). The City has indicated that it does not plan to issue further governmental debt in 2019, and following issuance of the Bonds, would be limited in its ability to issue new money governmental debt in 2019.

BACKGROUND:

The City has received a request from Wayzata Bay Senior Housing, Inc., an affiliate of Presbyterian Homes and Services, that the City issue tax-exempt bonds (the "Bonds") in an aggregate principal amount not to exceed \$77,000,000 to refinance the City's Senior Housing Revenue Bonds (Folkestone Senior Living Community), Series 2012A (the "Refunded Bonds").

The first reading was adopted at the last meeting along with a resolution calling for a public hearing. Jennifer Hanson, the City's Bond Counsel from Dorsey Whitney will be in attendance to answer any questions. The next step on July 16 will include holding a public hearing to consider final approval of the refunding bond issuance and documentation.

ATTACHMENTS:

1. Ordinance 788

ORDINANCE NO. 788

AN ORDINANCE AUTHORIZING THE ISSUANCE OF REVENUE OBLIGATIONS

THE CITY OF WAYZATA ORDAINS:

Section 1. Revenue Bonds.

By authority of Minnesota Statutes, Chapters 462A, 462C and 475 and Section 45 of the Revised City Charter (the "City Charter") of the City of Wayzata (the "City"), the City may issue revenue obligations (the "Bonds") without an election to finance the refunding in full of its outstanding Senior Housing Revenue Bonds (Folkestone Senior Living Community), Series 2012A (the "Refunded Bonds") to provide refinancing for a multifamily housing development located at 100 Promenade Ave. in the City (the "Facilities"); (b) capitalized interest with respect to the Bonds, if any; (c) one or more reserve funds with respect to the Bonds; and (d) costs of issuance of the Bonds. Pursuant to such authority, it is hereby determined to be necessary and desirable for the City to issue, on behalf of Wayzata Bay Senior Housing, Inc. (the "Borrower"), the Bonds, in one or more series and payable solely from amounts received from or on behalf of the Borrower, without an election, for the purpose of refinancing the Facilities. The maximum amount of the Bonds is \$77,000,000.

Section 2. Further Terms and Provisions of Bonds Herein Authorized.

The further terms and provisions of the Bonds, including the form and details thereof, shall be fixed and established by further resolution of the City Council.

Section 3. Effective Date.

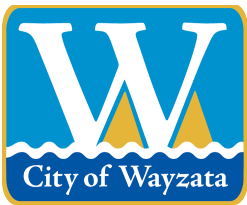
This ordinance shall be effective upon its passage by this Council by a 4/5 vote, after its second reading, and its publication in accordance with Sections 23 and 24 of the City Charter.

Adopted by the Wayzata City Council this ___ day of July, 2019

Mayor Ken Willcox

Attest: _____
City Manager Jeffrey Dahl

First Reading: June 18, 2019
Second Reading: July 2, 2019
Publication: July 11, 2019
Effective Date: July 11, 2019



City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 7.f.
TITLE: Adoption of Second Reading of Ordinance 789 Amending Chapter 603 of the City Code Pertaining to Food Establishments	
PROPOSED MOTION: To Adopt the Second Reading of Ordinance 789 Amending Chapter 603 of the City Code Pertaining to Food Establishments	
PREPARED BY: Kathy Leervig, City Clerk	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends adoption of the second reading of Ordinance 789 Amending Chapter 603 of the City Code Pertaining to Food Establishments.

FINANCIAL OR BUDGET CONSIDERATION:

N/A

BACKGROUND:

State law allows local health authorities to perform certain food inspections that would otherwise be performed by the Minnesota Department of Health (MDH), pursuant to delegation agreements. The City has a delegation agreement with MDH (for food establishments). This agreement requires the City to enforce the Minnesota Food Code and other relevant statutes and regulations. The city may not have regulations that conflict with state law with respect to matters governed by the delegation agreements.

In cooperation with MDH, the City environmental health division has reviewed City Code provisions related to inspection of food establishments, to ensure that the code complies with the delegation agreement requirements. The agency recommends the minor changes to the City Code as attached. In general, the revisions incorporate relevant state statutes and regulations by reference and delete City Code provisions that are redundant to or more restrictive than state law.

At the June 18 council meeting, there was some concern for striking the paragraph regarding Postings from the proposed ordinance. The reasoning for the deletion is as follows:

- Very outdated language — the results of the health inspection have never been posted at the restaurant but emailed to the manager or person in charge of the restaurant;
- The inspection report is maintained according to the MCFOA Retention Policy, which is 6 years after expiration, rather than permanent; and
- The state reviewed and agreed that all of the proposed changes were acceptable in regards to Food Code.

ATTACHMENTS:

1. Ordinance 789

CITY OF WAYZATA
HENNEPIN COUNTY, MINNESOTA
ORDINANCE NO. 789

**AN ORDINANCE AMENDING CHAPTER 603 (FOOD ESTABLISHMENTS)
OF THE WAYZATA CITY CODE**

THE CITY OF WAYZATA ORDAINS:

Section 1. Amendment. Chapter 603 of the Wayzata City Code (FOOD ESTABLISHMENTS) is hereby amended to read in its entirety as follows (~~struck~~ text deleted; underlined text added):

CHAPTER 603 - FOOD ESTABLISHMENTS

603.01 - Definitions.

- A. **“Adulterated Food”** shall mean any food which consists in whole or in part of any filthy, putrid, decayed or decomposed substance; which consists in whole or in part of the product of a deceased animal which has died by accident, disease or other than by slaughter; which is contained in an immediate package composed of any poisonous or deleterious substance which may render the contents injurious to health; or which bears or contains any poisonous or deleterious substance which may be injurious to health, provided that if a safe tolerance or standard has been established by lawful regulation for said substance such food shall not be considered adulterated food if said substance is not in excess of the tolerance or standard.
- B. **“Approved”** shall mean acceptable to the Health Authority in conformance with appropriate standards and good public health practice.
- C. **“Bakery Food Vehicle”** shall mean any food vehicle used to transport bakery goods about the streets of the City for the purpose of selling the goods from door to door.
- D. **“Clean”** shall mean free from physical, chemical and microbial substance discernible by ordinary sight or touch, ultra-violet light, artificial light and the safranin-O dye test, and free from insects, vermin and debris.
- E. **“Employee”** shall mean any person who renders a personal service, with or without compensation, within a food establishment.
- F. **“Food”** shall mean any raw, cooked or processed substance, beverage or ingredient used or intended for use in whole or in part for human consumption. The term “food” shall further include, but not be limited to, ice and water.
- G. **“Food Contact Surface”** shall mean any surface of equipment or utensils with which food normally comes into contact, any surface with which food may come into contact, except by spill, and any surface which drains back onto a surface in contact with food.
- H. **“Food Establishment”** shall mean any building, room, stand, enclosure, vehicle, space, area or other place wherein food is stored, prepared, manufactured, processed, wrapped, canned, packed, bottled, transported, distributed, sold or offered for sale or served in any way with or without charge, except for private homes.
- I. **“Food Vehicle”** shall mean any food establishment consisting of a mobile vehicle which hauls any food for the purpose of delivery or sale, including vehicles used for catering purposes.
- J. **“Health Authority”** shall mean the Health Officer of the City, the City Sanitarian, and any duly authorized representative of either of said officials.
- K. **“Home Prepared Food”** shall mean any food which has been processed or prepared in a private home not licensed under this Code.

- L. **“Special Event Food Stand”** shall mean a food establishment operating for a period of no more than ten total days in any calendar year, including but not limited to a fair, carnival, circus, church supper or public exhibition.
- M. **“Misbranding”** shall mean the use of any written, printed or graphic matter upon or accompanying products or containers of food which violates any applicable local, state or federal labeling requirements.
- N. **“Perishable Food”** shall mean food such as apples, bananas, oranges, grapefruit, lettuce, carrots, beans, radishes, onions, potatoes and similar foods which will decompose in the absence of refrigeration. The enumeration herein of specific items shall be for purposes of illustration only and it shall not be deemed to be a limitation upon the meaning of the term so illustrated.
- O. **“Person”** shall mean any individual, firm, partnership, corporation, trustee or association, and with respect to acts prohibited or required herein it shall include employees and licensees.
- P. **“Pre-Packaged Food”** shall mean clean, unadulterated, wholesome food packaged in a substantial, clean container or wrapper.
- Q. **“Readily Perishable Food”** shall mean any perishable food consisting in whole or in part of milk, milk products, eggs, meat, fish, poultry or any other food capable of supporting rapid and progressive growth of micro-organisms which can cause food infection or food intoxication.
- R. **“Safe Water”** shall mean water which is not adulterated and which is free from pathogens and coliform organisms.
- S. **“Single-Service Utensils”** shall mean all utensils which are meant to be used only once and then discarded.
- T. **“Smooth”** shall mean having an even surface free of cracks, chips, open seams, rust, corrosion, breaks, pits, checks and ridges. In addition, with reference to equipment and utensil surfaces, “smooth” shall mean a surface which in the case of stainless steel, nickel alloy or other corrosion-resistant metal has at least a No. 4 mill finish, which in the case of cast and forged steel and cast nickel alloy has a roughness not exceeding American Standard No. 125, and which in the case of other non-corrosion-resistant alloys is at least as smooth as commercial grade rolled steel and is free of loose scale.
- U. **“Utensil”** shall mean any kitchenware, tableware, dishes, glassware, cutlery, pots, pans, containers, implements or other equipment with which food comes into contact during storage, cooking, preparation, display or serving.
- V. **“Wholesome”** shall mean sound, healthful, clean, unadulterated, and in all ways fit for human consumption.

(1-1-09 Code; Ord. 701 [11-10-2009])

603.02 - Food Code.

- A. **Food Code Adopted.** The City herein adopts and incorporates by reference the Food Code adopted by the Minnesota Department of Health and set forth in ~~Minn. Rules Ch. 4626, as amended~~ Minn. Statutes 157, and Rules Ch. 4626, as amended, except 157.16, Subd.2(a) and 4626.0033 subparts G through O. ~~A copy of the regulations, together with any applicable amendments, shall be marked “Wayzata – Official Copy” and shall be kept on file in the office of the City Clerk and open to inspection and use by the public.~~
- B. **Permit Required.** A permit is required to install, modify or replace food and beverage equipment regulated in the Food Code except vending machines. Payment of fees specified in the fee schedule must be paid before the permit is issued.

603.03 - ~~Inspection of Food Establishments; State Statutes Adopted. Intentionally Omitted.~~

~~The Health Authority shall inspect every food establishment within the City as frequently as is deemed necessary to ensure compliance with Minn. Stats. § 157.20 (which the City~~

hereby adopts and incorporates by reference) and other provisions of this Chapter. (1-1-09 Code; Ord. 701 [11-10-2009])

603.04 - Inspection Procedures.

- ~~A.~~ **Posting.** Each inspection report shall be posted by the Health Authority upon an inside wall of the food establishment, not in a public area, and said report shall not be defaced or removed by any person except the Health Authority. The posting of an inspection report in this manner shall constitute service of an official notification of the inspection. The Health Authority may, in lieu of posting the report, deliver it to a licensee or his authorized agent. A second copy of the report shall be maintained in the permanent records of the City.
- ~~BA.~~ **Access to Premises and Records.** Upon request of the Health Authority, any person operating a food establishment shall permit the Authority access to all parts of the establishment at any reasonable time for the purpose of inspection, and he shall exhibit and allow the copying of any records necessary to ascertain food sources.
- ~~CB.~~ **Removal and Correction of Violations.** All licensees, owners and operators of food establishments having a report posted in said establishment giving notification of one or more violations of this Chapter shall correct or remove each such violation in a reasonable length of time, as determined by the Health Authority. The length of time allowed for the correction or removal of each such violation shall be noted in the inspection report. The failure to remove or correct each such violation within the time period allowed in the inspection report shall constitute a separate violation of this Chapter.
- C. **Self-Inspection Program.** A food establishment licensee must prepare and implement a program of periodic self-inspection to ensure that food safety policies and procedures are followed. Documentation of the self-inspection program must be available for review by the health authority. The health authority may require revisions to the program.

603.05 - Interference with the Health Authority.

No person shall interfere with or hinder the Health Authority in the performance of his duties under this Chapter.

603.06 - Embargo, Examination, Condemnation and Tagging.

Samples of food may be embargoed and examined by the Health Authority as often as may be necessary for the detection of unwholesomeness or adulteration. Equipment and utensils which do not meet the requirements of this Chapter may be embargoed, provided that such equipment and utensils shall be released from the embargo if they are altered to conform herewith. The Health Authority may condemn and forbid the sale of, or cause to be removed or destroyed, any food which is unwholesome or adulterated, unfit for human consumption, or otherwise prohibited by this Chapter or state or federal law. The Health Authority may condemn and cause to be removed any equipment, clothing or utensils found in any food establishment, the use of which would not comply with this Chapter or which are being used in violation of this Chapter. The Health Authority also may condemn and cause to be removed any equipment, clothing or utensils which by reason of dirt, filth, extraneous matter, insects, corrosion, open seams or chipped or cracked surfaces is unfit for use. The Health Authority may place a tag to indicate an embargo or condemnation upon any such food, equipment, utensils or clothing. No person shall remove such a tag, except under the direction of the Health Authority.

603.07 - Transport or Sale of Unhealthful Food.

No person shall transport within or into the City, sell or offer for sale, or hold in attempt to sell any food which is not wholesome or which is adulterated.

603.08 - Enforcement Procedures.

The Health Authority shall have the following authority within the City to enforce the provisions of this Chapter:

- A. **Construction Plan Review.** All persons who hereafter construct, extensively remodel or convert buildings or facilities for use as food establishments shall conform and comply in their construction, erection or alteration with the requirements of this Chapter. Plans and specifications for the construction, remodeling or alteration shall show the layout, arrangement, plumbing and construction materials of work areas and the location, size and type of equipment and facilities proposed, and they shall be filed for review with the Health Authority. The City shall not issue a Building Permit for any such construction, remodeling or alteration until said plans and specifications have the approval of the Health Authority.
- B. **Revocation of License.** The license of any food establishment licensed under this Code may be revoked in the manner provided herein for repeated or uncorrected violations of this Chapter.
- C. **Temporary Suspension of License.** The Health Authority, with the approval of the City Council, shall immediately suspend the license of any food establishment for the violation of any terms of this Chapter if such violations constitute an imminent public health hazard. Upon notification by the Health Authority of a temporary suspension of license, ~~by the posting of his report at the time of an inspection,~~ the licensee shall forthwith cease operation. The licensee may appeal a temporary suspension in writing to the City Council. Upon notification in writing by the licensee to the Health Authority that all violations have been corrected for which the temporary suspension was invoked, the Health Authority shall re-inspect the food establishment within a reasonable length of time. If all violations constituting the grounds for the temporary suspension have been corrected, the Health Authority shall forthwith terminate the suspension. The Health Authority and the City Council shall not suspend a license if the violation or violations which constitute an imminent public health hazard can be eliminated or removed by embargo or condemnation as provided in this Chapter.

(1-1-09 Code; Ord. 701 [11-10-2009])

Section 3. Effective Date.

3.1 This Ordinance will become effective upon passage and publication.

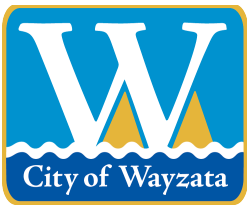
Adopted by the City Council this ____ day of _____, 2019.

Ken Willcox
Mayor

ATTEST:

Jeffrey Dahl
City Manager

First Reading:
Second Reading:
Publication:



City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 7.g.
TITLE: Approval of Resolution No. 25-2019 Approving an Extension of Zoning Approvals at 235 and 239 Lake Street East	
PROPOSED MOTION: Staff recommends approval of Resolution No. 25-2019 granting a one year extension of the PUD, variance and conditional use permit.	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends approval of Resolution No. 25-2019.

FINANCIAL OR BUDGET CONSIDERATION:

N/A

BACKGROUND:

On October 2, 2018 and October 16, 2018, the City Council approved a PUD, variance and conditional use permit for 235 and 239 Lake Street East. The development application includes removal of the existing building and construction of a new building on the lots. The Council approval included the following:

- PUD General Plan;
- Deviation from the Design Standards pertaining to Exterior Building Materials;
- Building Height Variance from 35 feet to 39.7 feet;
- Shoreland Impact Plan/Conditional Use Permit for a Building Height of 39.7 feet; and
- Rezoning of the Properties to PUD

The City's zoning ordinance states that substantial construction of a project for which a PUD, variance or conditional use permit is approved must begin within 12 months of the City Council approval. The City Council may approve an extension prior to the expiration of the 12 month period. An applicant must state the facts of the request, showing a good faith attempt to utilize the permit, and the additional time being requested to begin the proposed construction.

The applicant, Melvin's 235, LLC has stated that the delay in proceeding with the project is a result of market potential tenants and getting them to sign leases. The applicant states that they are currently working with several potential tenants and once those lease are sign, they will be ready to proceed with the next phases of development.

In reviewing the extension request, staff has reviewed whether or not there have been any changes to the City Code that would impact the original project approval. Since the 2018 approval, there have not been any amendments to the City's zoning ordinance that impact the project, and there are no amendments in the City Council's strategic plan that could impact the variances and conditional use permit granted to the project.

ATTACHMENTS:

1. Melvins 235 LLC Request for Approval Extension
2. Resolution 25-2019

June 26, 2019

Mr. Eric Zweber
Community Development Director
City of Wayzata
600 Rice Street East
Wayzata, MN. 55391

Re: Melvin's 235, LLC
235/239 Lake Street
Wayzata, MN

Dear Eric:

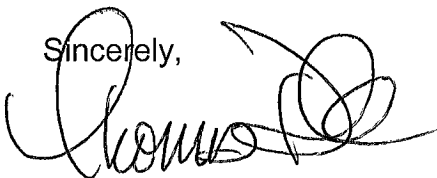
The City of Wayzata City Council approved the Planned Unit Development (PUD) for Melvin's 235, LLC for the 235/239 Lake Street property on October 2, 2018. We are requesting a twelve-month extension of this Planned Unit Development approval which if approved would extend the approval period until October 1, 2020.

We are currently working with several potential building tenants. Once we sign leases with the potential tenants, we will be able to start the process to be ready to start the construction of the office building. The process to be ready to start the construction of the office building in our estimation will take up to four months and will include completing full architectural, structural, mechanical, electrical, civil and landscape plans. It also anticipates the final steps of City approvals including final plat, development agreements, TIF agreements and land donation. Four months from the date of this letter places us at the end of October 2019, therefore we are going to need an extension on our land use approvals.

Eric, please contact me or Pat Hughes with any questions regarding this extension request.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thomas Dillon', with a large, stylized flourish at the end.

Thomas Dillon, Project Manager
Melvin's 235 Lake

CC: Mr. Pat Hughes, Melvin's 235, LLC
Mr. Jeff Dahl, City of Wayzata
Mr. Nick Keiser, City of Wayzata

CITY OF WAYZATA

DRAFT RESOLUTION NO. 25-2019

**RESOLUTION APPROVING AN EXTENSION OF ZONING APPROVALS AT 235
AND 239 LAKE ST E**

WHEREAS, the City Council adopted Resolution No. 53-2018 on October 2, 2018 and Ordinance No. 785 on October 16, 2018, which included the following zoning approvals at 235 and 239 Lake St E:

- PUD General Plan
- Deviation from the Design Standards pertaining to Exterior Building Materials
- Building Height Variance from 35 feet to 39.7 feet
- Shoreland Impact Plan/Conditional Use Permit for a Building Height of 39.7 feet
- Rezoning of the Properties to PUD

WHEREAS, City Code Section 904.06 Subd. A states that the conditional use permit shall become null and void twelve (12) months after the date of approval, unless the property owner or applicant has substantially started the construction of any building, structure, addition or alteration, or use requested as part of the conditional use; and

WHEREAS, City Code Section 904.06 Subd. A states that the property owner or applicant shall have the right to submit an application for time extension; and

WHEREAS, City Code Section 904.06 Subd. B states that an application to extend the approval of a conditional use permit shall state the facts of the request, showing a good faith attempt to utilize the permit, and it shall state the additional time being requested to begin the proposed construction; and

WHEREAS, City Code Section 904.06 Subd. C states that in making its determination on whether an applicant has made a good faith attempt to utilize the conditional use permit, the City Council shall consider such factors as the type, design, and size of the proposed construction, any applicable restrictions on financing, or special and/or unique circumstances beyond the control of the applicant which have caused the delay; and

WHEREAS, City Code Section 905.03 Subd. A states that a variance shall become null and void twelve (12) months after the date of approval, unless the property owner or applicant has substantially started the construction of any building, structure, addition or alteration, or use requested as part of the variance; and

WHEREAS, City Code Section 905.03 Subd. A states that the property owner or applicant shall have the right to submit an application for time extension; and

WHEREAS, City Code Section 905.03 Subd. B states that an application to extend the approval of a variance shall state the facts of the request, showing a good faith attempt to utilize the permit, and it shall state the additional time being requested to begin the proposed construction; and

WHEREAS, City Code Section 905.03 Subd. C states that in making its determination on whether an applicant has made a good faith attempt to utilize the variance, the City Council shall consider such factors as the type, design and size of the proposed construction, any applicable restrictions on financing, or special and/or unique circumstances beyond the control of the applicant which have caused the delay; and

WHEREAS, City Code Section 933.10 Subd. D states that a PUD shall become null and void twelve (12) months after the date of approval, unless the property owner or applicant has substantially started the construction of any building, structure, addition or alteration, or use requested as part of the variance; and

WHEREAS, City Code Section 933.10 Subd. D states that the property owner or applicant shall have the right to submit an application for time extension; and

WHEREAS, City Code Section 933.10 Subd. D states that an application to extend the approval of a PUD shall state the facts of the request, showing a good faith attempt to utilize the permit, and it shall state the additional time being requested to begin the proposed construction; and

WHEREAS, City Code Section 933.10 Subd. D states that in making its determination on whether an applicant has made a good faith attempt to utilize the variance, the City Council shall consider such factors as the type, design and size of the proposed construction, any applicable restrictions on financing, or special and/or unique circumstances beyond the control of the applicant which have caused the delay; and

WHEREAS, the City Council adopted Resolution No. 53-2018 on October 2, 2018 and Ordinance No. 785 on October 16, 2018 which granted a one year extension of the PUD, variances and conditional use permits until October 2, 2020; and

WHEREAS, Thomas Dillon has submitted an application on behalf of himself and Pat Hughes for Melvin's 235, LLC stating that they are currently negotiating leases with potential tenants and will not begin construction before some tenants

have signed leases, and therefore is requesting an additional one year extension of the zoning approvals;

THEREFORE, BE IT RESOLVED, that the Wayzata City Council finds that the applicant has made a good faith attempt to utilize the variances and conditional use permits, and approves an additional one year extension of the variances and conditional use permits approved by City Council Resolution 53-2018 and Ordinance No. 785, attached as Exhibit A, until October 2, 2020.

Adopted by the Wayzata City Council this 2nd day of July, 2019.

Mayor Kenneth Willcox

ATTEST:

City Manager Jeffrey Dahl

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 Resolution No. 25-2019 adopted by the City Council of the City of Wayzata, Minnesota, at a duly authorized meeting held on July 2, 2019.

Kathy Leervig, City Clerk

SEAL

DRAFT

EXHIBIT A

City Council Resolution 53-2018

DRAFT

RESOLUTION NO. 53-2018

RESOLUTION APPROVING PUD GENERAL PLAN, DESIGN, HEIGHT VARIANCE AND SHORELAND IMPACT PLAN/CONDITIONAL USE PERMIT AT 235 AND 239 LAKE ST E

WHEREAS, Pat Hughes and Tom Dillon, and the property owner, Melvin's 235, LLC, (the "Applicant") have submitted a development application (the "Application") for the second stage of land use approvals to redevelop the properties located at 235 and 239 Lake Street East (collectively, the "Property" and legally described on Attachment A hereto), involving the demolition of the existing office building on the Property and the construction of a new, three story, 37,821 square foot office building with public parking to the rear of the building (the "Project"); and

WHEREAS, the Wayzata Planning Commission, pursuant to the Zoning Ordinance, has held a public hearing on the Application, made findings of fact on each of the land use requests in the Application, and delivered a Report and Recommendation to the City Council, attached to this Resolution as Attachment B (the "PC Report");

NOW THEREFORE, BE IT RESOLVED by the City Council of Wayzata, Minnesota as follows:

A. Based on the Application materials, additional materials submitted by the Applicant, staff reports, public comment and information presented at the public hearing, the standards of the Wayzata Zoning Ordinance, and the PC Report, all of which are incorporated by reference in this Resolution, the City Council of the City of Wayzata hereby confirms and memorializes that the Application meets the applicable requirements of Wayzata's Zoning Ordinance.

B. Based on the foregoing, the following requests in the Application are **HEREBY APPROVED**, subject to the conditions listed in Section C of this Resolution:

1. PUD General Plan of Development (the "PUD" or "PUD General Plan"), which includes a three story, 37,821 square foot office building with one level of underground parking, generally consistent with the approved PUD Concept Plan of development for the Project, except for the following modifications: (1) the access drive has been moved from the west side of the building to the east, between 235 and 253 Lake Street East; (2) the building has been increased in size from 35,181 to 37,821 square feet; and (3) addition of a lower level parking garage that would include 29 enclosed parking stalls, and would increase the height of the building above the applicable 35-foot height limit, all as set forth in the renderings, diagrams and plans identified in the PC Report.

2. Design of the Project (the "Design"), including a deviation from the Design Standards that pertains to exterior building materials, all as detailed in the Design Critique.
3. Variance from the maximum 35 foot, 3 story building height permitted in the PUD Zoning District to allow for the proposed building with a height up to 39.7 feet (the "Height Variance").
4. A Shoreland Impact Plan/Conditional Use Permit for a building in excess of 35 feet in the S/Shoreland District to allow for the proposed building with a height up to 39.7 feet (the "Height CUP").

C. The approvals listed in Section B of this Resolution are subject to and conditioned upon the following:

1. The Applicant must secure all necessary building permits for construction, and follow all laws and regulations applicable to the Project, including building codes and land use regulations.
2. The Applicant must build and complete the Project in conformance in all material respects with the plans depicted in the Application, included as Attachment A to the Planning Report and Recommendation.
3. Before the City issues a building permit for the Project, the final civil engineering plans, including Site Plan, Grading and Drainage Plan, Utility Plan, Stormwater Management Plan, and SWPP must be reviewed and approved by the City Engineer.
4. Before the City issues a building permit for the Project, the final landscape plans must be reviewed and approved by the City Forester.
5. Before the City issues a building permit for the Project, the final lighting plans must be reviewed and approved by City staff. The exterior lighting must be coordinated with adjacent properties and must meet City specifications and requirements.
6. Before the City issues a building permit for the Project, the Applicant must submit a subdivision application to the City for review and approval by the City Council. The subdivision must

include a separate lot on the back of the property to be donated to the City for use in combination with adjacent property as public parking to serve the Project and provide additional public parking in the downtown area. The Final Plat must be recorded with the appropriate Hennepin County officials and the Applicant provide a recorded copy to the City.

7. The Applicant must enter into a Development Agreement with the City, with terms and in a form acceptable to the City Attorney, that incorporates the approvals and conditions of the City Council approval resolution, addresses all public improvements associated with the Project, addresses parking requirements for Project, terms for payment of park dedication fees, and in which the Applicant and any future Property owners agree to fully defend and indemnify the City for anything related to the Project and its relation to other properties within the West End TIF District, the Property and property-related rights, and in which any needed easements and/or property rights are granted or transferred to the City to allow for the construction, access and operation of a public parking lot and facility on the back of the Property to provide for additional public parking in the area, either entirely on the Property or in conjunction with other development or changes on adjacent properties.
8. The Applicant must (i) comply with all parking requirements for the Project, which may be met through a combination of on-site and offsite parking pursuant to the City's FILOP Policy or other agreement for use of off-site parking, and (ii) obtain any approval required by the Zoning Ordinance for shared or joint parking facilities.
9. All expenses of the City of Wayzata, including consultant, expert, legal, and planning fees incurred must be fully reimbursed by the Applicant.

Adopted by the Wayzata City Council this 2nd day of October, 2018.



Mayor Ken Willcox

ATTEST:



City Manager Jeffrey Dahl

ACTION ON THIS RESOLUTION:

Motion for adoption: Plechash

Seconded by: Koch

Voted in favor of: Koch, Plechash, Wilcox

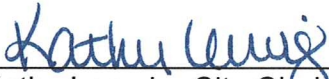
Voted against: Tyacke, McCarthy

Abstained:

Absent:

Resolution adopted.

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 October 2, 2018.



Kathy Leervig, City Clerk
SEAL

Attachment A
Legal Descriptions of Property

Attachment B

Planning Commission Report and Recommendation, dated September 5, 2018

EXHIBIT B

City Council Ordinance 785

DRAFT

CITY OF WAYZATA
HENNEPIN COUNTY, MINNESOTA

ORDINANCE NO. 785

**AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY
TO REZONE PROPERTY AT 235 AND 239 LAKE ST E TO
PUD PLANNED UNIT DEVELOPMENT DISTRICT**

THE CITY OF WAYZATA ORDAINS:

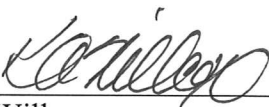
Section 1. Zoning Map Amendment

- 1.1. Rezoning. Based upon City Council Resolutions 13-2018 and 53-2018 (the “Resolutions”), the Official Zoning Map of the City of Wayzata is hereby amended to change the Zoning District designation of the Property, as defined in the Resolutions, to PUD Planned Unit Development District.

Section 2. Effective Date

- 2.1 This Ordinance will become effective upon passage and publication.

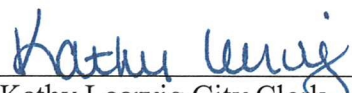
Adopted by the City Council this 16th day of October 2018.



Ken Willcox
Mayor

ATTEST:

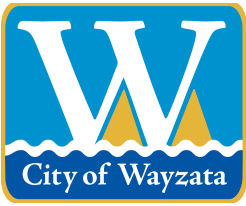
I hereby certify that the foregoing is a true and correct copy of an ordinance adopted by the City Council of the City of Wayzata, Minnesota, at duly authorized meetings held on October 2, 2018 and October 16, 2018.



Kathy Leervig City Clerk

SEAL

First Reading: October 2, 2018
Second Reading: October 16, 2018
Publication: October 25, 2018



City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 7.h.
TITLE: Authorize Purchase of Jetter/Vactor Truck in 2020	
PROPOSED MOTION: To Authorize Purchase of Jetter/Vactor Truck in 2020 for Public Works Department	
PREPARED BY: Mike Kelly, City Engineer/Director of Public Works	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends authorization of the purchase.

FINANCIAL OR BUDGET CONSIDERATION:

The Jetter/Vactor is proposed to be funded from the Equipment Fund within the City's Capital Improvement Plan. The fund currently has \$456,800 budgeted for this purchase.

The chassis and vactor equipment have been quoted at \$130,762.54 and \$338,765, respectively. Additionally, the City has been offered \$33,042 as a trade in value for the existing equipment for a NET purchase price of \$436,485.54.

BACKGROUND:

The Public Works Department purchased the current Jetter/Vactor truck in 1997. Public Works staff feels that current equipment has nearly reached the end of its useful life, which is typically 15 years, and should be replaced.

The equipment is used several times a week, throughout the year, for the following activities: cleaning sanitary and storm sewer pipes, removing sediment from storm water structures, cleaning sanitary sewer lift stations, and potholing utilities. It is an integral piece of equipment for the maintenance of the city's infrastructure.

The equipment will be ordered upon approval and will be delivered in the Spring of 2020 upon completion of manufacture and assembly.

ATTACHMENTS:

1. Chassis Quote
2. Vactor Quote

Print Date & Time 6/20/2019 9:13

Tandem Axle Cab & Chassis

VENDOR NAME NUSS TRUCK & EQUIPMENT

YEAR, MAKE AND MODEL 2019 MACK AF GRANITE 64FR (T) TA

This section for use when ordering

WB	284	
CA	196"	
AF	106"	
Rear Ratio	4.19	
Cab Color w/wheel	SCHOOL BUS YELLOW (944-2647 741173)	
Color	ALUM	
Note	WAYZATA VAC TRUCK	
		CONTRACT # 124649
		Grand Total \$ 122,716.00
		6.5% Tax \$7,976.54
		Lic & File \$70.00
		TOTAL \$130,762.54

Spec #	Description	Qty	Price	Subtotal
1.0	Price for Base Unit:	1	\$ 86,875.00	\$ 86,875.00

2.0 FRAME OPTIONS

2.1	Front frame extension	1	\$ 886.00	\$ 886.00
2.4	Frame fastener option (bolt or huck spun)	1	STD	
2.26	DOUBLE FRAME - PARTIAL IC REINFORCEMENT			
2.47	DOUBLE FRAME - FULL IC REINFORCEMENT			
2.71	4,260,000 35.5 120,000 153 - 199 CA	1	\$ 2,501.00	\$ 2,501.00
2.73	TRIPLE FRAME - FULL IC REINFORCEMENT			
2.86	Extended swept back painted steel	1	STD	
2.91	Tectyl 185 GW pigmented compound between frame rails	1	\$ 110.00	\$ 110.00

3.0 FRONT AXLE/SUSPENSION/BRAKE/OPTION

3.1	Set forward front axle option	1	STD	
3.6	20,000 front axle and matching suspension - Mack FXL20	1	\$ 2,147.00	\$ 2,147.00
3.8	Heavy duty front axle shocks	1	STD	
3.13	Front brake dust shields	1	\$ 18.00	\$ 18.00
3.27	Haldex front slack adjusters - Need same slack adjuster on rear axle	1	STD	
3.29	Meritor front brakes ILO of Bendix - requires Meritor rear brakes	1	\$ 131.00	\$ 131.00

4.0 TANDEM REAR AXLE/SUSPENSION/BRAKE/OPTIONS

4.8	Driver activated differential lock on both front and rear axles	1	\$ 968.00	\$ 968.00
4.12	½ round universal joints	1	STD	
4.14	Rear Dust Shields	1	\$ 34.00	\$ 34.00
4.16	Meritor 18 MXL extended lube	1	\$ 31.00	\$ 31.00
4.28	Mack S462 46,000# cast ductile iron housing	1	\$ 1,800.00	\$ 1,800.00
4.44	Mack SS462 44,000# multileaf camelback suspension with anti sway	1	\$ 440.00	\$ 440.00
4.63	Haldex automatic rear slack adjustor	1	STD	
4.79	Meritor rear brakes - 16.5"7" Q+	1	\$ 115.00	\$ 115.00

5.0 Fifth Wheel options

6.0 TIRES/RIMS OPTIONS:

6.1	Nylon wafers or wheel guards on all wheels (10 ea.)	1	\$ 44.00	\$ 44.00
6.9	10,500 lb. 22.5 x 12.25 front steel rims, 425/65R 22.5 J front tires	1	\$ 669.00	\$ 669.00
6.10	11R 22.5 H rear tires	1	\$ 656.00	\$ 656.00

Spec #	Description	Qty	Price	Subtotal
6.29	Aluminum front wheel - 22.5 x 12.25	1	\$ 387.00	\$ 387.00
6.33	Aluminum rear wheels - 22.5 x 8.25	1	\$ 492.00	\$ 492.00

7.0 BRAKE SYSTEM OPTIONS:

7.1	Wabco System Saver 1200 E heated air dryer	1	STD	
7.28	MGM TR-T (Tamper Resistant brake chamber) reclock inlet ports for optimum ground clearance	1	\$ 68.00	\$ 68.00

8.0 ENGINE/EXHAUST AND FUEL TANKS OPTIONS:

(List Make & Model, H.P., torque of engine and exhaust and fuel tank options)

8.12	Mack MP8-425M 425HP@1500-1900 RPM (Peak) 21000 RPM Gov 1560 LB-FT Torque	1	\$ 2,247.00	\$ 2,247.00
8.15	Clear Back of Cab - DPF & SCR Frame Mounted , RH Side under Cab	1	\$ 114.00	\$ 114.00
8.19	No Muffler, Single (R/S) Vertical Exhaust Cab Mounted, Lower Ventura Diffuser, Turned End	1	\$ 318.00	\$ 318.00
8.22	Single (R/S) Vertical Straight Exhaust Stack Turned Out	1	STD	
8.30	Single, Bright finish heat shield & stack	1	\$ 65.00	\$ 65.00
8.66	72 Gallon LH Aluminum D-Shape 26" Dia. with Integral DEF Tank	1	\$ 171.00	\$ 171.00
8.96	Bright Finish Fuel Tank Straps - Single Tank	1	\$ 32.00	\$ 32.00

9.0 ENGINE RELATED OPTIONS:

9.11	Non-heated fuel/water separator, Mack w/manual drain valve (integral w/primary fuel filter)	1	STD	
9.12	Coolant spin on filter/conditioner	1	\$ 47.00	\$ 47.00
9.16	Viscous fan drive - Behr Electronically modulated	1	STD	
9.18	Curved exhaust pipe end	1	STD	
9.20	Engine block heater	1	\$ 65.00	\$ 65.00
9.24	Radiator bug screen	1	STD	
9.25	Engine brake system	1	\$ 604.00	\$ 604.00
9.27	Extended life anti-freeze	1	\$ 20.00	\$ 20.00
9.29	Starter motor options - Delco 39MT-MXT	1	STD	
9.41	Delco 36SI Alternator, 165A Amp Brushless	1	\$ 178.00	\$ 178.00
9.54	Electric preheater	1	\$ 53.00	\$ 53.00
9.61	PTO switch and light with wiring and piping	1	\$ 156.00	\$ 156.00

TRANSMISSION OPTIONS:

(After the first Six listed options, list manual and automatic transmission options. List make and model, # of speeds, type of shifting and whether or not transmission includes PTO gear(s) or not). Example: Allison 3000 HS, 5 speed, push button, no PTO.

10.5	Synthetic (TranSynd) lubrication for Automatic Transmission	1	\$ 301.00	\$ 301.00
10.15	Allison 4500-RDS 6 speed push button, PTO	1	\$ 13,776.00	\$ 13,776.00
10.50	Transmission oil cooler	1	STD	
10.54	Allison shift to neutral when park brake engaged	1	STD	
10.56	Stainless steel transmission coolant pipes	1	\$ 175.00	\$ 175.00
10.57	Allison fill tune and dip stick under hood	1	\$ 138.00	\$ 138.00

11.0 ELECTRICAL OPTIONS:

11.8	OEM daytime running lights	1	STD	
11.9	3000 CCA batteries in lieu of 1950CCA	1	\$ 66.00	\$ 66.00
11.23	Polished aluminum battery box cover	1	\$ 52.00	\$ 52.00

Spec #	Description	Qty	Price	Subtotal
11.29	Body Link w/o cab floor pass thru hole/rubber boot	1	STD	
11.36	Ecco back-up alarm 575 constant sound level	1	\$ 74.00	\$ 74.00

12.0 CAB EXTERIOR OPTIONS:

12.3	Dual rectangular air horns	1	\$ 72.00	\$ 72.00
12.7	Remote control for dual mirrors & heated - Bulldog stylized mirrors with integral convex mirror	1	\$ 474.00	\$ 474.00
12.13	Imron and clear coat paint option	1	STD	
12.15	Cab Air Ride Suspension	1	STD	
12.16	Tilting hood per Spec 12.8	1	STD	
12.17	Butterfly option on hood	1	\$ 413.00	\$ 413.00
12.21	Front fender extensions	1	\$ 105.00	\$ 105.00
12.22	Front fender mud flaps	1	STD	
12.28	Front tow hooks	1	STD	
12.29	Rear tow hooks	1	\$ 22.00	\$ 22.00
12.45	Bright finish hood intake	1	\$ 16.00	\$ 16.00
12.46	Bright finish bars with surround grille	1	\$ 240.00	\$ 240.00
12.49	Led type marker & clearance lights	1	\$ 75.00	\$ 75.00

13.0 CAB INTERIOR OPTIONS:

13.1	Medium grade interior trim package			\$ -
13.5	Slate Gray Color with brushed metallic instrument panel	1	\$ 292.00	\$ 292.00
13.6	Premium grade interior trim package includes power window and locks in package			
13.11	Round universal gauge package	1	STD	
13.14	O.E.M factory installed, AM/FM Premium stereo, CD-Player, Weatherboard, Handfree interface, Bluetooth	1	STD	
13.18	O.E.M factory installed, air conditioning	1	STD	
13.20	Dash mounted air cleaner air restriction gauge - (Display in Co-Pilot only)	1	STD	
13.21	Transmission temp gauges	1	STD	
13.24	Transmission oil sensor (check & fill)	1	STD	
13.26	Tilt & telescope steering wheel	1	STD	
13.28	Self canceling turn signals	1	STD	

List seating options for driver and passenger seats. Use as many options as you need to offer seat variations customers have been buying.

13.34	Air-Sears Atlas 80 hi-back driver seat 4 chamber air lumbar	1	\$ 374.00	\$ 374.00
13.40	Mack fixed hi-back rider seat	1	\$ 44.00	\$ 44.00
13.49	Inboard mounted driver arm rest	1	\$ -	\$ -
13.51	Cloth with vinyl driver & rider seat	1	\$ -	\$ -
13.52	Driver seat dust cover	1	\$ -	\$ -
13.58	Diagonal grab handle on inside of driver door	1	\$ 35.00	\$ 35.00
13.59	Co-pilot driver display (enhanced 4.5" diagonal graphic LCD display w/4-button stalk control - includes guard dog routine maintenance monitoring	1	STD	
13.76	Exhaust pyrometer, transmission oil temperature, manifold pressure and air application gauges	1	\$ 75.00	\$ 75.00

14.0 MN/DOT OPTIONS:

For Prebuild and Pilot meets See RFP special Terms and conditions

VENDOR INSTRUCTIONS

Spec #	Description	Qty	Price	Subtotal
15.0	TRAILER TOW OPTIONS:			
16.0	MANUALS / TRADE-IN INTEREST FEE:			
17.0	Delivery Charges:			
18.0	Maintence/ Body Shop Labor Rates Per Hour			
19.0	Quantity Discounts: Enter the number of units that must be purchased and the corresponding discount offered to the purchaser. More than one quantity discount may be entered.			
19.1		1	\$ 1,500.00	\$ 1,500.00
19.2		1	\$ 1,955.00	\$ 1,955.00
Total Cost:				\$ 122,716.00

Ship To: SAME AS BELOW

Invoice To: CITY OF WAYZATA
600 RICE ST.
WAYZATA MN 55391

Branch 01 - MACQUEEN EQUIP		
Date 06/21/2019	Time 8:37:25 (O)	Page 1
Account No WAYZA001	Phone No 9524045300	Est No 03 Q01323
Ship Via		Purchase Order P.O.
Tax ID No		
KEVIN FISCHER		Salesperson 128

EQUIPMENT ESTIMATE - NOT AN INVOICE

Description ** Q U O T E ** EXPIRY DATE: 07/04/2019 Amount

New VACTOR 2100i VACTOR 12 YD. PD 338765.00

PRICE AS PER MN STATE CONTRACT 139819 RELEASE NO.W-196(5)

INCLUDES ALL STD EQUIPMENT:

S.S. WATER TANKS
80 GPM @ 2500 PSI PISTON WATER PUMP
TELESCOPIC ROTATING 800' FRONT HOSE REEL
600' X 1" PIRANHA JET RODDER HOSE
ACCUMULATOR
DEBRIS BODY WASHOUT
DIGITAL WATER LEVEL INDICATOR
ROTATABLE BOOM INLET HOSE
RODDER PUMP DRAINS
25'X 1" LEADER HOSE
DROP-IN CONE HOLDER
FRONT & REAR TOW HOOKS
DEBRIS ANTI SPLASH VALVE

PAINT COLOR TO MATCH CHASSIS-SCHOOL BUS YELLOW

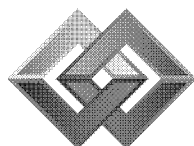
1 YR. WARRANTY ON COMPLETE UNIT, 2 YRS. RODDER PUMP

5 YRS. DEBRIS BODY, 10 YRS WATER TANKS

*

1.0	BASE UNIT	\$251235
2.4	DEBRIS BODY WASHOUT	INC.
2.7	12 YD. DEBRIS BODY & 15" PD BLOWER	16718
2.9	FLAT REAR DOOR W/HYD. LOCKS	INC.
2.10	6" REAR DOOR BUTTERFLY VALVE @ 3:00	838
2.22	2-FOLDING PIPE RACKS-CURB & STREET SIDE	2120
2.24	REAR DOOR SPLASH SHIELD	1557
2.25	LUBE MANIFOLDS	2312
2.32	DUAL S.S. BALL FLOATS & CAGE	INC.
2.34	DEBRIS DEFLECTOR PLATE	INC.
2.36	2-CAMERA SYSTEM, FRONT HOSE REEL & REAR	646
2.38	HYD. TANK SHUT OFF VALVES	INC.
3.1	VERTICAL CYCLONE SEPARATORS(4CYCLONES)	5351
3.5	FRONT BLOWER ENGAGEMENT	5098

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WAYZATA MN 55391

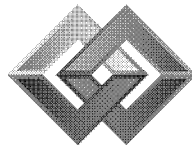
Branch 01 - MACQUEEN EQUIP		
Date 06/21/2019	Time 8:37:25 (O)	Page 2
Account No WAYZA001	Phone No 9524045300	Est No 03 Q01323
Ship Via		Purchase Order P.O.
Tax ID No		
KEVIN FISCHER		Salesperson 128

EQUIPMENT ESTIMATE - NOT AN INVOICE

--- Description ** Q U O T E ** EXPIRY DATE: 07/04/2019 Amount

3.8	ROOTS 824 RCS/16" PD BLOWER ILO STD	2842
3.12	AIR VACUUM BREAKER SYSTEM	INC.
4.4	10' X 15' EXTENDABLE/TELESCOPIC BOOM	10827
4.8	BOOM STORAGE POST	INC.
4.9	FRONT JOY STICK CONTROL	INC.
4.10	BELLY PACK WIRELESS CONTROLS W/HOSE REEL	3152
5.1	80 GPM/2500 PSI WATER PUMP	INC.
5.4	JET RODDER ACCUMULATOR ON/OFF CONTROL	INC.
5.7	RODDER PUMP DRAINS	INC.
5.8	BIG BLOCK CHASSIS ENGINE COOLING PKG.	3504
5.9	3" Y-STRAINER @ PUMP W/3" DRAIN VALVE	INC.
5.10	HYDRO EXCAVATION KIT W/50' HOSE & NOZZLE	3538
5.11	SPRING RETRACTABLE HOSE REEL FOR HXX HOSE	1479
6.1	TELESCOPIC, ROTATING REEL, HYD. EXT. 15"	INC.
6.3	1" X 600' PIRANHA RODDER HOSE	INC.
6.6	AUTO LEVEL WIND GUIDE, W/INDEXING	5309
6.12	2100I CONTROLS & SAFETY SYSTEM	INC.
6.14	TACHOMETER/CHASSIS ENGINE W/HR. METER	INC.
6.15	WATER PUMP HR. METER	INC.
6.16	DIGITAL HOSE FOOTAGE COUNTER	INC.
6.17	DIGITAL PSI GAUGE	INC.
7.2	1300 GALLON WATER TANKS-W/10 YD. BODY	2715
7.8	DIGITAL WATER LEVEL INDICATOR	INC.
7.9	LOW WATER LIGHT/ALARM	658
7.12	S.S. WATER TANKS	INC.
7.14	COLD WEATHER RECIRCULATOR SYSTEM	2911
8.1	CURBSIDE TOOLBOX 48"X 22"X 24" ALUM.	INC.
8.3	FRT. BUMPER MT. 16"X 12"X18"/LED MARKERS	2034
8.5	BEHIND CAB 16"X 30"X 96" ALUM.	3304
9.2	7" X 5' ALUM. PIPE ASSEMBLY	219
9.3	2-7" X 7'5" ALUM. PIPE ASSEMBLY \$306 PER	612
9.5	6-7" PIPE CLAMPS -\$28 PER	168
9.6	LED STOP, TAIL, TURN, CLEARANCE & BACKUP	INC.
9.8	DOT 3 LIGHTING PACKAGE-4 FS STROBE LED	1379

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Branch 01 - MACQUEEN EQUIP		
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KEVIN FISCHER		Salesperson 128

EQUIPMENT ESTIMATE - NOT AN INVOICE

Description ** Q U O T E ** EXPIRY DATE: 07/04/2019 Amount

9.18 WORK LIGHTS (2) LED BOOM MOUNTED 803
9.19 WORK LIGHT LED REEL MOUNTED 676
9.21 HAND LIGHT W/BUMPER PLUG 369
9.24 REAR DIRECTIONAL CONTROL, SPLIT ARROW LED 1591
9.40 SAFETY CONE STORAGE INC.
NON-CONTRACT:KUSSMAL BATT. CHARGER & AIR COMP. 4800
* W/INSTALL
TOTAL \$338765

DELIVERY & TRAINING @ MACQUEEN SHOP, ST. PAUL, MN

Trade Ins
=====

Serial #: 97-01V-6026
VACTOR 2110-16 W/1000 GALLON WATER TANKS
FORD L8000 1997
VIN. 1FDZS86E2VVA37107
MILES 59916 HOURS 3191.2

Trade In Total: 33042.00-

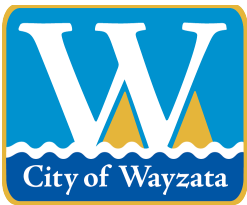
Subtotal: 305723.00
Quote Total: 305723.00

Authorization: _____

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City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 7.i.
TITLE: Approval of Proposal from Civitas and Amended Scope of Services for Design of Railroad Crossing Improvements	
PROPOSED MOTION: To Approve the Professional Services Agreement with Civitas for the Design of Railroad Crossings at Broadway and Barry Avenue	
PREPARED BY: Jeff Dahl, City Manager	
REVIEWED BY: N/A	

ACTION REQUESTED:

Staff recommends approval of the attached proposal and amended Professional Services Agreement with Civitas.

FINANCIAL OR BUDGET CONSIDERATION:

At the most recent Capital Improvement Plan workshop, \$50,000 was allocated in the Lakefront Improvement Fund (Lake Effect) in order to pay for design services associated with the railroad crossings.

\$400,000 was received in 2018 as a result of the State Bonding Bill to fund construction of the crossings, however, design is not an eligible expenditure. Design of the crossings was not a part of the original design scope of services from Civitas.

BACKGROUND:

Please see the attached proposal.

ATTACHMENTS:

1. ASA-WLE Enhanced Railroad Crossings

ADDITIONAL SERVICES WORK AUTHORIZATION

Project

Title: Wayzata Lake Effect

Location: Wayzata, MN

Project Number: 2-15-0032

Agreement and/or Authorization for Services by and between City of Wayzata and Civitas Inc.

Services determined by: Scott Jordan

Services requested by: Jeff Dahl

Date: March 26, 2019

DESCRIPTION OF SERVICES

Enhanced Railroad Crossings at Walker and Broadway

1. Prepare Construction Plans of the approved Design Development Drawings, for railroad crossing improvements at Broadway Avenue and Barry Avenue. Construction Documentation will include Plan Submittal to the City of Wayzata and BNSF for review and comment at 50% and 100%.
2. Prepare Special provisions for railroad crossing improvements at Broadway Avenue and Barry Avenue.
3. Assist with Construction Phase Services for railroad crossing improvements including attendance at one pre-construction meeting, shop drawing reviews, regular site visits, and review of as-built drawings.

Assumptions:

1. Daily Site visits will occur while contractor is working on railroad crossing improvements; assumes 2 hours per day, 5 days per week for 8 weeks.
2. Construction Plans for railroad crossing improvements at Broadway Avenue and Barry Avenue will be included in the Lake Street Construction Document set.

Fee

Construction Documentation - \$35,180

Construction Phase Services - \$15,000

In addition to Civitas, services outlined in this agreement will be provided by the following subconsultants:

- SRF Consulting - Railroad Crossing Design

METHOD OF BILLING

Services will be provided on the following basis:

Professional Services (Labor)

- _____ Hourly, per standard rates
- _____ Hourly, per standard rates, not to exceed \$
- ☒ Fixed fee of **\$50,180**
- _____ Phased fixed fee of \$
- _____ Other

REIMBURSABLE EXPENSES

- ☒ Reimbursable expenses and outside services are included in the fee.
- _____ Reimbursable expenses are not included in the fee and will be billed at cost

COMPENSATION

Total Compensation **\$50,180** (including reimbursable expenses and outside services)

Work is proceeding by verbal authorization or request from:

X Work will begin upon receipt of this authorization.

BILLING RATES

Per the original Agreement.

ACCEPTANCE

Signature



Signature

Date

March 26, 2019

Date

Name

Scott Jordan - Treasurer

Name

Company

Civitas

Company

1200 Bannock Street
Denver, CO 80204

Phone

(303) 571-0053

Phone

Fax

(303) 825-0438

Fax

Please sign and return a digital copy to Civitas Inc.

TERMS OF AGREEMENT

1. ORIGINAL AGREEMENT: The original Agreement for this project dated March 6, 2018. Attached to this as Exhibit 1 remains in effect with the exception of revisions to Scope and Fee agreed to within this Additional Services Authorization.

**CITY OF WAYZATA
PROFESSIONAL SERVICES AGREEMENT**

THIS PROFESSIONAL SERVICES AGREEMENT (the "Agreement") is made effective March 6, 2018 ("Effective Date") by and between the City of Wayzata, Minnesota (the "City") and Civitas, Inc., a corporation with offices at 1200 Bannock Street, Denver, CO 80204 ("Contractor") for the professional services and related deliverables described herein, and contains the terms and conditions applicable to all of Contractor's services and associated deliverables for the City.

In consideration of the mutual promises and covenants contained in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which is acknowledged, the parties agree as follows:

I. SCOPE OF SERVICES AND DELIVERABLES

Contractor will provide the professional services and deliverables (collectively, the "Services") that are described in the February 23, 2018 Scope of Services for Professional Landscape Architecture Services for Lake Street, Lake Street Plaza and Lake Walk in the City of Wayzata (CIVITAS PROJECT# 2-15-0032) attached hereto as **Attachment A** (the "Statement of Work"), according to the project team, project scope, services descriptions, deliverables, timeline, and other terms therein, and in accordance with best practices and industry standards.

II. PROJECT REPRESENTATIVES

- A. City's main point of contact shall be the City Manager.
- B. Contractor's main point of contact for the Services shall be Scott Jordan, Principal (303-571-0053 x162)

III. COMPENSATION AND BILLING

As consideration for the provision of the Services and all costs associated therewith, the City agrees to pay the Contractor a total not to exceed, fixed fee of Seven Hundred Ninety-Eight Thousand Dollars (\$798,000) as outlined in pages 7, 8 and 9 of the Statement of Work, which shall constitute full compensation for all Services to be provided by the Contractor under this Agreement. The fee shall be paid in the installments described in the Statement of Work, after the completion of all of the Services associated with each set of projects, in accordance with the terms hereof.

Contractor will invoice the City upon completion of the phases for the Services provided in accordance with Agreement, and include with such invoices detailed descriptions of the Services provided by the Contractor to the City. City shall pay Contractor for all undisputed invoices within thirty (30) days of receipt of such invoices.

IV. CHANGE OF SCOPE OF SERVICES

City may request, and Contractor may suggest, changes or additions to the Services. In such event, City and Contractor will work together on the details of such changes (including any

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.

VII. TERMINATION

This Agreement shall continue in effect until terminated by either party upon such party giving the other no less than 30 days prior written notice of termination. Termination of this Agreement for any reason shall not affect any provision of this Agreement that by its nature is intended to survive termination.

VIII. OTHER TERMS

A. Entire Agreement; Amendments. This Agreement and the attachments referenced herein represent the entire agreement between Contractor and City. Any terms in attachments which conflict with the main body of this Agreement shall be limited, controlled and superseded by the terms in the main body of this Agreement. 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,

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.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

CITY:

City of Wayzata, a Minnesota Municipal corporation

By: 
Kenneth Willcox, Mayor

By: 
Jeffrey Dahl, City Manager

CONTRACTOR:

Civitas, Inc.

By: 
Scott Jordan, Treasurer

February 23, 2018

CIVITAS

City of Wayzata
600 Rice Street
Wayzata, MN 55391
(952) 404-5300
Jeff Dahl, City Manager

>Urban Designers
>Landscape Architects
>Planners

Re: Civitas Job 2-15-0032

Dear Jeff,

Thank you for the opportunity to continue working on this transformative project. As the team responsible for establishing the vision for the Lake Street and Lake Walk improvements, we have developed a deep understanding of the project, the city and the community. We look forward to utilizing the institutional knowledge we have developed to aid the city in realizing this vision. As the project moves from early visioning into technical design and documentation we have supplemented our core team with technical consultants with expertise in Structural Engineering, Electrical Engineering/Lighting Design, Irrigation Design, and Traffic Engineering. To assist the City in your consideration of this proposal, we have included references for Civitas, Solution Blue, Snow Kreilich, and Eriksen Roed & Associates at the end of the proposal.

Please review the attached Scope of Services. If more clarification is needed, I would be happy to meet with you to review the document in detail.

If the content is acceptable, please sign and return a digital copy to me. This will finalize our agreement and we will begin work immediately. Or, if you prefer, you may attach this document to your standard agreement form.

Again, thank you for this opportunity. Please give me a call should you have any questions or comments.

Sincerely,



Scott Jordan
Treasurer

cc: SH, SM
Attachments

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

SITE INFORMATION



Jurisdiction: Wayzata, MN

Total Site Area:

Total Project Budget: \$12,000,000 (\$4,000,000 for Lake Street and Lake Street Plaza, \$8,000,000 for Lake Walk)

Total Sitework Budget: \$4,000,000 (for construction of Lake Street and Lake Walk)

GENERAL SCOPE OF SERVICES

The Wayzata Lake Effect Schematic Design Book, outlines the community-led vision for Wayzata's most important community resource, its lake edge. This scope of work is focused on evolving the vision, moving from visioning level documents into design and construction level documentation. Key to the transition from visioning to design is fitting the design into real-world conditions based on an actual survey to be provided by the City. As currently proposed the project has been divided into two separate but concurrent projects.

Project 1- Lake Street and Lake Street Plaza

The Lake Street and Lake Street Plaza designs will be inclusive of the Design Validation, Design Development, Construction Documents and Construction Phase Services. The Lake Street Scope of Services include:

- Roadway and sidewalk improvements along Lake Street between Broadway and Barry, with enhanced materials and finishes between Broadway and Walker.
- Intersection improvements along Lake Street at Barry, Manitoba, Minnetonka, Walker and Broadway.
- Design and Improvements to the Lake Street Plaza bound by Lake Street on the north, the Existing Railroad tracks on the south, Broadway on the east and Walker on the West.

Project 2 – Lake Walk

The Lake Walk studies will include Design Validation and Design Development drawings. The intent of this scope of work is to refine the proposed design and define the final project conditions. Included in this scope of work are final plan renderings and perspective graphics to depict the proposed improvements. Note: Construction Documents and Construction Phase Services are excluded from this agreement for the Lake Walk project. The Lake Walk Scope of Services include:

- Lake Walk design from the Eco Park on the east and the Depot Park on the west.
- Park design for the Eco Park and Depot Park.
- Restroom and Shade Structure at the Depot Park.
- Enhance railroad crossings at Broadway and Barry.
- Determination of the proposed programming and improvements to the Section Foreman house. These improvements will be guided by current city and Conservancy efforts and based on the decision whether or not to submit this structure for a Historic Designation, which would dictate what is and is not possible in terms of improvements.

COMMUNITY OUTREACH

Building upon the outreach process completed during the Schematic Design Phase, this scope of work will utilize the following methods to maintain a transparent and open design process through regular touch points during the Design Validation and Design Development phase of the project.

1. Stakeholder Meetings

Deliverables – Lake Street, Lake Street Plaza, and Lake Walk

- Traffic Study for Lake Street Improvements
- Update Plan Rendering
- Lake Street Sectional Renderings
- Updated Perspective Renderings up to (5) five

Task 2 DESIGN DEVELOPMENT

16 weeks

After the completion of the Design Validation Phase, the Civitas team will prepare Design Development Documents. This phase of the work scope will include design refinement charrettes with City staff and the internal design team to further evaluate the design concepts, relative costs, the materials to be used and the construction methodologies to be employed in the construction phase. Final Design Development Documents include all necessary design and engineering frameworks and plans/details (included but not limited to grading, layout, civil, utility, architecture (if required), structural, lighting, planting and irrigation), sections, elevations, details and outline specifications necessary to obtain approvals and inter-team coordination. The Civitas team will work closely with the City staff and the technical advisory committee to ensure the project meets all city and regulatory requirements, is tracking with the overall project budget and the deliverables meet City standards.

Meetings

- | | |
|---|---|
| • Design Team Meetings in Wayzata | 3 |
| • Design Team Meetings via conference call | 3 |
| • Stakeholder Meetings (Adjacent Property Owners) | 6 |
| • Tech Advisory Committee Meetings | 2 |
| • Community Open House | 1 |
| • City Council Update | 1 |

Deliverables – Lake Street, Lake Street Plaza, and Lake Walk

- 100% DD Technical Drawings
- Outline Specifications
- Updated Opinion of Probable Construction Costs
- Update Plan Renderings
- Updated Perspective Renderings up to (5) two

NOTE: Only the Lake Street and Lake Street Plaza improvements are included in this scope of work for Task 3, Task 4, and Task 5.

Task 3 CONSTRUCTION DOCUMENTS

28 weeks

Upon completion of the DD phase, Civitas and the entire design team will prepare final Construction Documents for bidding and final contract negotiation. Civitas will lead this process. The Construction Documents include: construction plans, construction specifications, and construction sections/details necessary to construct the Park scope of improvement. The Civitas team will be responsible for the design, inner-team coordination and delivery of all construction documents necessary to complete the scope within the site boundary and within the defined project construction budget. The Construction Document phase will include City Plan review /referral comment process checks at 50% and 100% stages of the Construction documentation process.

Assumed in this phase of the scope of work are permit approvals through the City of Wayzata and the NPDES Permit.

The design team anticipates regular visits by other consultants as necessary to the site during construction to review the work in progress. These visits will be documented with Field Reports. Members of the design team will attend periodic construction team planning sessions, initial site walks to punch list completed work, final site walk for final acceptance and warranty period site walk. In this phase we will prepare all necessary field reports, punch lists, prepare necessary change orders, review all submittals and shop drawings, review the as built conditions and prepare final as built drawings in digital CAD and PDF formats.

Meetings

- Construction site walks (Civitas) 16

Deliverables

- Field reports for construction progress
- Written and graphic RFI responses to field conditions
- Review of all submittals and shop drawings
- Punch lists and final acceptance reviews and letters

DETAILED FEE BREAKDOWN

Design Validation

Project 1 – Lake Street and Lake Street Plaza	\$ 86,150
Project 2 – Lake Walk	\$ 79,850
	<u>\$ 166,000</u>

Design Development

Project 1 – Lake Street and Lake Street Plaza	\$ 127,500
Project 2 – Lake Walk	\$ 255,000
	<u>\$ 382,500</u>

Construction Documents

Project 1 – Lake Street and Lake Street Plaza	\$ 130,500
	<u>\$ 130,500</u>

Construction Phase Services

Project 1 – Lake Street and Lake Street Plaza	\$ 94,000
	<u>\$ 94,000</u>

TOTAL DESIGN FEES \$773,000

Reimbursable

Reimbursable (including Travel) \$ 35,000

TOTAL FEES \$798,000

BILLING RATES

CIVITAS

Senior Principal	\$275.00/hr
Principal	\$225.00/hr
Principal 1	\$190.00/hr
Project Director	\$190.00/hr
Senior Project Leader I	\$150.00/hr
Project Leader	\$130.00/hr
Designer III	\$100.00/hr
Designer II	\$90.00/hr
Designer I	\$80.00/hr
Tech/Clerical	\$80.00/hr

ACCEPTANCE

Signature



Signature



Date

February 22, 2018

Date

March 20, 2018

Name

Scott Jordan - Treasurer

Name

Jeffrey Dahl

Company

Civitas

Company

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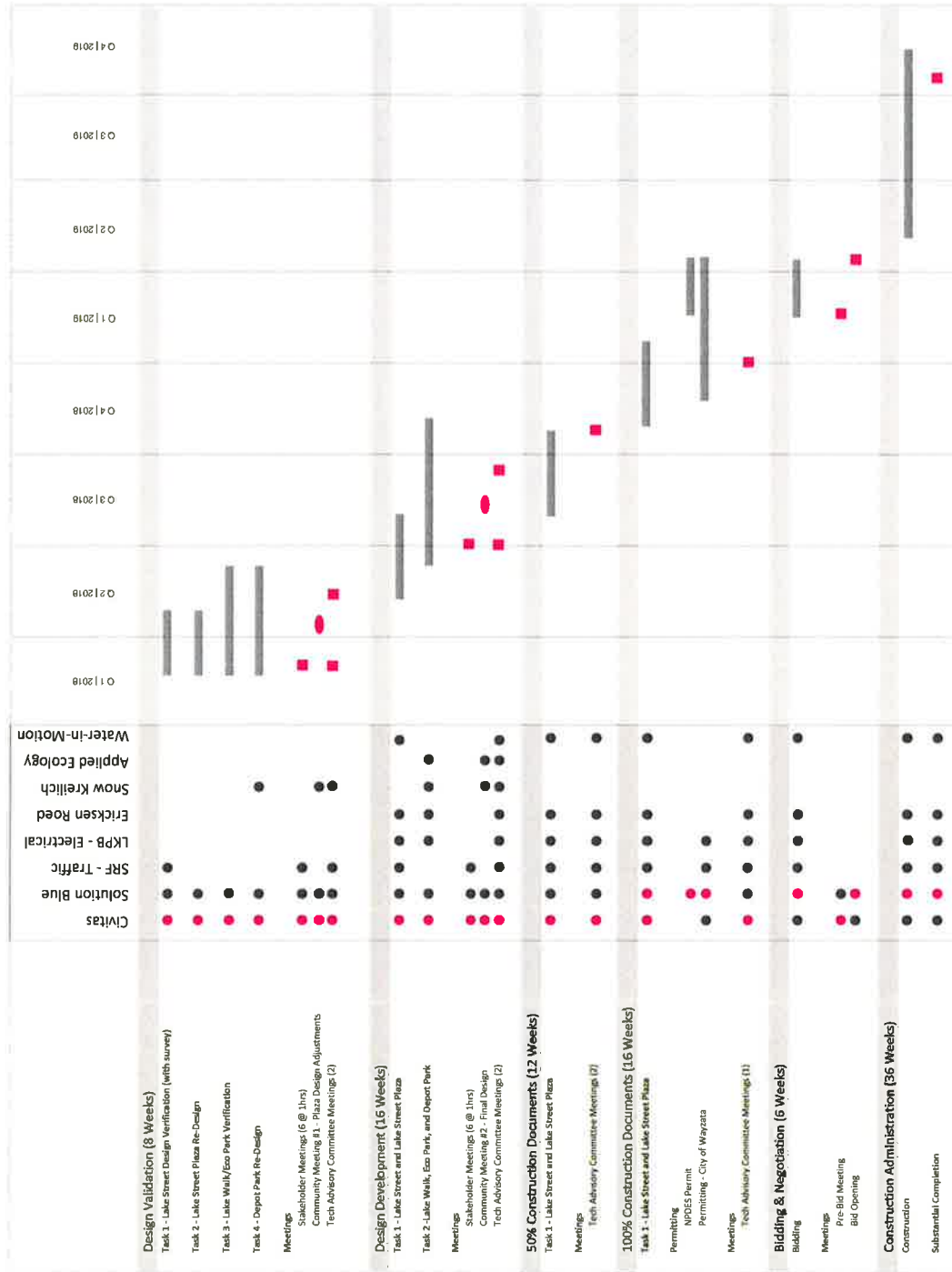
(303) 825-0438

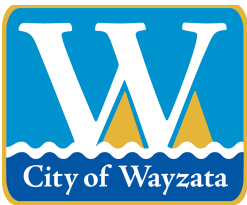
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Please sign and return a digital copy to Civitas Inc.

Wayzata Lake Effect Schedule





City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 8.a.
TITLE: Consider Adoption of Resolution 24-2019 Authorizing Submittal of the 2040 Comprehensive Plan to the Metropolitan Council	
PROPOSED MOTION: To Adopt Resolution 24-2019 A Resolution to Authorize the Submittal of the Wayzata 2040 Comprehensive Plan to the Metropolitan Council	
PREPARED BY: Eric Zweber	
REVIEWED BY: Jeff Dahl, City Manager	

ACTION REQUESTED:

Staff recommends adoption of Resolution 24-2019 which authorizes the submittal of the Wayzata 2040 Comprehensive Plan to the Metropolitan Council.

FINANCIAL OR BUDGET CONSIDERATION:

The Comprehensive Plan requires the inclusion of the existing Capital Improvement Plan (CIP) and a determination that the CIP will implement the goals, policies, and implementation strategies of the Comprehensive Plan. There is no immediate budget impact from the Comprehensive Plan, but the implementation strategies in the Comprehensive Plan will need to be reviewed when setting future budgets and CIPs.

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;
- Metropolitan Council requirements;
- the visioning process that proceeded the Comprehensive Plan; and
- Lake Effect and its potential funding.

As a result, 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.***

On June 11, the City Council reviewed the Comprehensive Plan and the Planning Commission recommendations. The City Council recommended to revise the "Pedestrian focus" comment on page 1-8 and the "mixed use nodes" comment regarding density on page 3-2. The City Council also recommended to remove the reference to funding details of the Lake Effect and to generally remove goal statements and overall messaging regarding high density redevelopment. Also, there were a number of comments regarding implementation strategies containing directive statement like "must" and "shall" that were recommended to be removed.

Since the June 11 meeting, City staff and SRF have revised the Comprehensive Plan to address the City Council recommendations. The attached draft Comprehensive Plan is provided in a redline format to show the changes since the previous meeting. Also attached is memorandum from SRF summarizing the changes that have been made.

It is expected that Metropolitan Council will take at least 90 days to review the Comprehensive Plan and will be working with City staff to address any minor technical discrepancies with the regional policies. If any major issues or errors are raised by the Metropolitan Council staff, staff will make the City Council and ask for consideration on how to address those issues or errors. If no major issues or errors are raised, it is

anticipated that the Metropolitan Council will approve the Comprehensive Plan in about 120 days. Following that approval, the Comprehensive Plan will be brought back to the City Council for final adoption.

ATTACHMENTS:

1. Wayzata 2040 Comprehensive Plan_rfs
2. Resolution 24-2019 to Met Council



City of Wayzata 2040 Comprehensive Plan

June 2019 | DRAFT



Acknowledgements

City Council

Ken Willcox, Mayor
Jeffrey Buchanan
Dan Koch

Johanna McCarthy
Alex Plechash
Steven Tyacke (Ret.)

Planning Commission

Gregory Flannigan, Chair
Lindsey Bashioum
Peggy Douglas
Cathy Iverson
Laura Merriam

Jeffrey Parkhill
Christine Plantan
Jeffrey Buchanan (Ret.)
Patrick Murray (Ret.)

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Jeffrey Buchanan
Dan Baasen
Jim McWethy
Kim Anderson
Elissa Madson

Patricia Ecklund
Tom Shaver
Robert Ambrose
Becky Pierson
Kimberly Tutt Moorse
Christine Plantan
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Nick Kieser, Assistant Planner

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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 more 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. R~~ 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 improved~~ Wayzata ~~Pparks and Rrecreation~~ ~~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 ~~and operation~~ of a City of Wayzata ~~Sustainability C~~commission ~~on energy and environment~~ ~~would~~ creates 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-should 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-should approach connectivity from a multi-dimensional standpoint. Parks, trails, and City spaces systems must-should be linked to each other. Pedestrian focus should be the a high priority. ~~which will in turn develop a tighter community that makes way for higher density development. Finally, a~~ A transportation system that better addresses both intracommunity and intercommunity mobility should be considered. 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 – at any lot, dock or rack 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 a picturesque summer activity that inspired this intracommunity vehicle, but the vision is something more accessible for all generations, that is quiet and has a small carbon footprint and cost for the City.~~

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

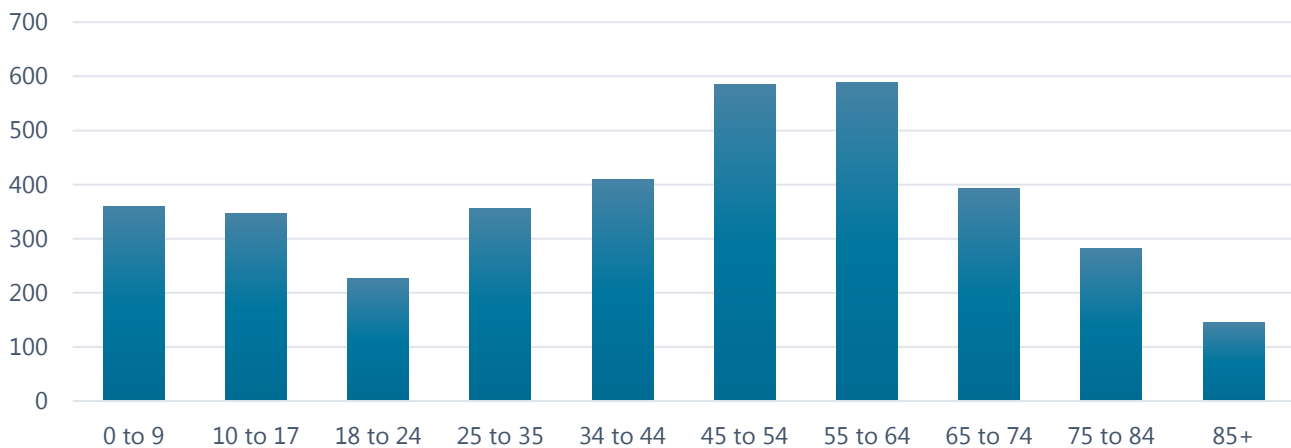


Table 5: Population by Age, 2000-2010

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 6.

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 one 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 50 percent of the homes in Wayzata had a value of \$500,000 or greater in 2016. This represents a 25 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 wereas~~ 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.). The community should continue to promote and improve upon this sense of place. ~~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	47	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.



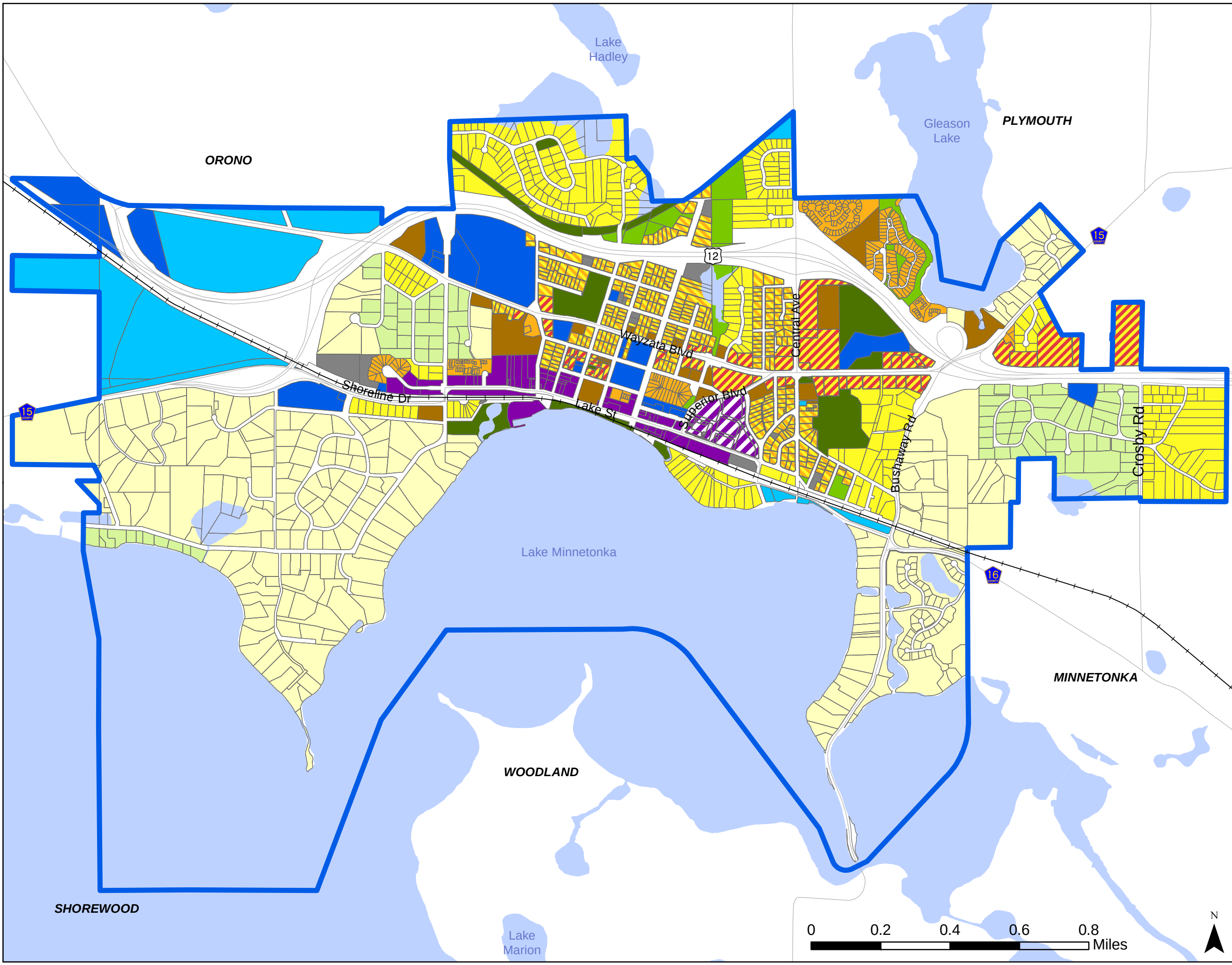


Legend

- 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 1

Existing Land Use



Land Use Goals and Policies

The following goals and policies provide the framework for guiding future development decision within the City of Wayzata. These goals and policies should be referenced regularly by City staff, elected and appointed officials, developers, stakeholders and property owners as development is pursued. The statements provided in this section reflect the traditional policies of the City regarding land use and growth management, while addressing recent trends and issues encountered during the visioning phase of the Comprehensive Plan. Each goal statement provides the desired condition that the community ~~will~~strives 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.
<u>Consider enhancements to the</u> Enhance individual character elements of residential neighborhoods through public improvements and private investment.
<u>Identify opportunities to protect</u> 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 <u>consider pursuing</u> pursue programs to improve housing condition and maintenance.
<u>Continue to implement</u> Implement and continue to update the rental housing inspection program.
<u>Examine</u> Encourage reinvestment in properties through funding programs.
<u>Pursue enforcement of violations</u> Enforce violations of property maintenance, outside storage or accessory building regulations as feasible.
<u>Consider the</u> 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.
<u>Consider opportunities to ensure</u> 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.
<u>Recognize</u> 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.

Contemplate opportunities to promote ~~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.

Goal: Support the existing commercial core within the community, and encourage business retention and reinvestment.

Consider regulations to allow ~~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 consider updates to ~~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 consider provisions for ~~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.

Consider opportunities to plan ~~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.

Consider identifying ~~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.

Examine the placement of parking within developments ~~Plan development of parking~~ so that it is not a focal point but rather placed behind buildings with appropriate buffers and landscaping.

Consider promotion of ~~Promote~~ shared and joint parking facilities within development wherever possible

Continue to evaluate ways to consider ~~encourage~~ a variety of housing options for upper-story housing.

Consider 3rd story uses with appropriate considerations for design and scale. Commercial and residential uses are allowed as a third story, but the third story must be set back significantly more from the front facade of the floor below.

Contemplate opportunities to consolidate ~~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.

Consider opportunities to accomplish ~~Accomplish~~ transitions between differing types of land uses in an orderly fashion to minimize negative impacts on adjoining development.

Examine proposals for ~~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.

Consider the establishment of ~~Establish~~ sufficient setback requirements for new or expanding institutional development to assure adequate separation of differing land uses.

Consider developing ~~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.



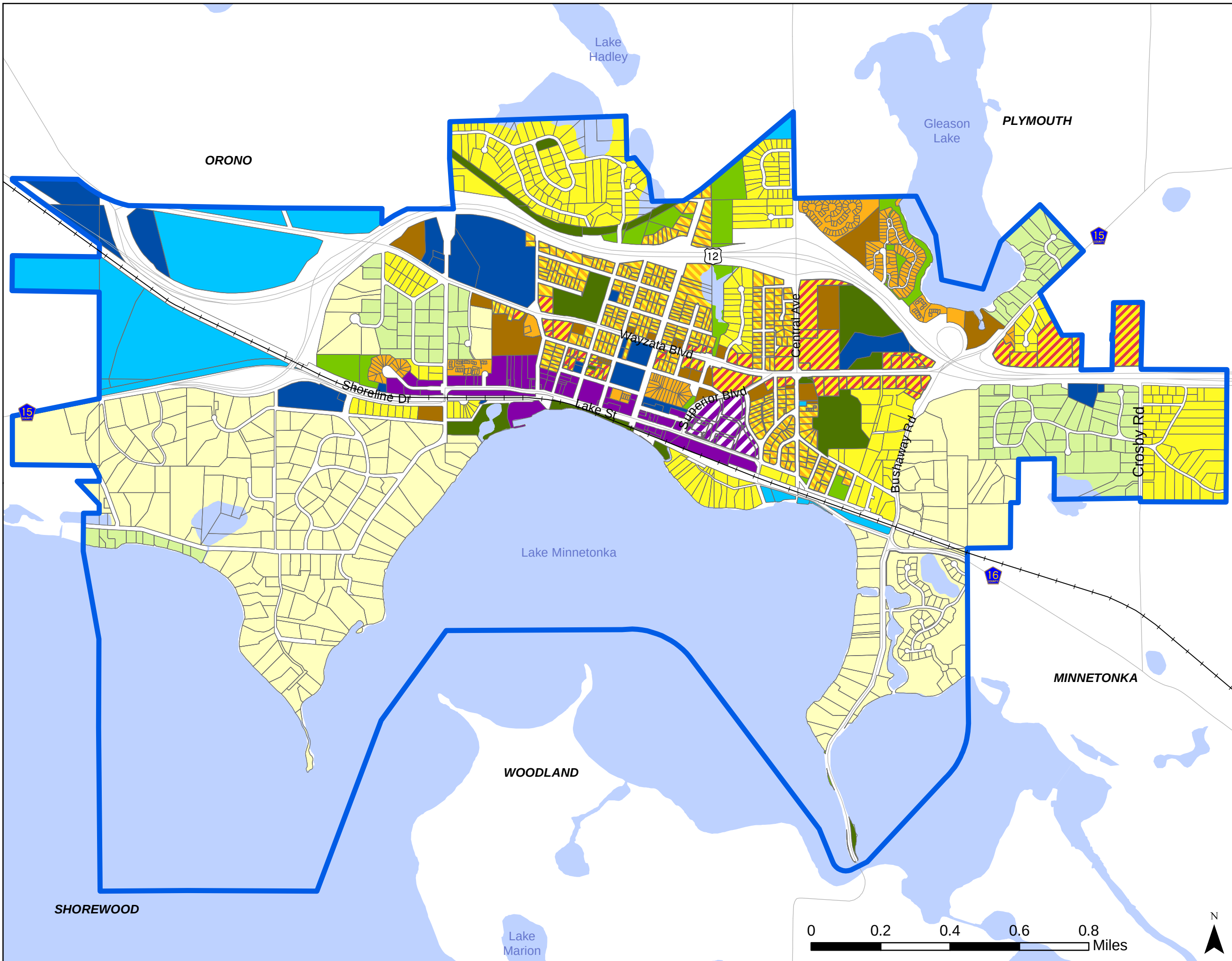
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Future Land Use

- 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

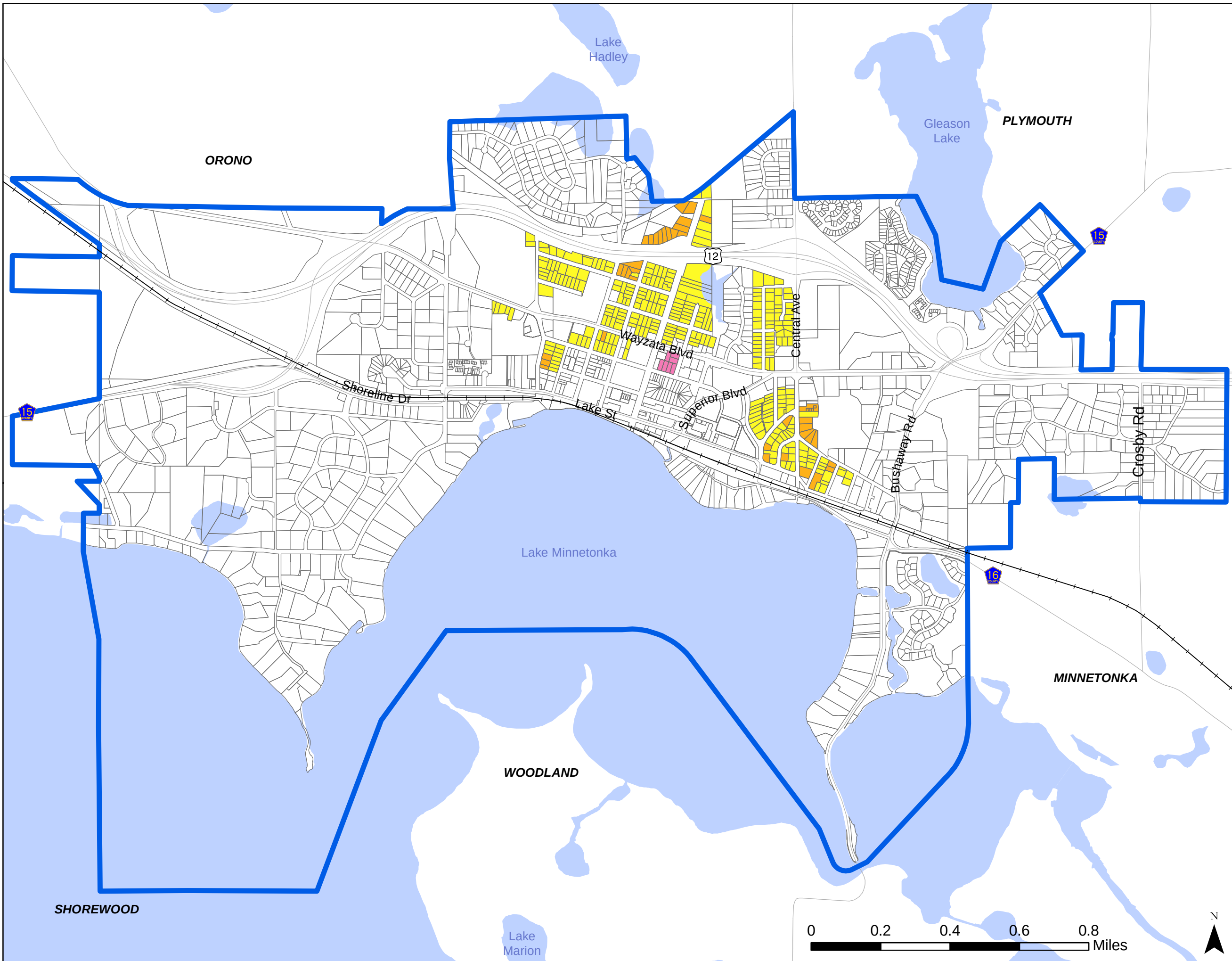
2030 Future Land Use

- 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~~ may include redevelopment of existing properties.

Central Business District

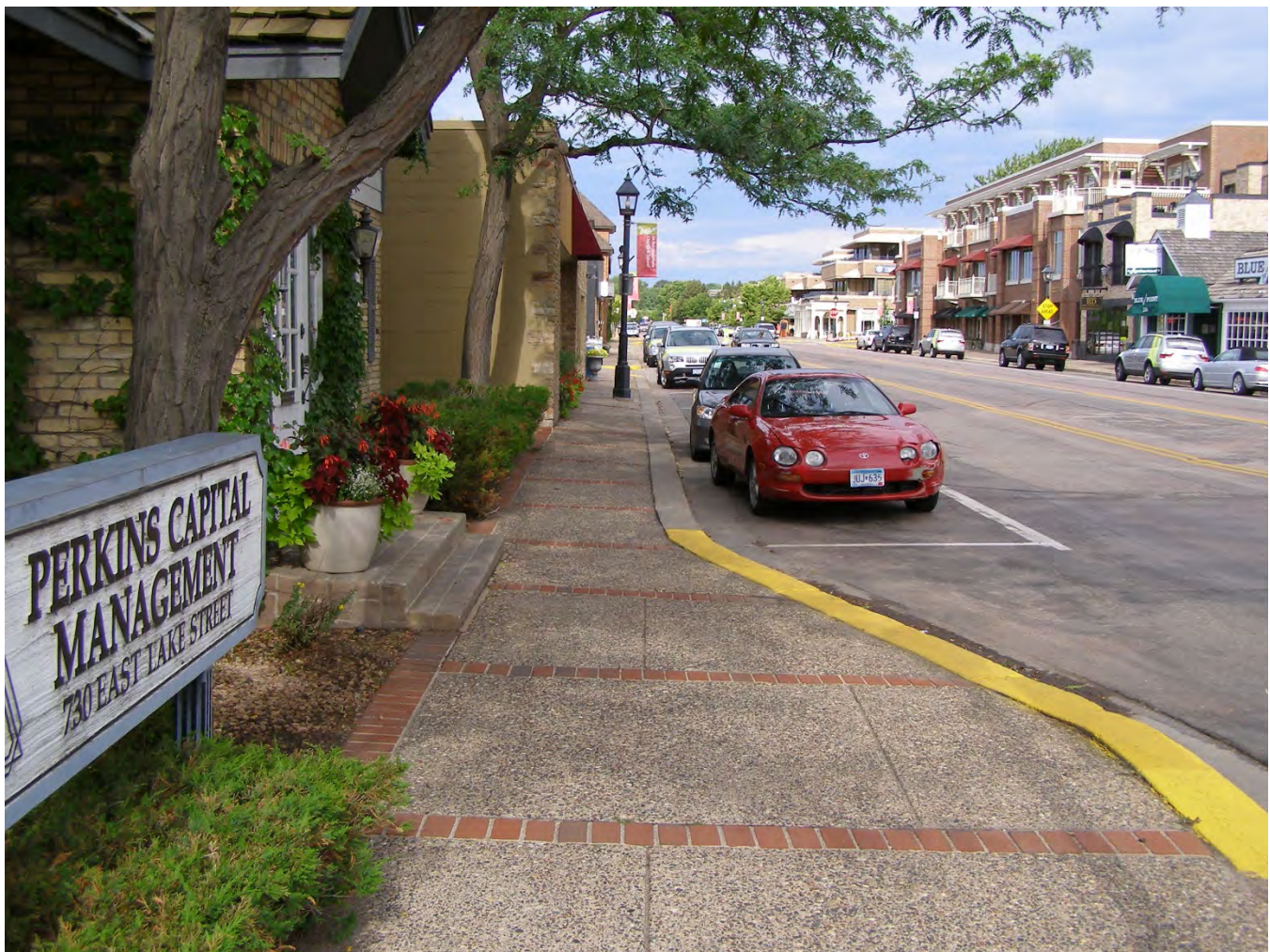
The Central Business District category provides for a wide range of uses including retail and service commercial, office, residential, and public uses. Similar to the Mixed-Use districts, development within

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 ~~may 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.



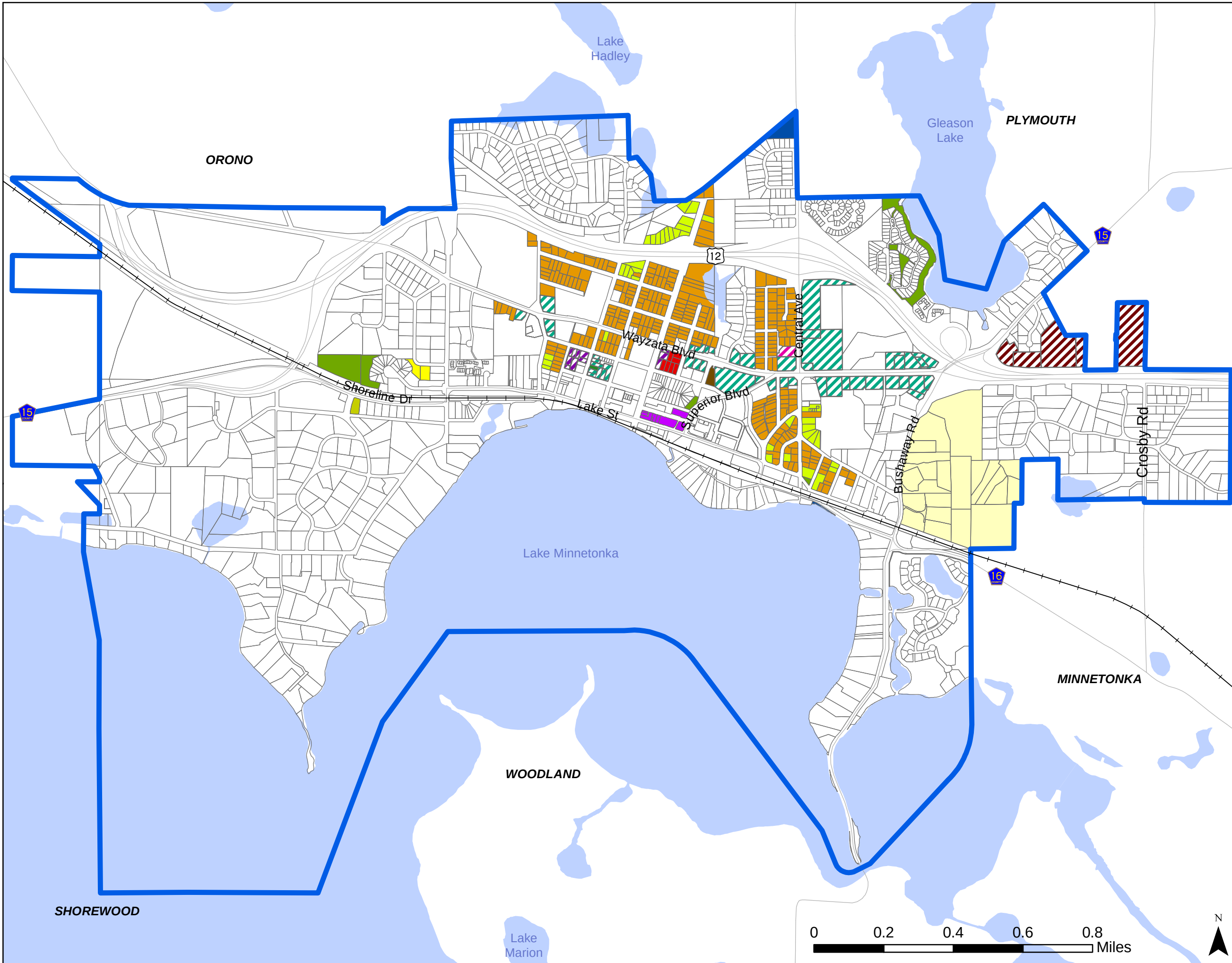
Legend

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

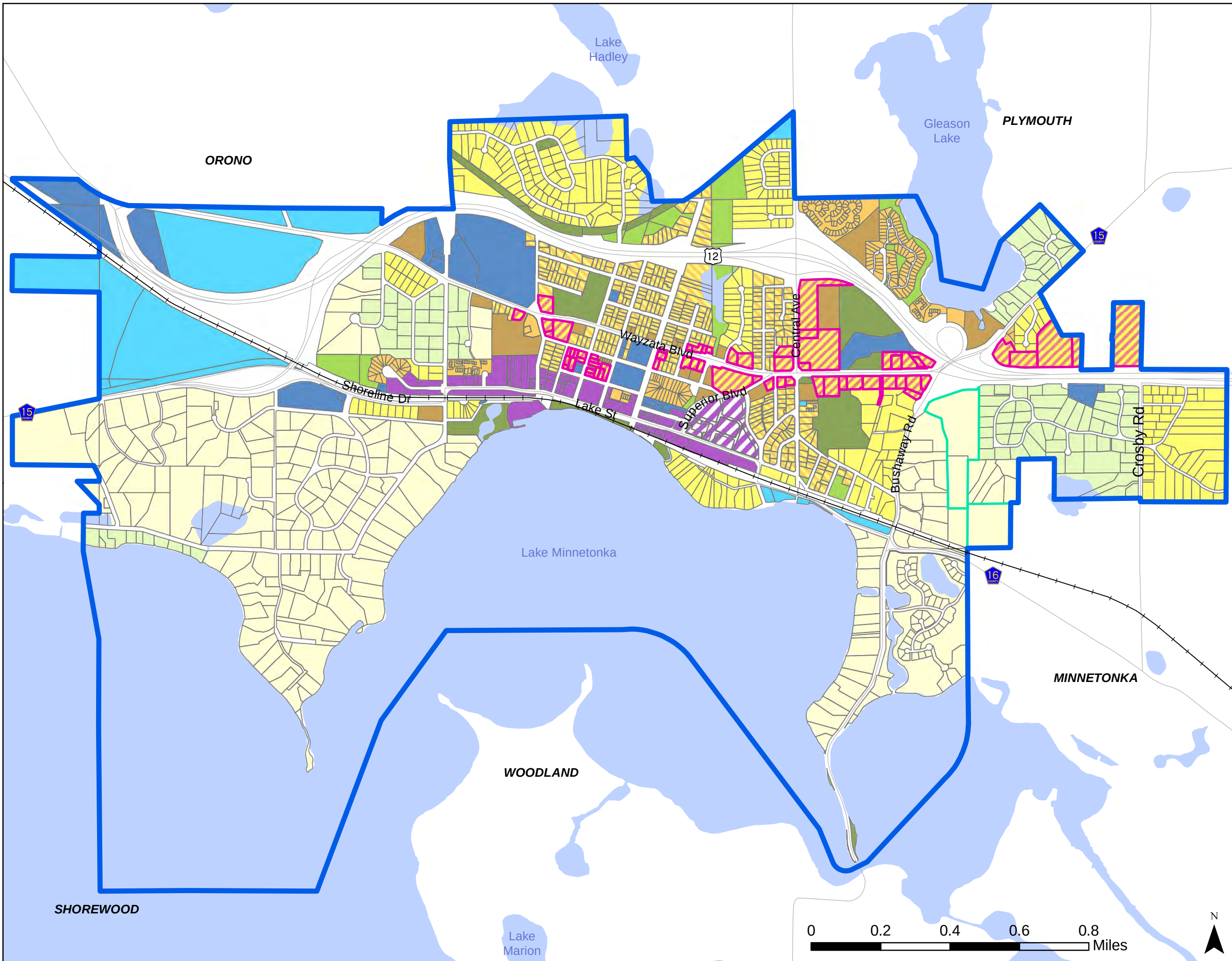
- Infill Opportunities
- Redevelopment Opportunities

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**



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

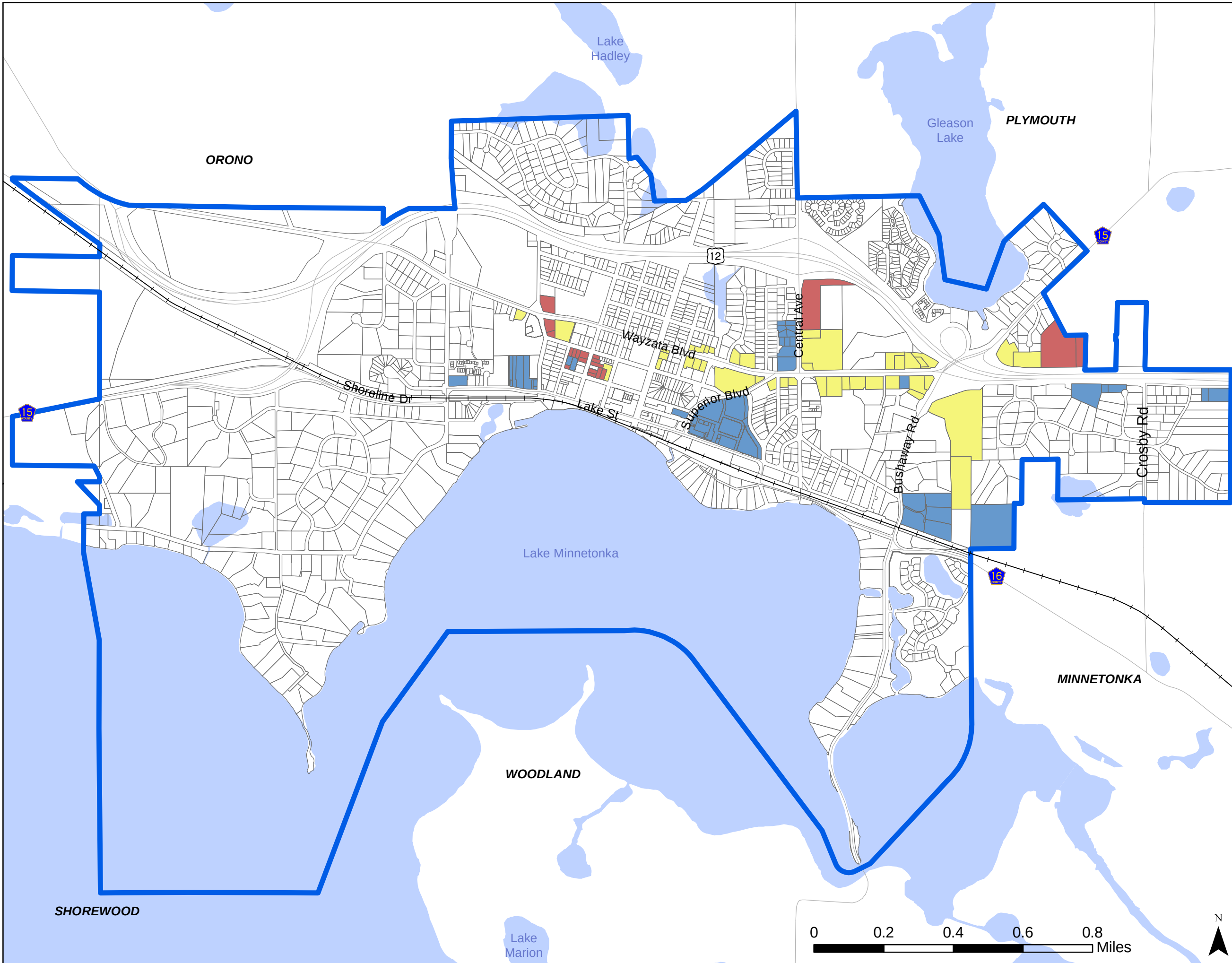


Figure 6

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.

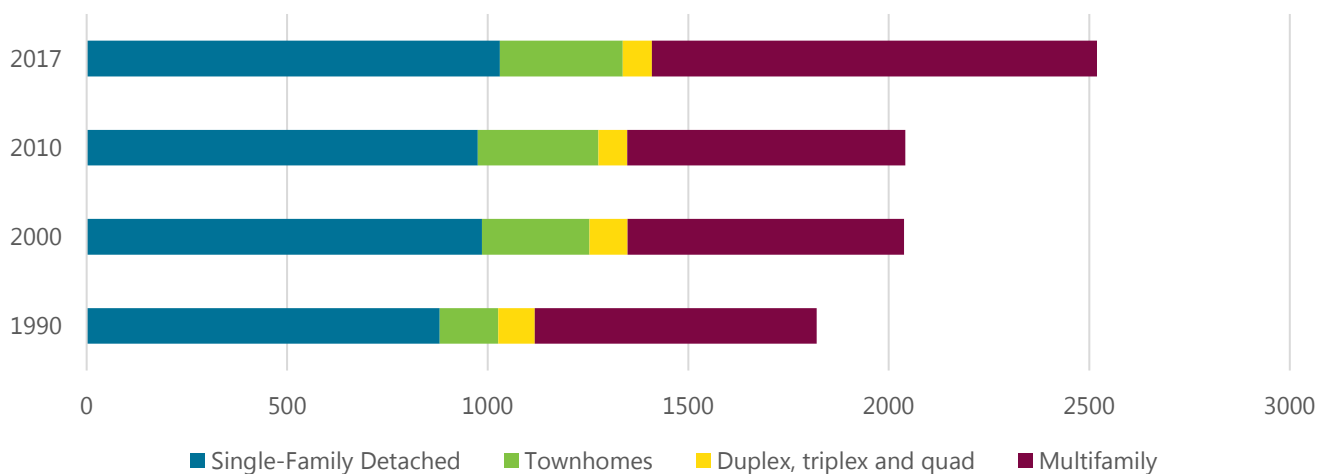
Challenges

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 likely 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.

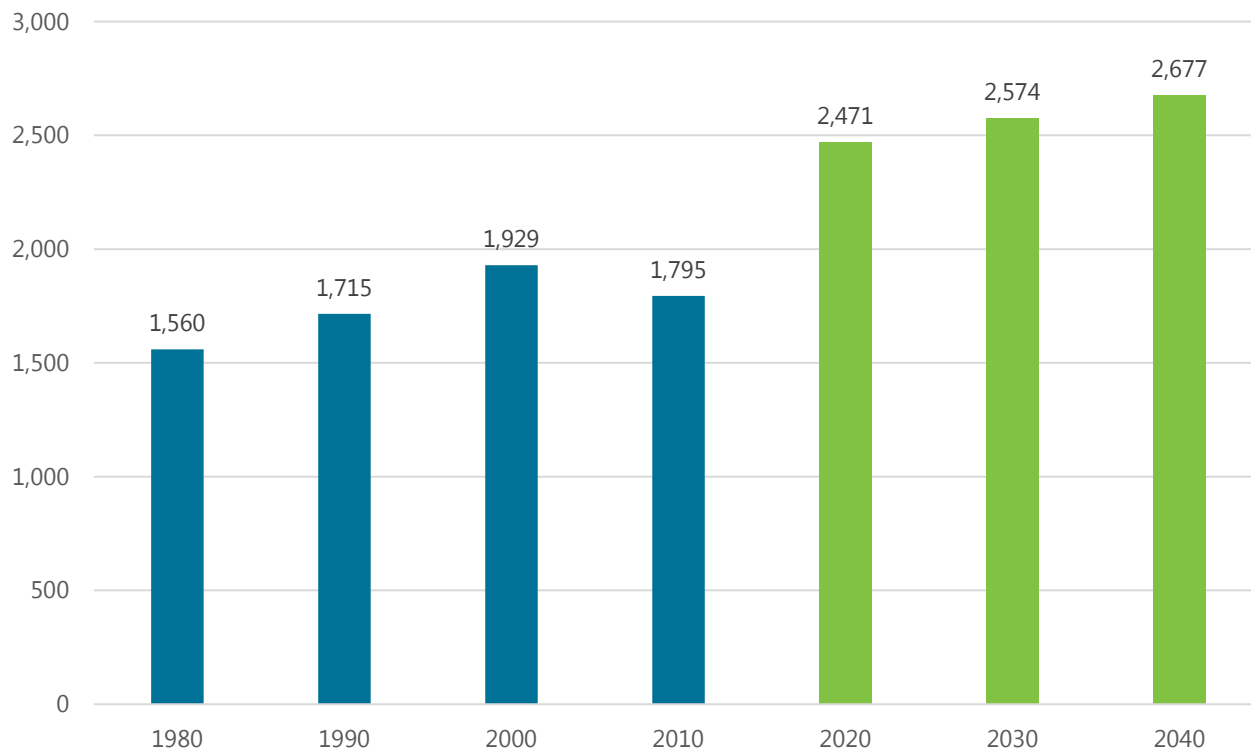
Figure 1: Existing Housing Stock, 1990 - 2017



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

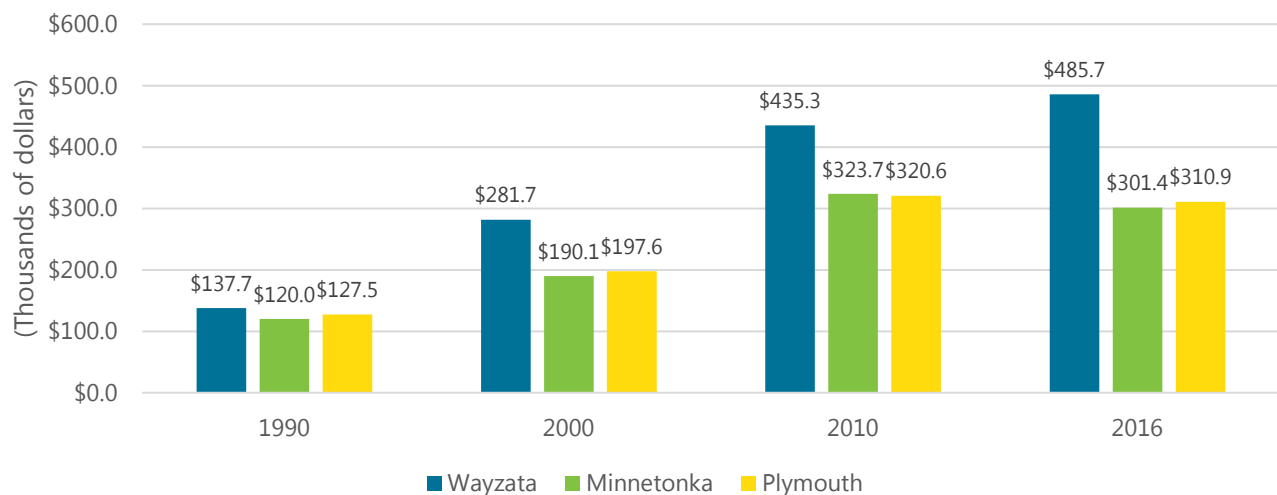
Year	Owner-Occupied		Renter-Occupied		Vacant	
	Units	%	Units	%	Units	%
2000	1,164	59.6%	765	37.4%	118	5.8%
2010	1,061	52.0%	734	36.0%	246	12.1%
2016	1,240	53.2%	841	36.0%	252	10.8%

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



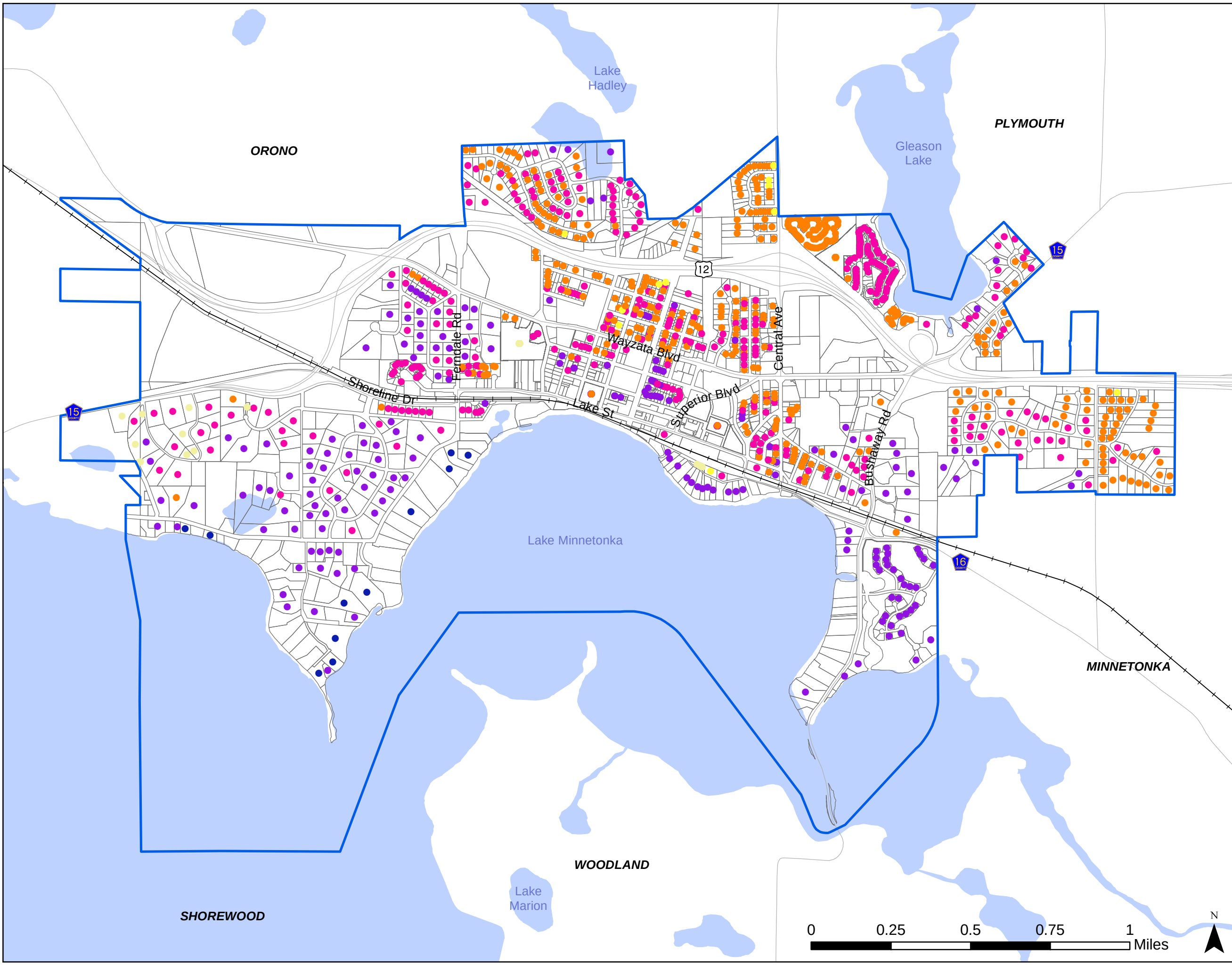
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Owner Occupied Assessed
Value

- \$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

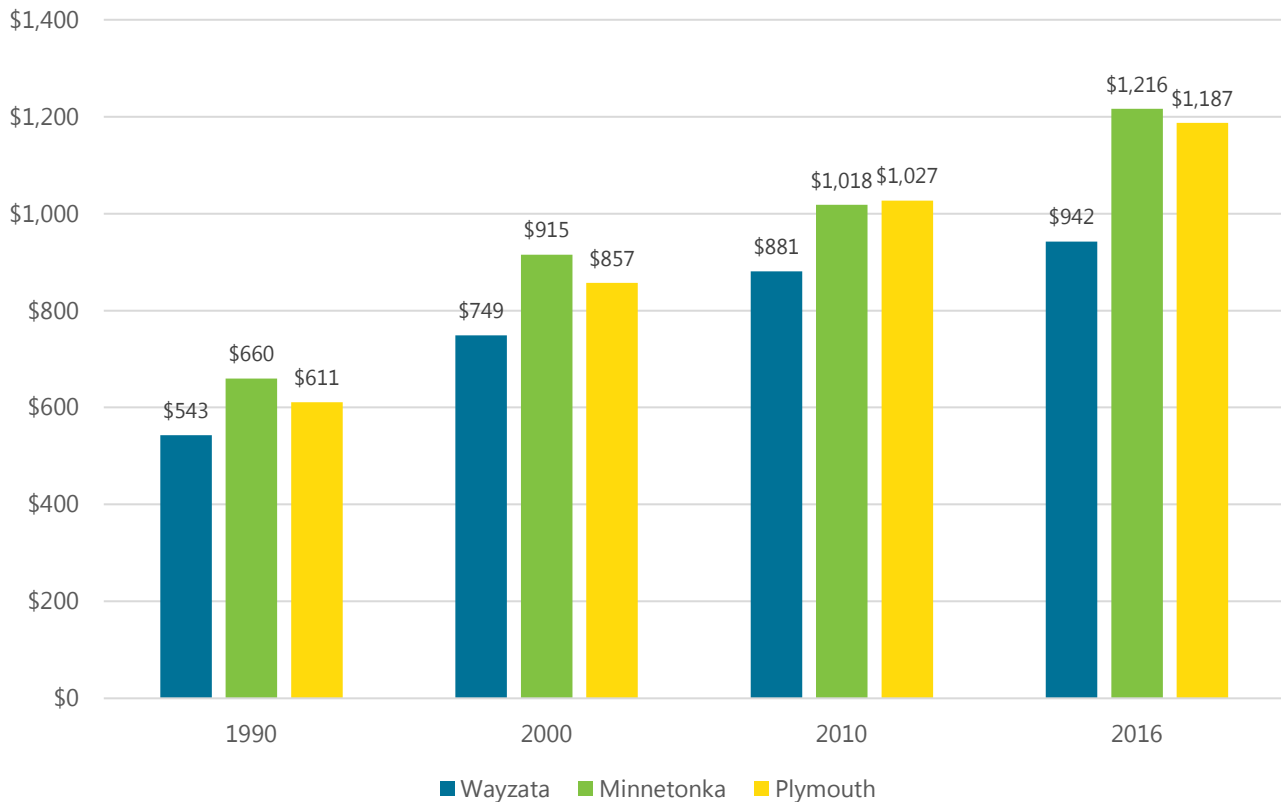
Assessed Value



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 can contribute to a variety of 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).

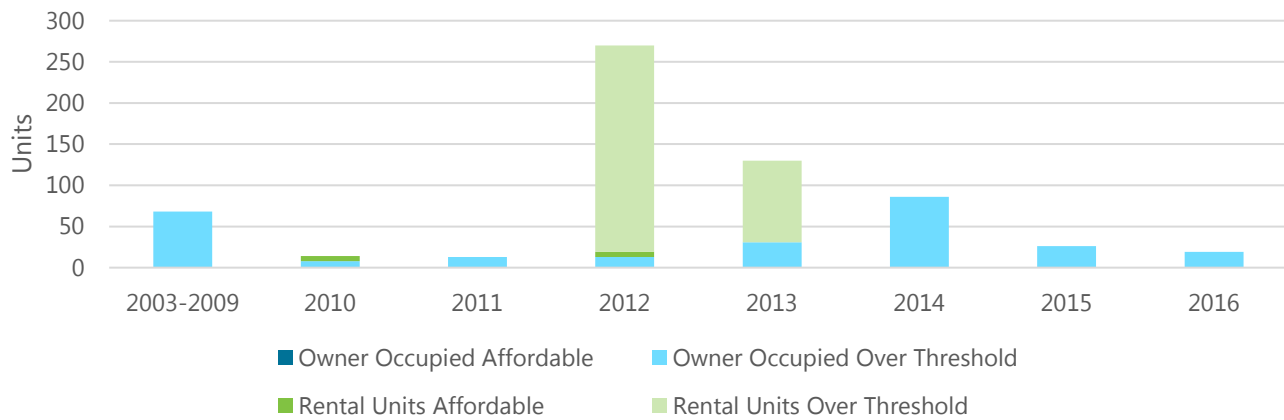
Table 4: Affordable Housing Units, 2016

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

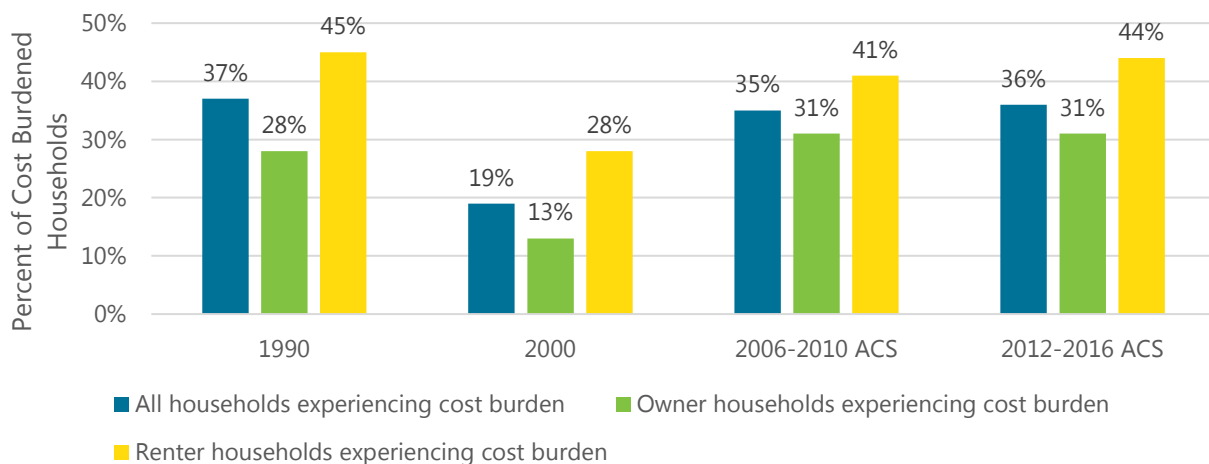


Source: Metropolitan Council Affordable Housing Production Survey

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.

Consider the preservation of ~~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.

Consider requiring ~~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.

Examine the management of ~~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.

Consider the enforcement of ~~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.

Consider opportunities to protect ~~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.

Explore partnerships ~~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~~ consideration of multimodal streets; 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

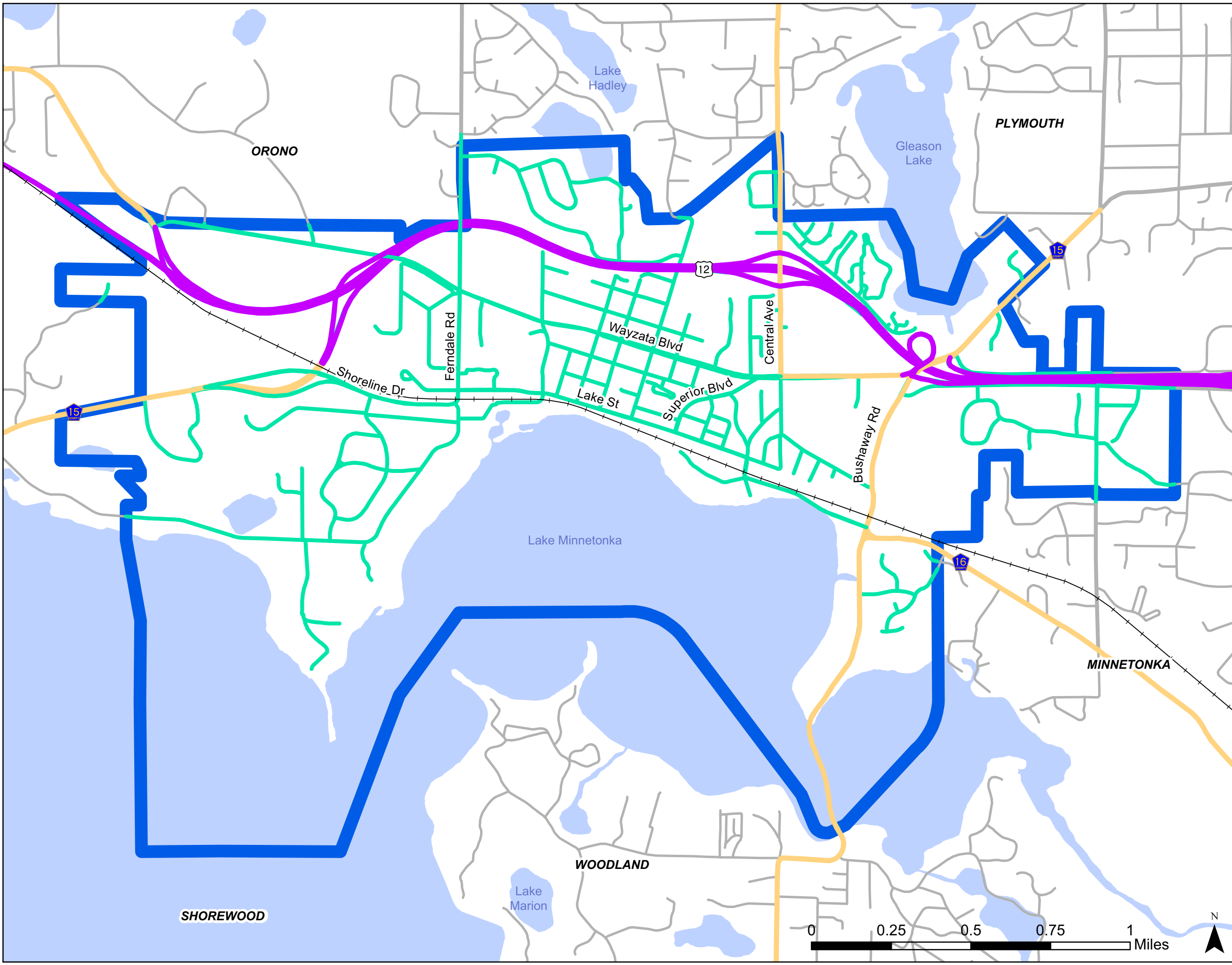
 Municipal Roadway

 County Roadway

 State Roadway

Figure 1

**Jurisdictional
Classification**



Functional Classification

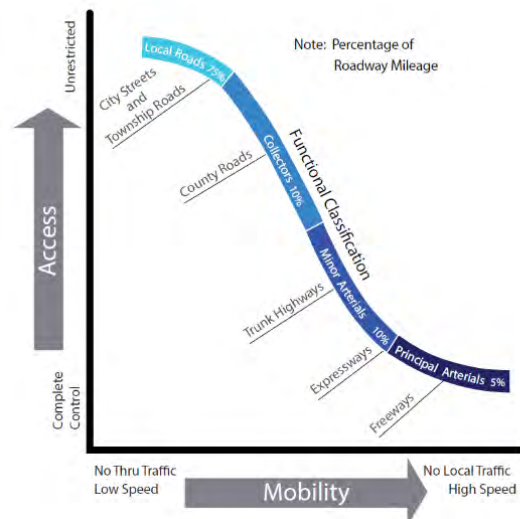
The functional classification system defines both the function and role of a roadway within the hierarchy of an overall roadway system. This system is used to create a roadway network that collects and distributes traffic from neighborhoods and ultimately to the state or Interstate Highway System. Functional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

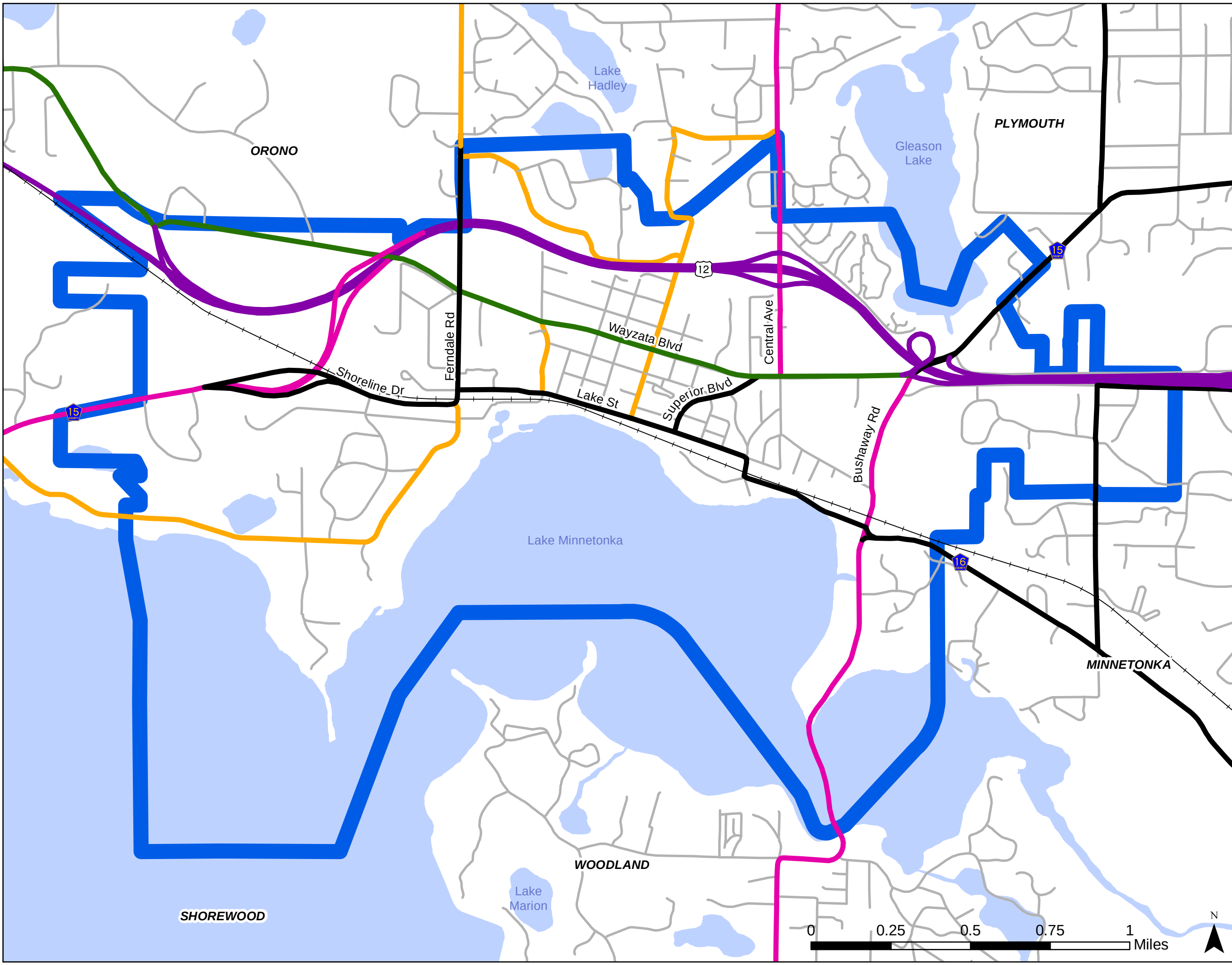


Table 1: Roadway Functional Classifications

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~~ is being realigned to allow Wayzata Boulevard as the main east-west movement. Superior Boulevard ~~will be~~ is being realigned to line up with Benton Avenue to provide a 90-degree angle to Wayzata Boulevard. Construction is currently underway. ~~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~~ provides 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~~ accommodates future traffic needs while improving pedestrian and bicycle friendliness.

2040 Travel Demand Forecasts

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

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

Socio-Economic Data

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

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

Year	Population	Households	Employment
2014	3,688	1,795	4,567
2020	4,983	2,471	5,127
2030	5,120	2,574	5,398
2040	5,258	2,677	5,540

Source: Metropolitan Council

Transportation Analysis Zones

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

2040 Traffic Forecasts

Forecasts for the City of Wayzata were prepared based upon the socio-economic distribution identified for the year 2040. These forecasts are an essential analytical tool to determine the adequacy of the road system to handle future development. In addition to socio-economic growth, the traffic forecast model considers future planned improvements which are in the Metropolitan Council's TPP for regional highways outside the City. The current and future forecast traffic volumes are shown in Figures 4 and 5.

Existing and Year 2040 Roadway Capacity

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

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

 City Limits

X,XXX	Heavy Commercial Daily Traffic Volume
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X,XXX Daily Traffic Volume

Figure 5

Year 2040 Daily
Traffic Forecasts

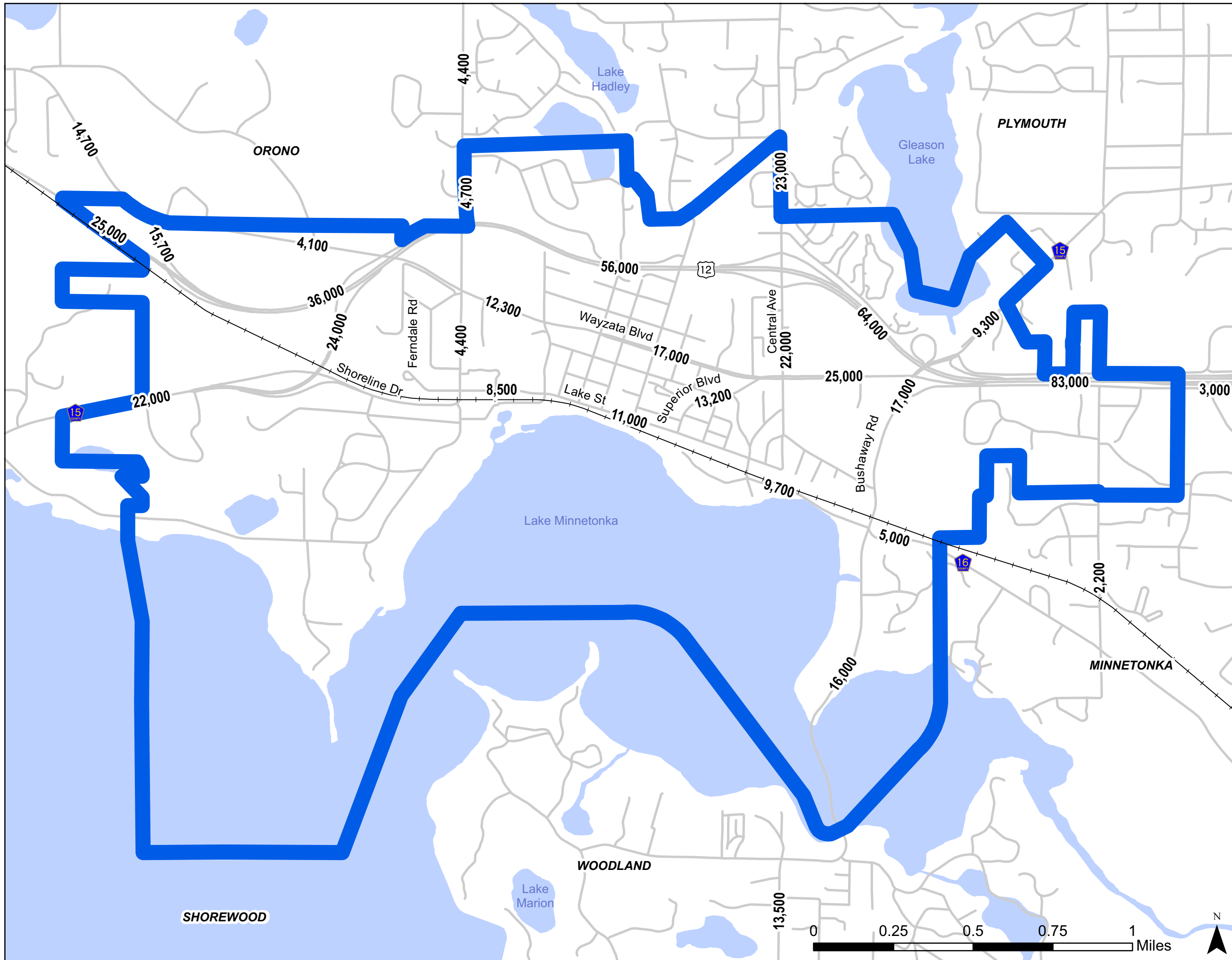


Table 3: Planning Level Roadway Capacities by Facility Type

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

Existing and Year 2040 Capacity Deficiencies

Using the methodology described above, existing and future capacity deficiencies were identified by comparing existing and year 2040 traffic volumes and roadway design (Figure 6) to the thresholds noted in Table 3. Results of this analysis were mapped to identify roadways that are approaching or over capacity. Roadway segments are defined as congested if the volume-to-capacity ratio is at or above 1.0, which signifies that a segment of road has observed volumes which exceed its design capacity. It is important to understand future traffic demand (and deficiencies) to help policymakers plan for the form and function of the mobility system. Based on this analysis, the street segments that currently approach or exceed their design capacity are identified in Figure 7. Roadways that are approaching or over capacity under future year conditions are shown in Figure 8.



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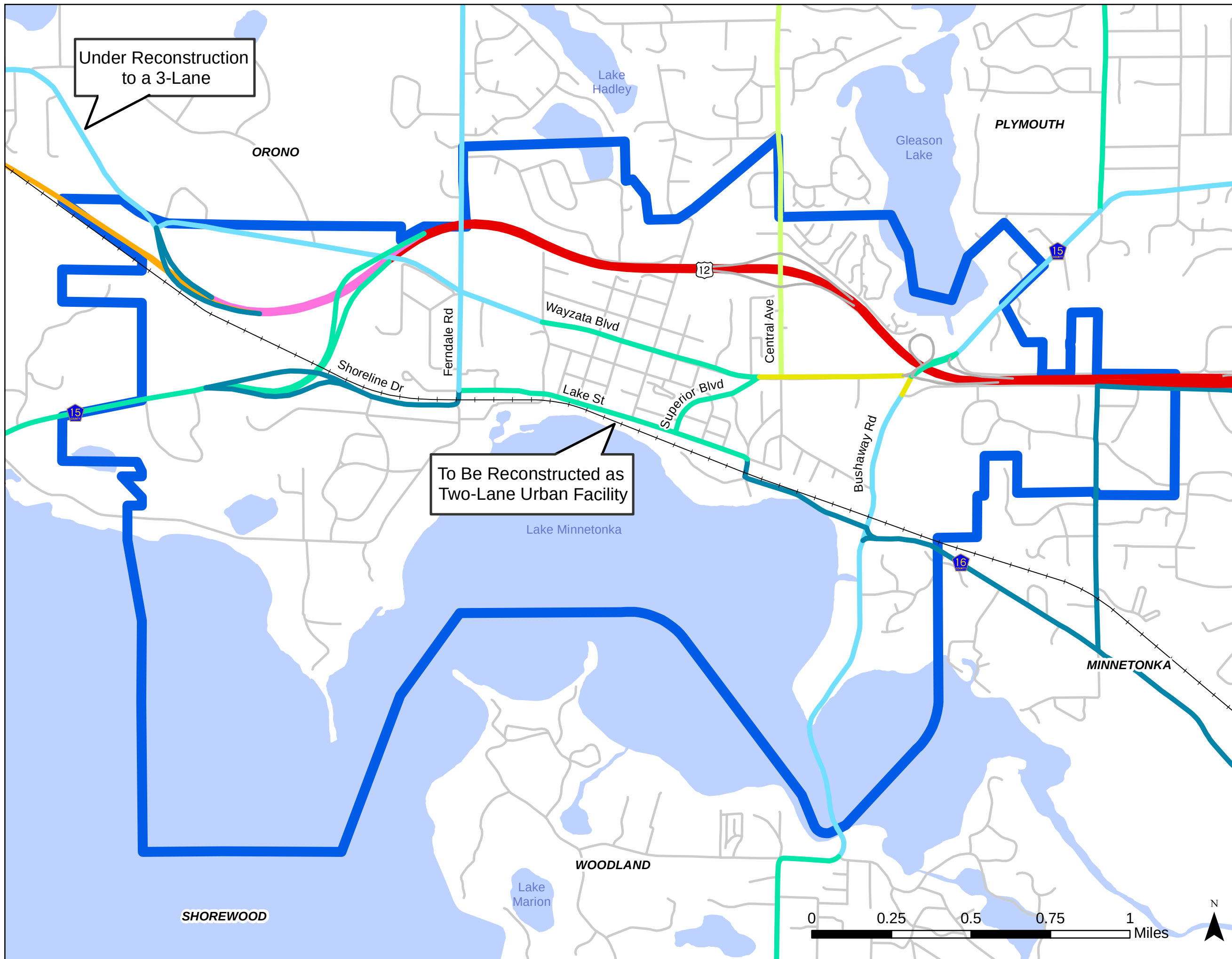
City Limits

Existing Facility Type | Capacity

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

Figure 6

Existing Roadway
Design (2018)





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City Limits

Capacity Deficiencies

Approaching Capacity (V/C >= 0.85)

Over Capacity (V/C >= 1.0)

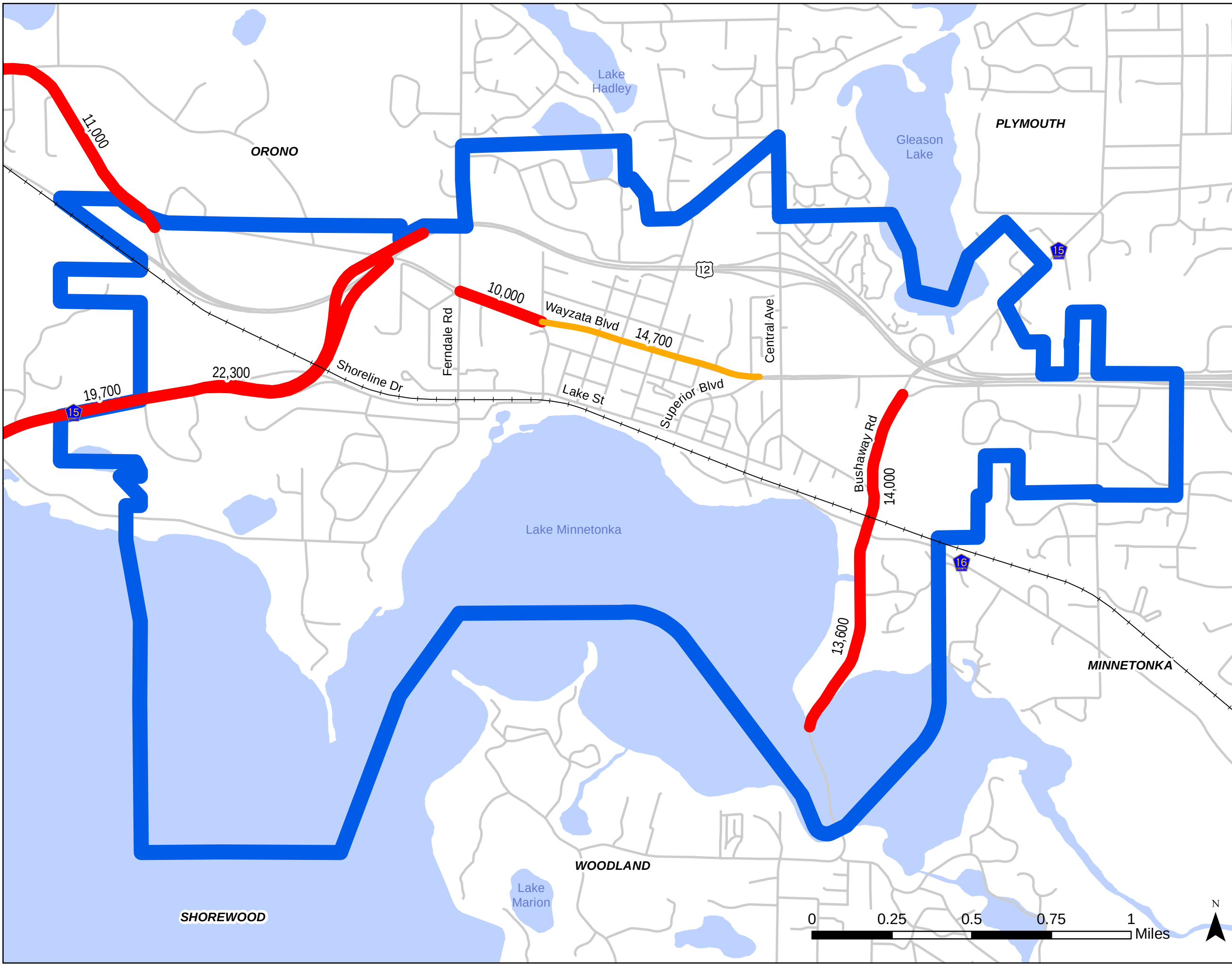


Figure 7
Existing Capacity
Deficiencies



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 City Limits

Capacity Deficiencies

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

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

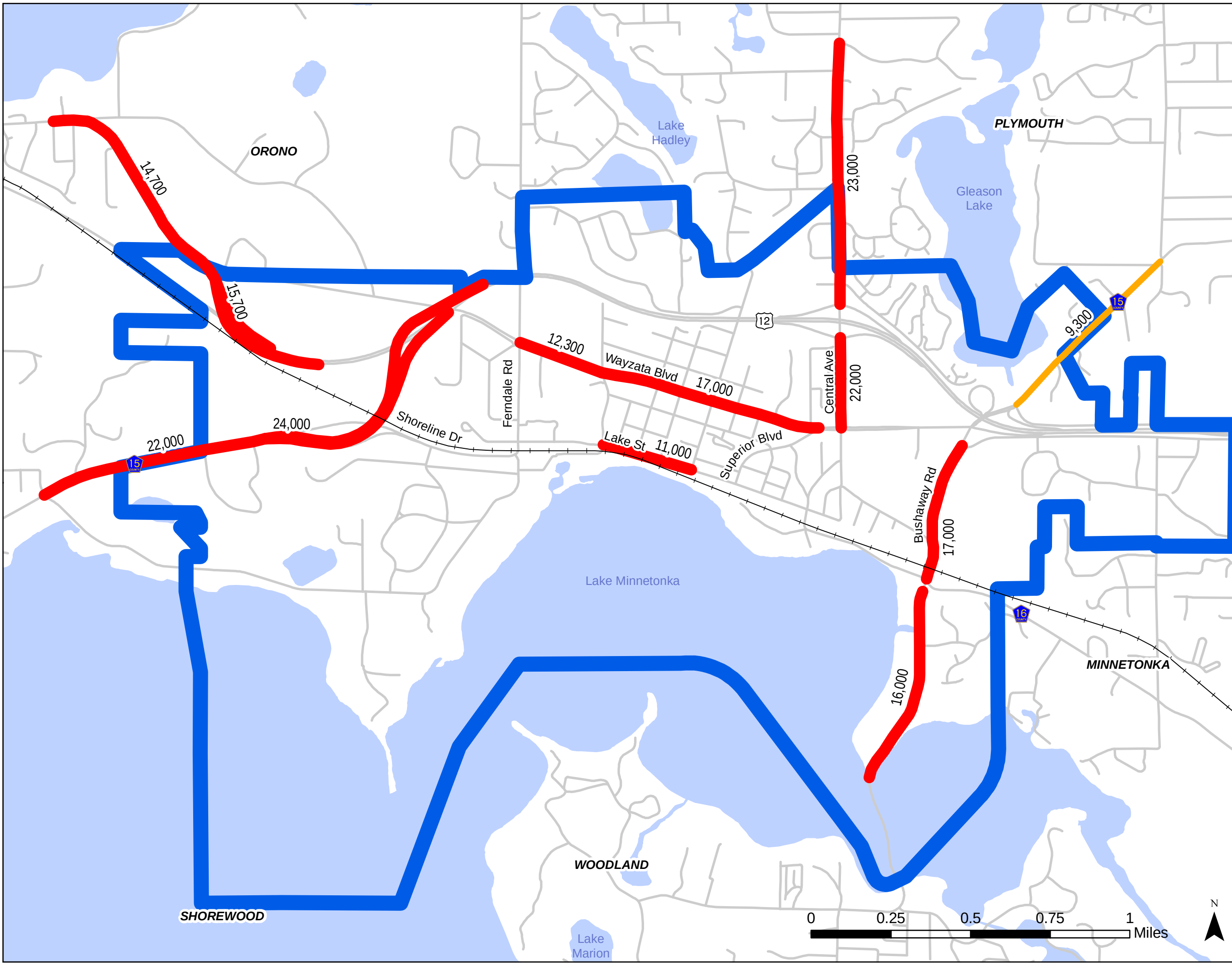


Figure 8

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 2040 traffic volume on Lake Street is expected to increase slightly over existing. With the proposed three-lane to two-lane conversion of Lake Street, this additional volume is not expected to affect the operations of the roadway, as turn lanes at the major intersections (Broadway Avenue, Barry Avenue and Ferndale Road) are proposed to be maintained. 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 (CSAH 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



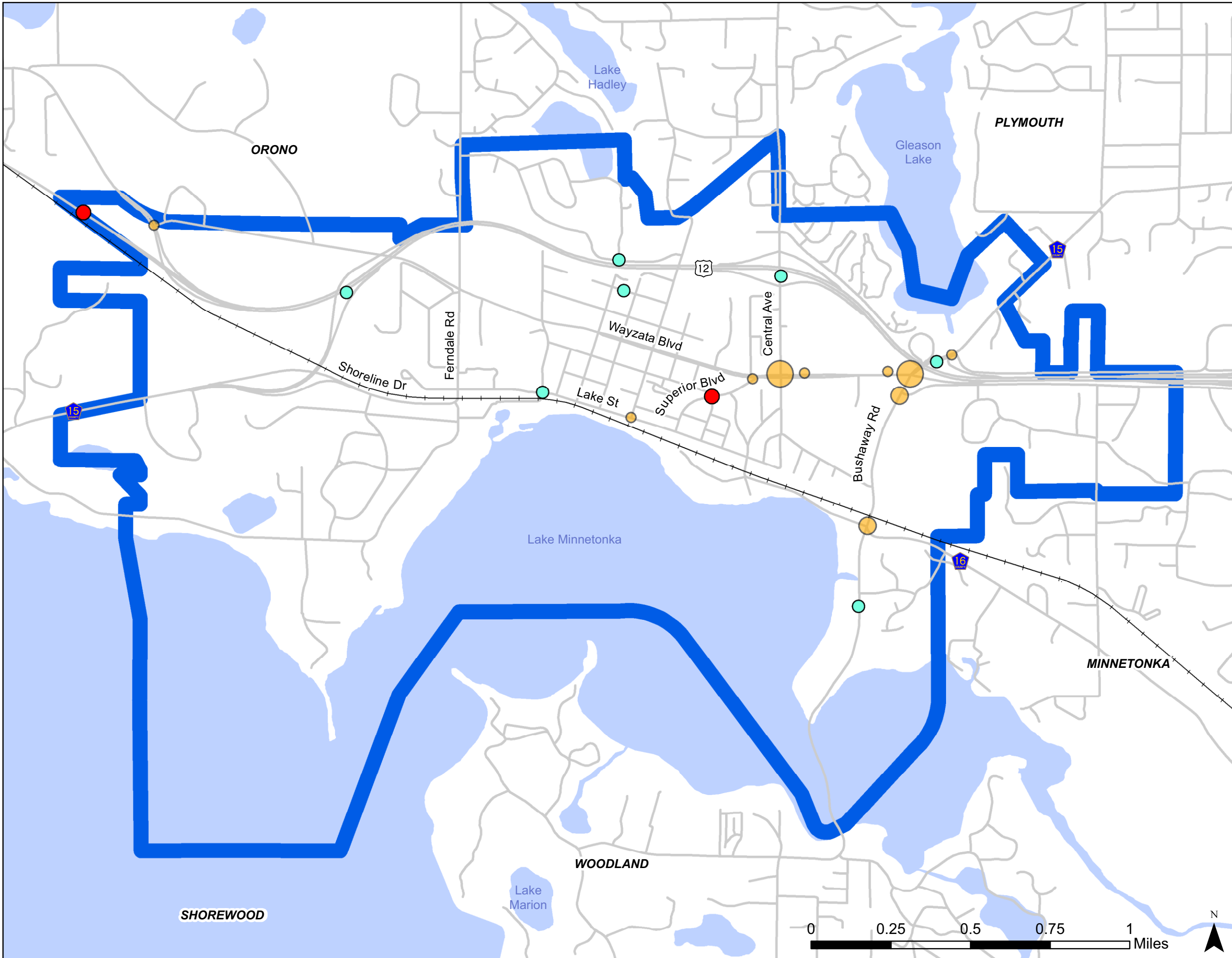
Life Altering Crashes

- 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 end, 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~~ continues 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.

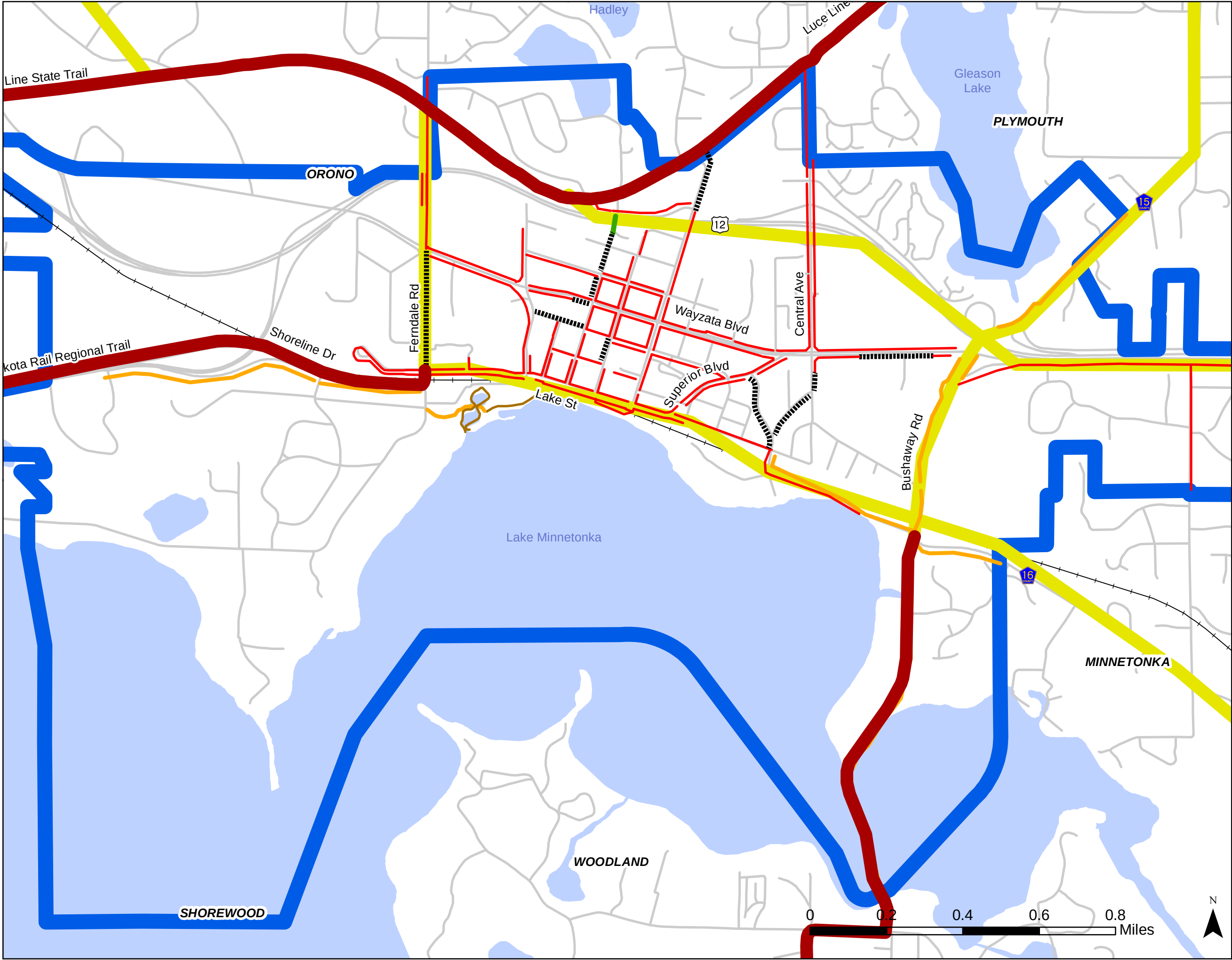
Resulting from the City's policy, there are currently sidewalks and trails on one or both sides of almost every minor arterial and major collector. This system makes it possible to travel by sidewalk or trail across the entire City. The City will continue to review the trail and sidewalk network to determine 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~~ impacts 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 ~~help continue~~ to encourage walkability and bikeability within the City. A comprehensive trail system will help 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 approved ~~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 typically~~ provide 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~~ continues 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~~ continues 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
 - o Moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit.
 - o 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
 - o General public dial-a-ride services are available
- Transit Market Area IV
 - o Lower concentrations of population and employment and a higher rate of auto ownership
 - o 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

- o General public dial-a-ride services are appropriate
- Transit Market Area V
 - o Very low population and employment densities and tends to be primarily Rural communities and Agricultural uses
 - o 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

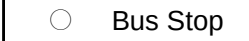
Route 645 is a limited-stop transit service route beginning at the Mound Transit Center and ending in downtown Minneapolis. This route operates throughout the day, stopping at the Wayzata Park-N-Ride for 24 eastbound trips and 20 westbound trips daily during the work week. This route also provides weekend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



Legend



Passenger Facilities



Existing Transit Routes

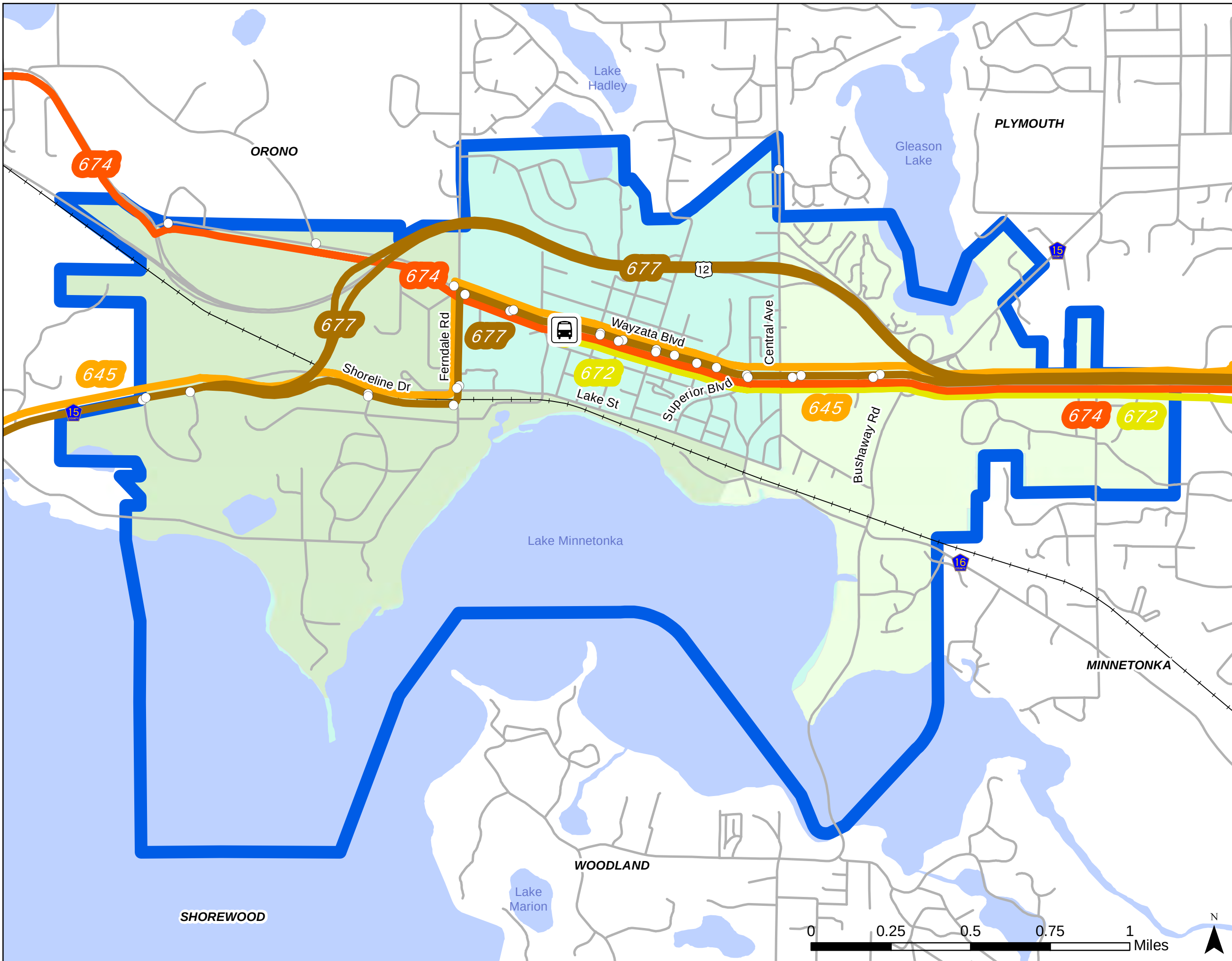


Market Area Classification



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~~ 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~~ continues 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~~ continues 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~~ needs 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~~ allows 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~~ provides a stronger outlook on lifecycle costs and replacement schedules. This ~~will~~ helps 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~~ plays 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~~ needs 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~~ needs 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~~ needs 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~~ may 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~~ could be considered 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

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/>

storage facilities and adding on-street bicycle lanes and additional connections to trails. These actions can help decrease the demand for vehicle parking.

- **Car Sharing Provisions.** Car sharing programs provide mobility options to a cross section of residents who would not otherwise have access to a vehicle. These programs encourage the efficient use of a single vehicle among multiple users, while reducing the amount of parking needed to accommodate each resident within a neighborhood. Zoning language can encourage or require new developments of a certain size to include off-street parking provisions for car sharing programs.
- **Shared Mobility.** Shared mobility includes bikesharing, carsharing, and ridesourcing services provided by companies such as Uber and Lyft. Predictions indicate that by creating a robust network of mobility options, these new modes will help 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~~ Multimodal 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 consideration of a multimodal street policy ~~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~~ can be ~~carefully~~ considered to ensure the “solutions” implemented do not make the road more unsafe or unintentionally divert traffic to a similar parallel route. Many times, local street traffic issues can be addressed by improving traffic flow on arterial streets (correcting arterial street congestion). Therefore, it is important to address local roadway traffic concerns by assessing the overall system.

Neighborhood Cut-Through Traffic

A transportation system that adequately handles the traffic demand allows the City’s street system to function the way it is intended. Principal and minor arterial roadways ~~should be~~ are 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~~ continues 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~~ may also consider the need to conduct in-depth traffic studies to determine where traffic calming measures ~~should~~ may 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~~ may 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~~ may 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 ~~should must be~~ balanced against preserving and enhancing preservation and enhancement of 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 ~~should 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 ~~can 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 ~~should~~ **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.

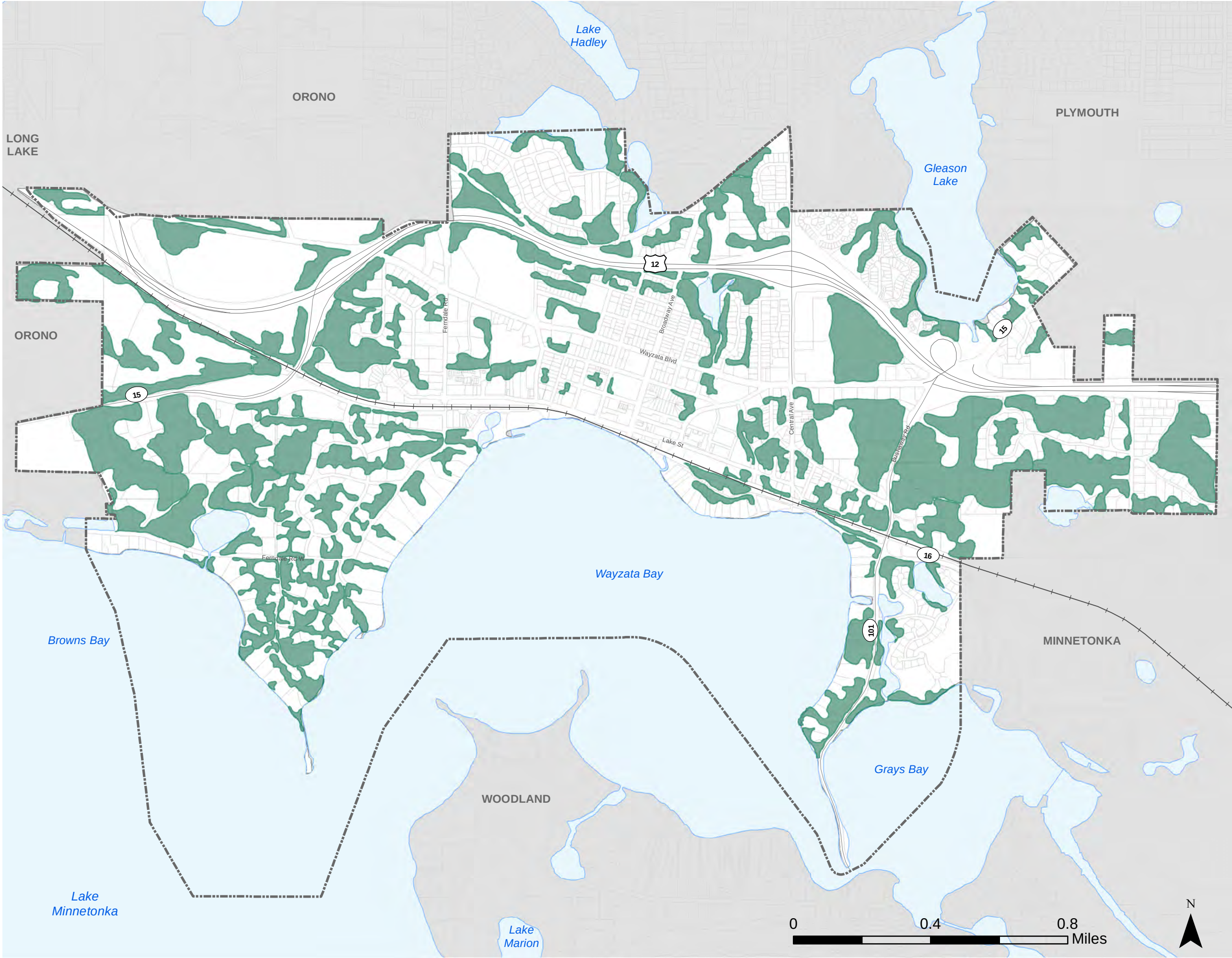
Table 1: Gross and Rooftop Solar Resource Calculations

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.

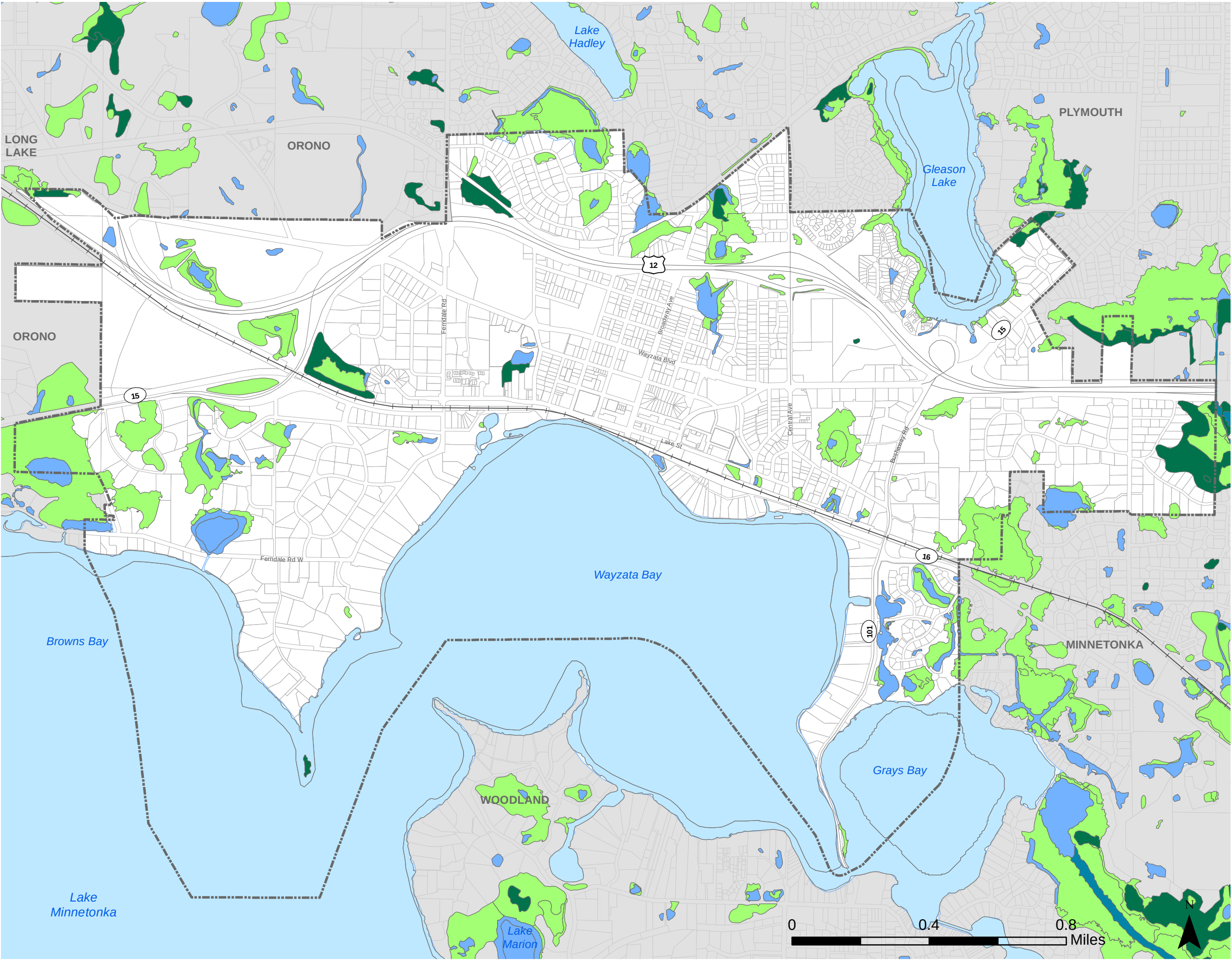


Comprehensive
Plan 2040

Legend

- Wayzata City Boundary
- Significant Tree Coverage

Figure 1
Vegetation



Comprehensive
Plan 2040

Legend

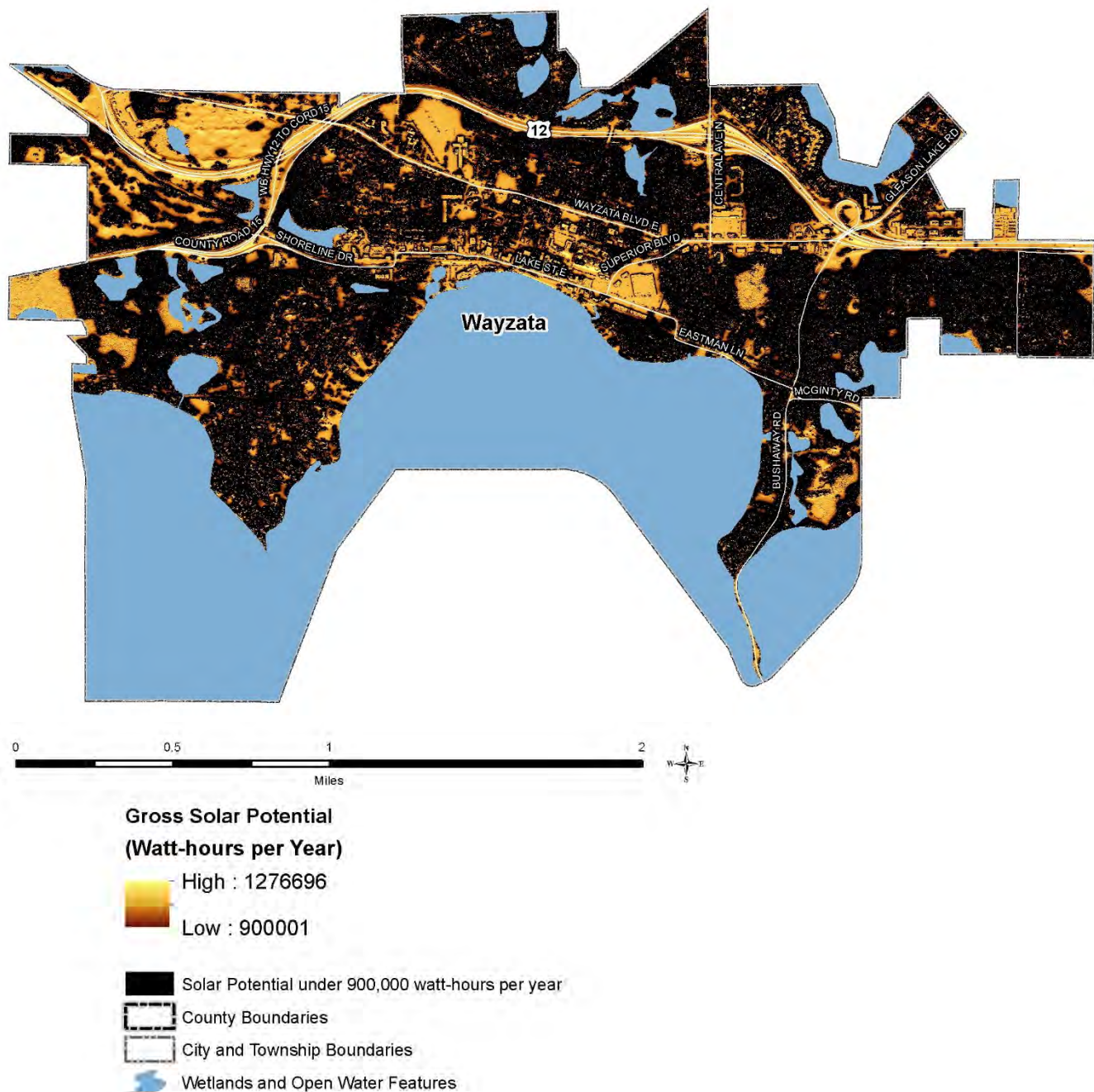
----- Wayzata City Boundary

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.

Consider identifying ~~Identify~~ ecological impacts on the lake caused by proposed land use developments, for example stormwater runoff, and work to mitigate these impacts.

Consider researching ~~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.

Examine the evaluation of ~~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 ~~Consider~~ 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 consider the adoption of ~~adopt~~ a City policy on the use of renewable energy systems in public and private development projects.

Research and contemplate the provision of ~~provide~~ information to residential property owners on the *Minnesota GreenStar Certified Green Homes and Remodeling* program.

Research and consider the promotion of ~~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 consider the promotion of ~~promote~~ "Smart Growth" and context-sensitive design development practices. Research and determine if a "Form-Based" Zoning code is appropriate for Wayzata.

Research and explore supporting ~~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.

Consider opportunities to ensure ~~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.

Consider requirements for ~~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.

Consider the preservation and protection of ~~Preserve~~ and protect existing stands of mature trees on public and private property when at all possible.

Explore establishment of ~~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.

Consider educating ~~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.

Consider opportunities to require ~~Require~~ erosion control plans for all site grading to prevent erosion, dust, and soil sedimentation.

Consider opportunities to require ~~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.

Explore the protection and preservation of ~~Protect and preserve~~ soil types associated with drainage ways in order to channel flowage, control erosion, and prevent flooding.

Consider the review of ~~Review~~ development plans to evaluate the impact on significant views for other surrounding properties.

Explore opportunities to protect ~~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

Consider maintenance of ~~Maintain~~ the City's Public Art Policy to support public art installations within the community.

Consider the integration of public art with new or remodeled City facilities.

Chapter 7 – Historic and Cultural Preservation

Introduction

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

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

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

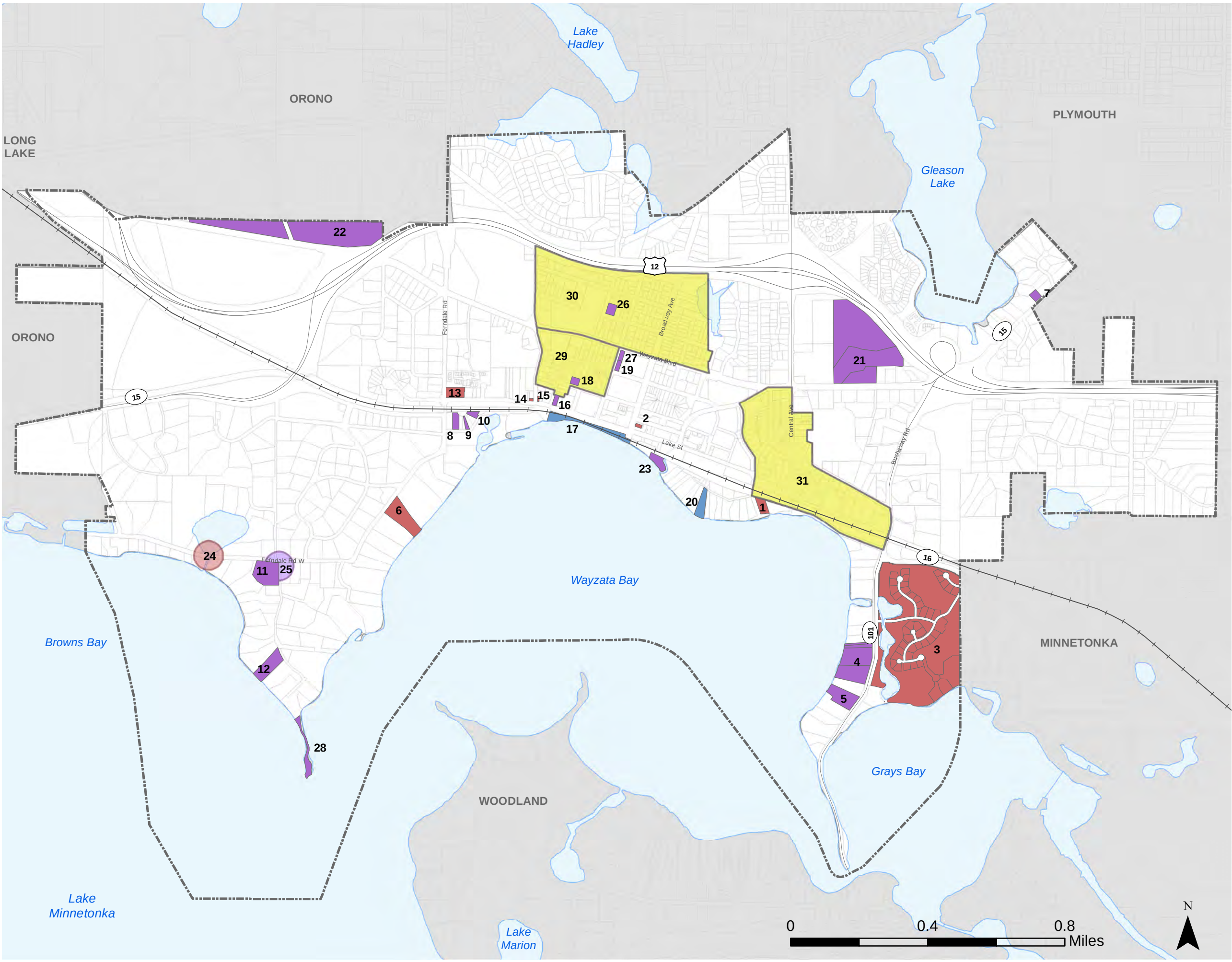
To assist in efforts to preserve and protect Wayzata's historic resources, the City Council enacted Ord. No. 607 in 1998, creating the Heritage Preservation Board (HPB). The HPB was established as a Council appointed volunteer advisory board working under the purview to the Planning Commission and City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

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

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

*National Register of Historic Places

**Local Heritage Preservation Site



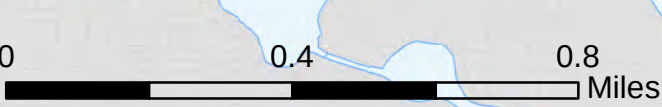
Legend

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

Existing Historical Resources

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

Figure 1
Historical Resources



Historic and Cultural Resource Preservation Objectives and Policies

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

Objective 1: Provide for Historic and Cultural Preservation

The City's objective for Historic and Cultural Preservation is to manage preservation in a manner consistent with the goals, policies, and procedures established by the City's Heritage Preservation Ordinance, its Zoning Code, and other City Ordinances.

This Chapter, consistent with the City's Preservation ordinance (Ord. No. 607) establishes the basic framework for how preservation decisions should be made and implemented within the city. Historic preservation decisions should be based on a comprehensive evaluation of each potential site, building or artifact, both individually as well for their contributions to the community as a whole.

The HPB, as a Council appointed volunteer advisory board working under the purview to the Planning Commission and City Council, is tasked with advising on the identification and preservation of historic sites within the City and to assist local property owners in the preservation of historically important sites.

Based on recommendations from the HPB, Planning Commission and residents, the City Council will review and update, as is deems necessary, Section 911 of the Wayzata Zoning Ordinance in implementing the goals, objectives, and policies included in this Chapter.

Objective 2: Identify and Protect Resources of Historic and Cultural Significance.

In the interest of preserving the rich heritage of Wayzata, it is an objective that the Heritage Preservation Board continues to identify, document, and evaluate historic, architectural, and archaeological resources in the City; to work to place historic and cultural resources on the local and National Registers as appropriate; and to recommend the issuance of awards and recognitions for historic preservation.

The City's Heritage Preservation Board, with assistance from the City Planning Department, should continue to identify, document, and evaluate historic, architectural, and archaeological resources in the City, including determination of their significance and vulnerability; work with property owners to place historic and cultural resources on the local and National Registers as appropriate; and recommend the issuance of awards and recognition. These efforts are to be coordinated with the City Planning Department and other City departments as necessary, the Wayzata Historical Society, and other non-profit preservation organizations as warranted. The HPB should utilize the Secretary of the Interior's Standards for historic preservation planning, identification, evaluation, registration, and treatment of any publicly held historic features.

The HPB should utilize the *Historic and Architectural Resources of Wayzata, Minnesota* (Vogel Report) as a basis for the inventory of historic, architectural, and archaeological resources under governmental and private ownership. With assistance from the City Planning Department and Wayzata Historical Society, the HPB should organize, maintain, and update a database of historic sites. As resources allow, the survey and the data base should be

updated as necessary, according to Minnesota SPHO standards, to document the status of existing and newly identified historic and cultural resources.

Objective 3: Promote Public Education, Awareness, and Appreciation of Historic and Cultural Resources.

Because public awareness is important to the preservation of the City's heritage, it is the objective of the HPB, in cooperation with the Wayzata Historical Society and the Wayzata Public Library, to encourage heritage education programs directed at residents, tourists, the business community, and the general public; and continuing to support the operation of activities related to historic resources, as specified in the following policies.

Under the guidance of the City Council, the HPB, in cooperation with the Wayzata Historical Society and the Wayzata Public Library, should encourage heritage education programs directed at residents, tourism, the business community, and the general public. This may be accomplished through pamphlets, audio-visual material for Wayzata Community TV (WCTV); public information display; supporting and promoting National Historic Preservation Month in May; and holding seminars as appropriate, and as resources allow.

The City's historic preservation program activities should aim to heighten awareness of locally significant properties, and educate property owners on how to preserve, rehabilitate, restore, and reconstruct their significant buildings and sites. As resources allow, the HPB, in cooperation with other non-profit preservation organizations, should provide public information, education, and technical assistance, as available and appropriate, relating to historic preservation efforts.

Chapter 8 – Community Facilities

Introduction

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

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

Wastewater System

Background

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

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

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

Forecasts

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

Table 1: Growth Projections – Met Council Projections

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

Table 2: Total Growth Projections – City Projections

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

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

Table 3: Average Wastewater Flow Projections

Year	Wayzata Projected Average Flow
2020	0.53
2030	0.54
2040	0.53

Trunk Sewer System

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

Table 4: Trunk Sewer Design Flows and Capacities

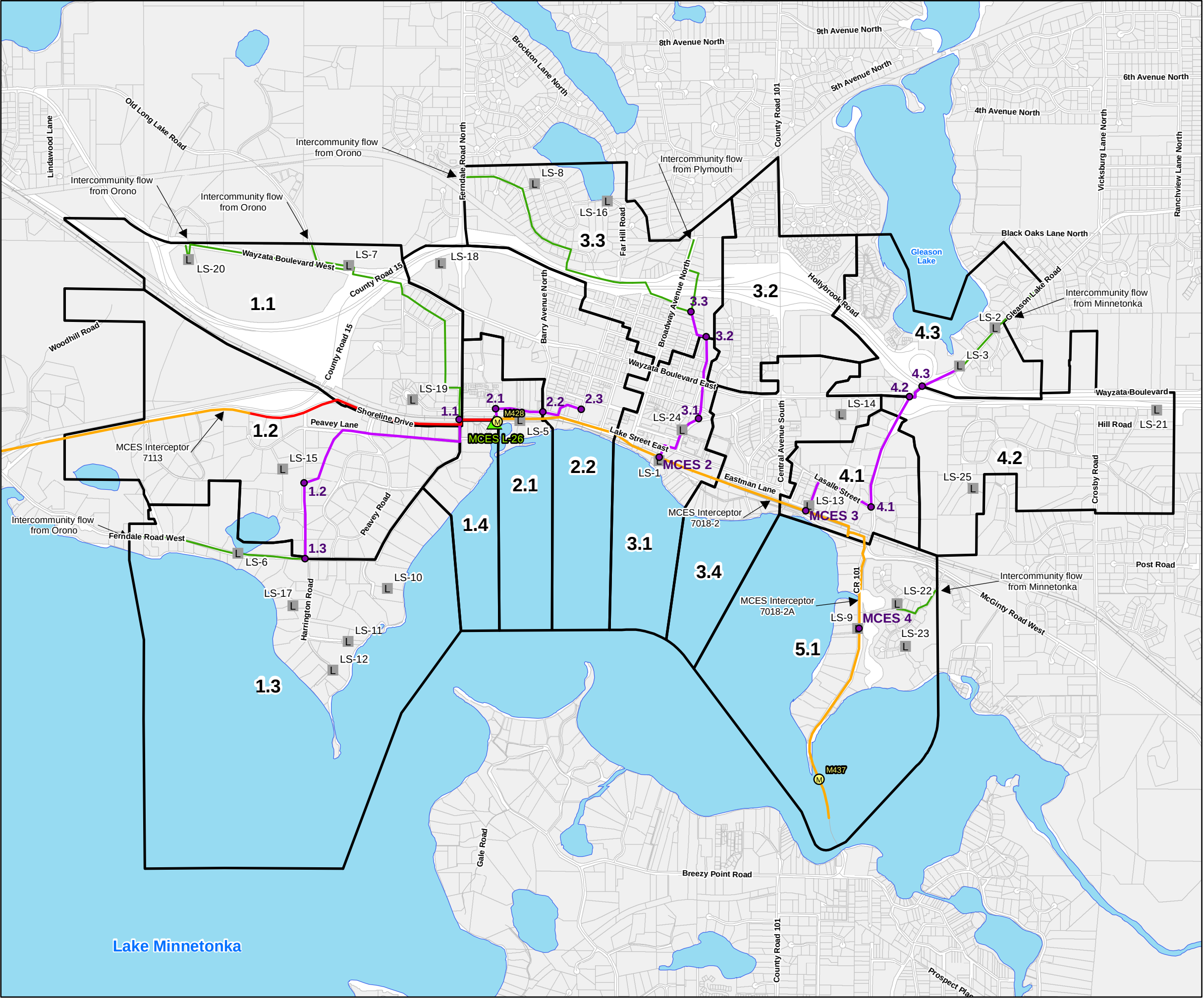
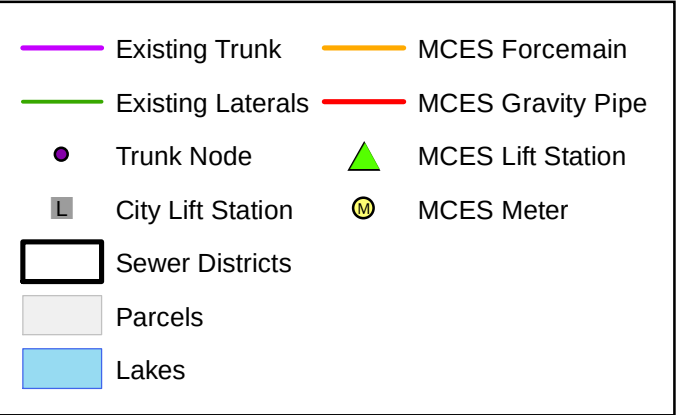
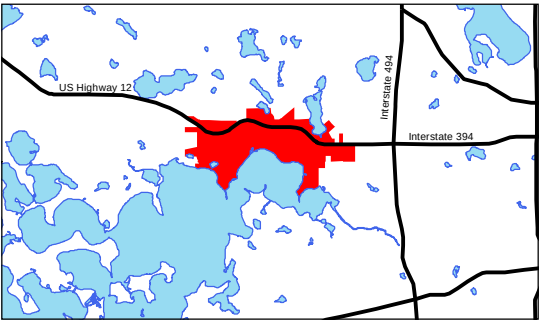
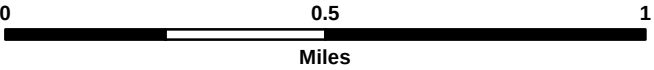
Trunk Line	From Node	To Node	Design Flow, MGD	Capacity, MGD
1	1.3	1.2	0.07	0.83
	1.2	1.1	0.22	0.92
	1.1	MCES 1	0.37	0.86
2	2.3	2.2	0.35	1.13
	2.2	2.1	0.44	1.54
	2.1	MCES 2	0.44	1.27
3	3.3	3.2	0.25	1.07
	3.2	3.1	0.46	1.19
	3.1	MCES 3	0.82	5.27
4	4.3	4.2	0.29	0.81
	4.2	4.1	0.47	2.36
	4.1	MCES 4	0.52	2.00

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

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

Trunk Sanitary Sewer

Figure 1
Comprehensive Sewer Plan
Wayzata, Minnesota



November 26, 2018



Infiltration/Inflow (I/I)

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

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

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

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

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

No recent, detailed, citywide analysis of I/I has been completed. The City will perform specific evaluations in the future of areas with excessive I/I on an as-needed basis. Based on review of metering records from MCES, the City estimates I/I to be less than 5 percent 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 inches up to 18 inches.

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

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

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

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

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

Table 6: Existing and Future Water Demand Projections

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

¹ Maximum day demand design factor equal to 2.5

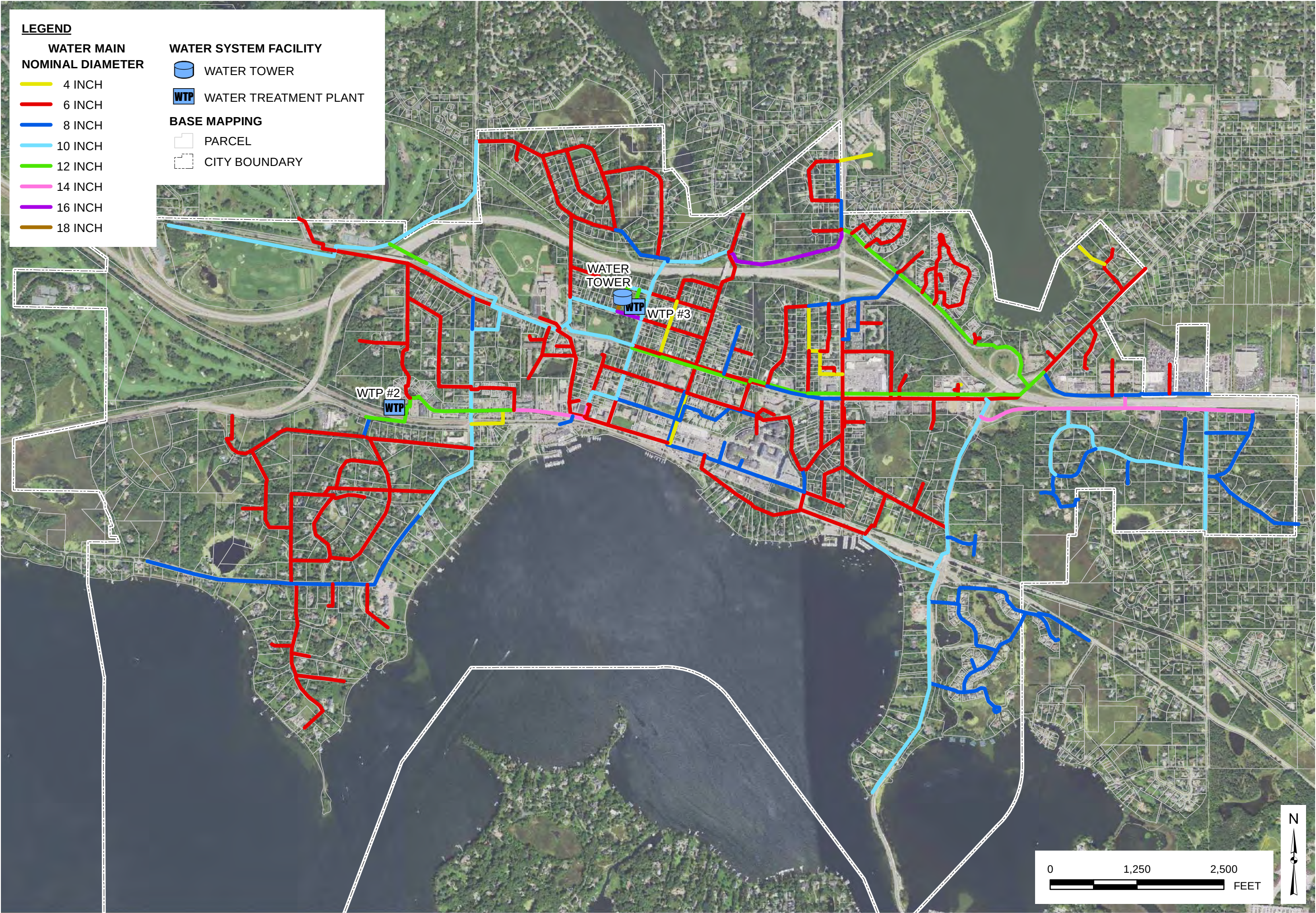
² Peak hour demand design factor equal to 1.6.

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

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

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

Figure 2 depicts the City's existing water system.



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

FIGURE 2 - EXISTING WATER DISTRIBUTION SYSTEM

WAYZATA WATER SYSTEM MASTER PLAN

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

November 2018

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

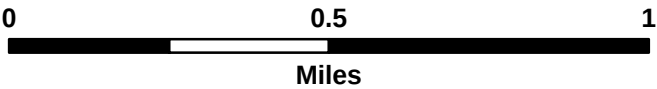
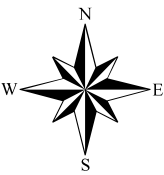
underlying the City in both the Quaternary (glacial drift) aquifers as well as the bedrock aquifers (Prairie du Chien and Jordan) flows toward the south and southeast to the Minnesota and Mississippi Rivers.

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.

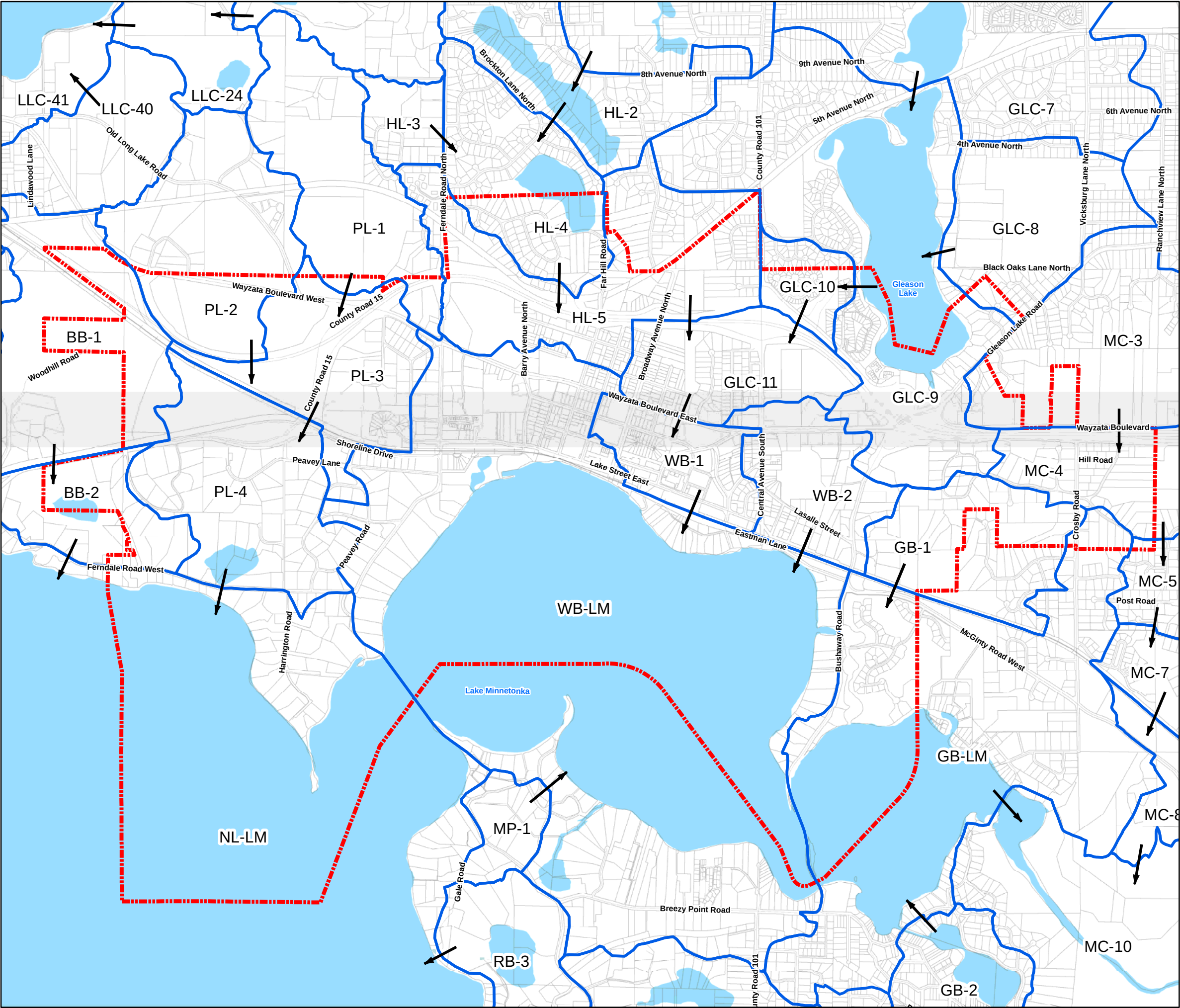
Table 7: Modeled Peak Flows for 100-year, 24-hour Rain Event

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

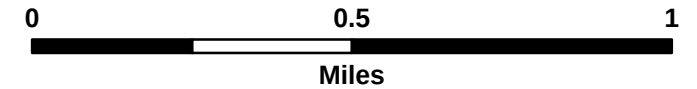
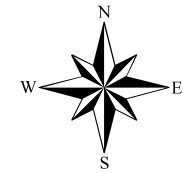
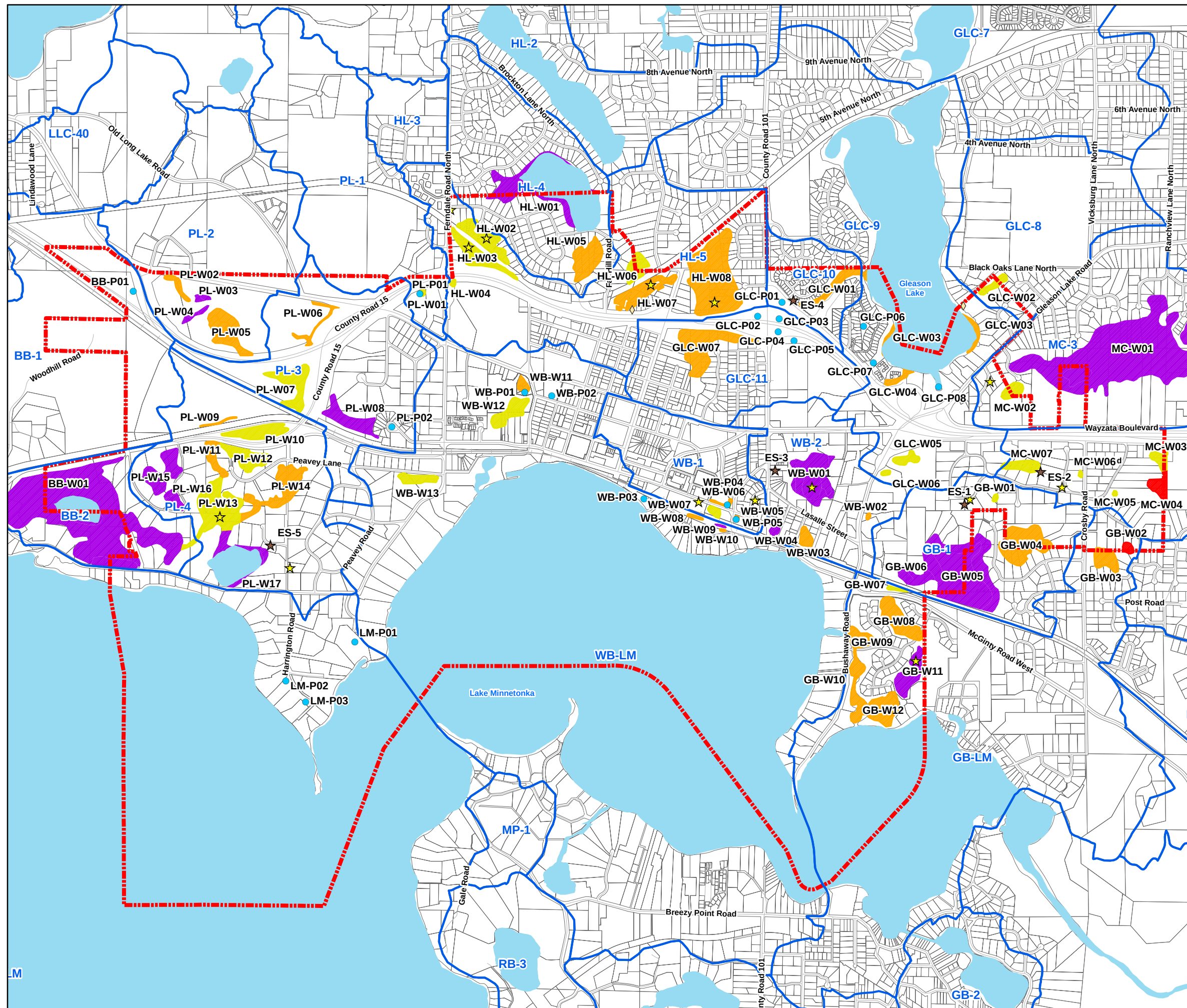
The City has a Wetland Management Plan, which was prepared as part of the City's 2009 SWMP. That plan assesses the wetlands within the City and presents recommendations for their protection and management based on management classifications. Wetlands in the City and their classifications are shown on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

Multi-modal 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 consider multi-modal streets ~~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 Multi-modal streets will help create livable communities for various users, especially children, those with restricted access, and seniors.

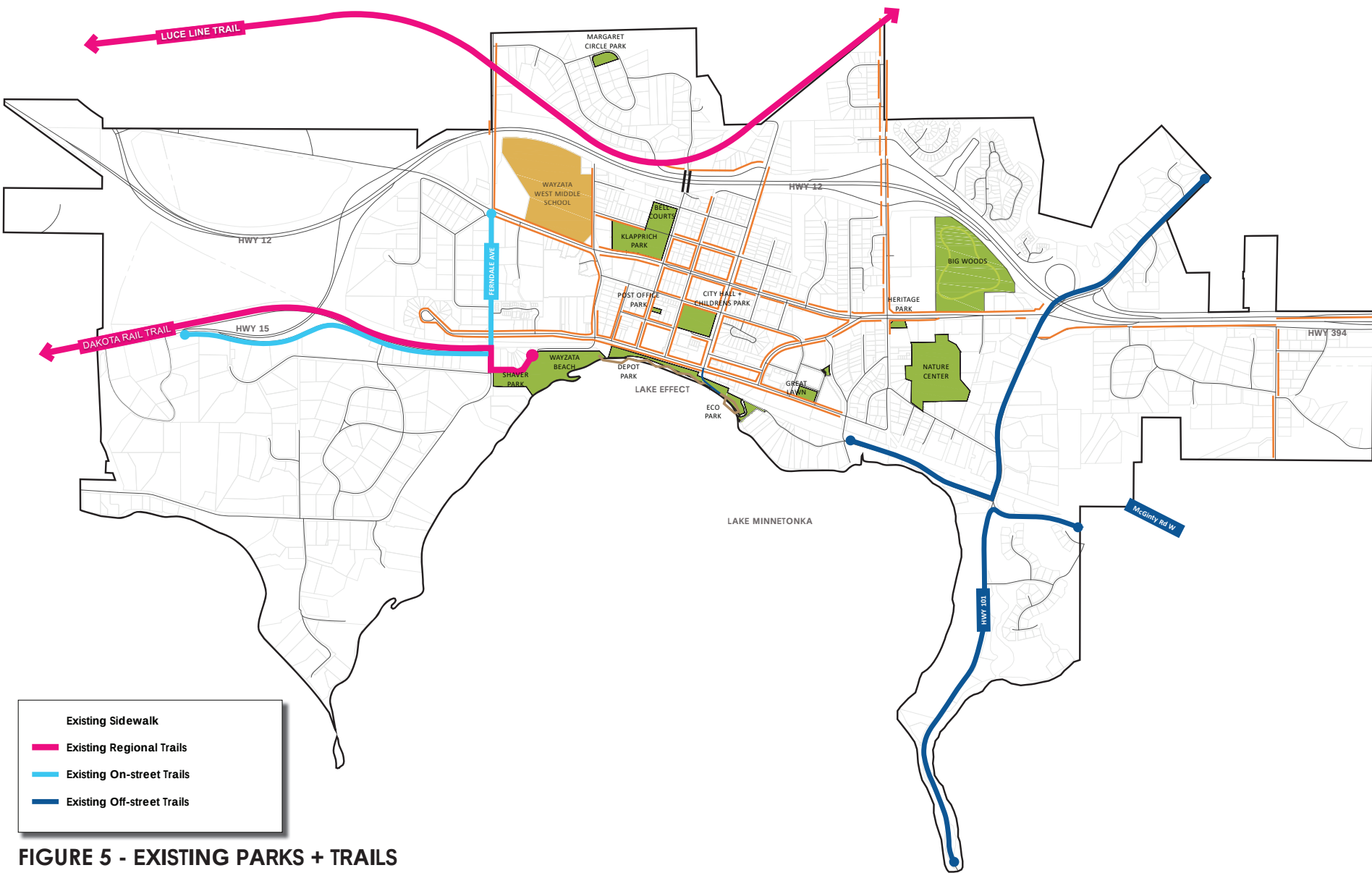


FIGURE 5 - EXISTING PARKS + TRAILS

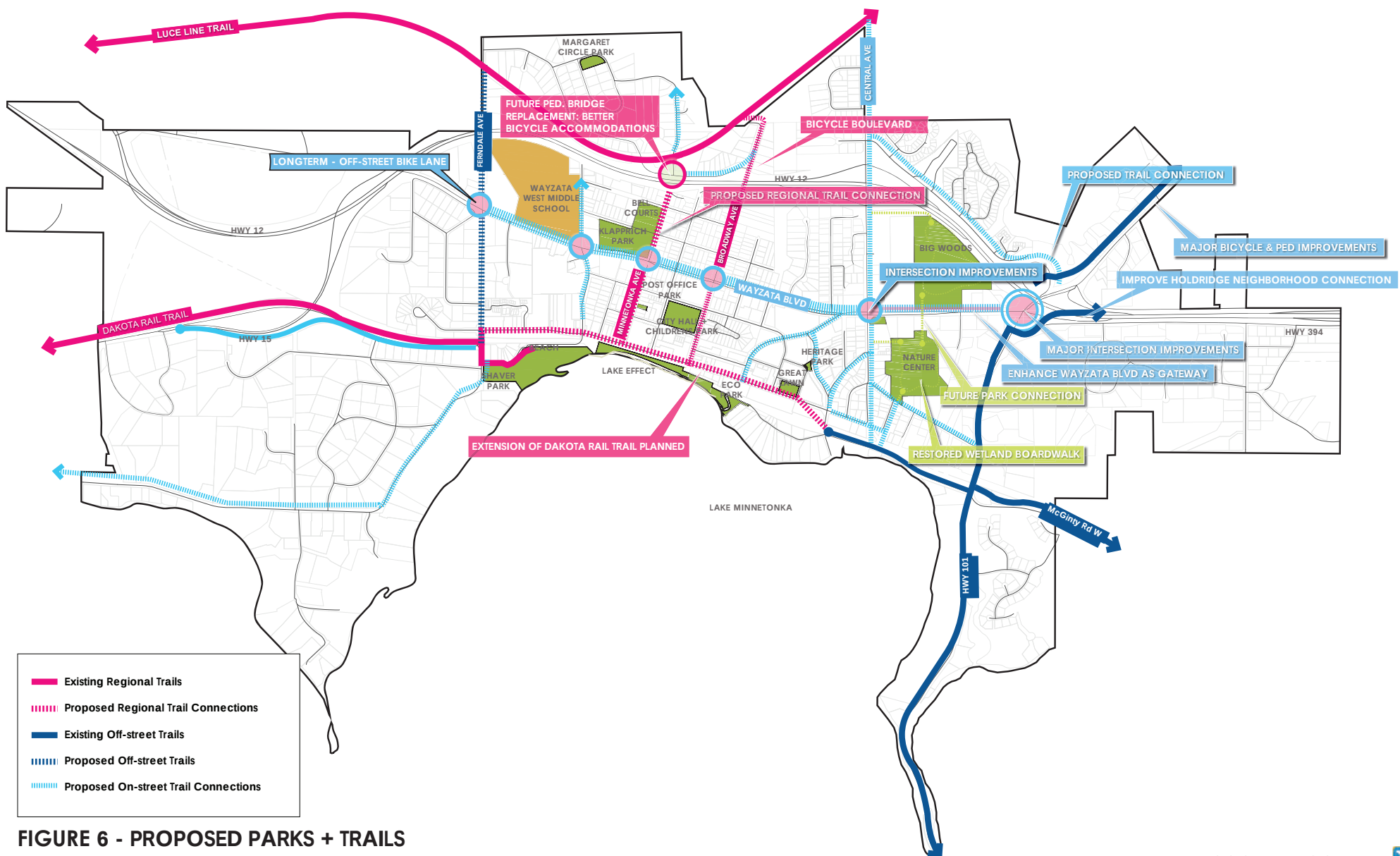


FIGURE 6 - PROPOSED PARKS + TRAILS

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 additional new parks ~~spaces~~ are planned within the community. All are proposed to be constructed as part of the City's Lake Effect initiative. These three ~~parks spaces~~ 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~~ Additional green park spaces 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 builds~~ Additional green park spaces build upon the existing elevated garden spaces by providing additional space for sitting, relaxing or a shady spot to enjoy a picnic. Two slender shade structures framing the flexible plaza create a respite from the sun in the summer and a place to gather near a fire pit in the fall and winter.

Eco Park

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

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

Community Facilities

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

Community Facilities Policies

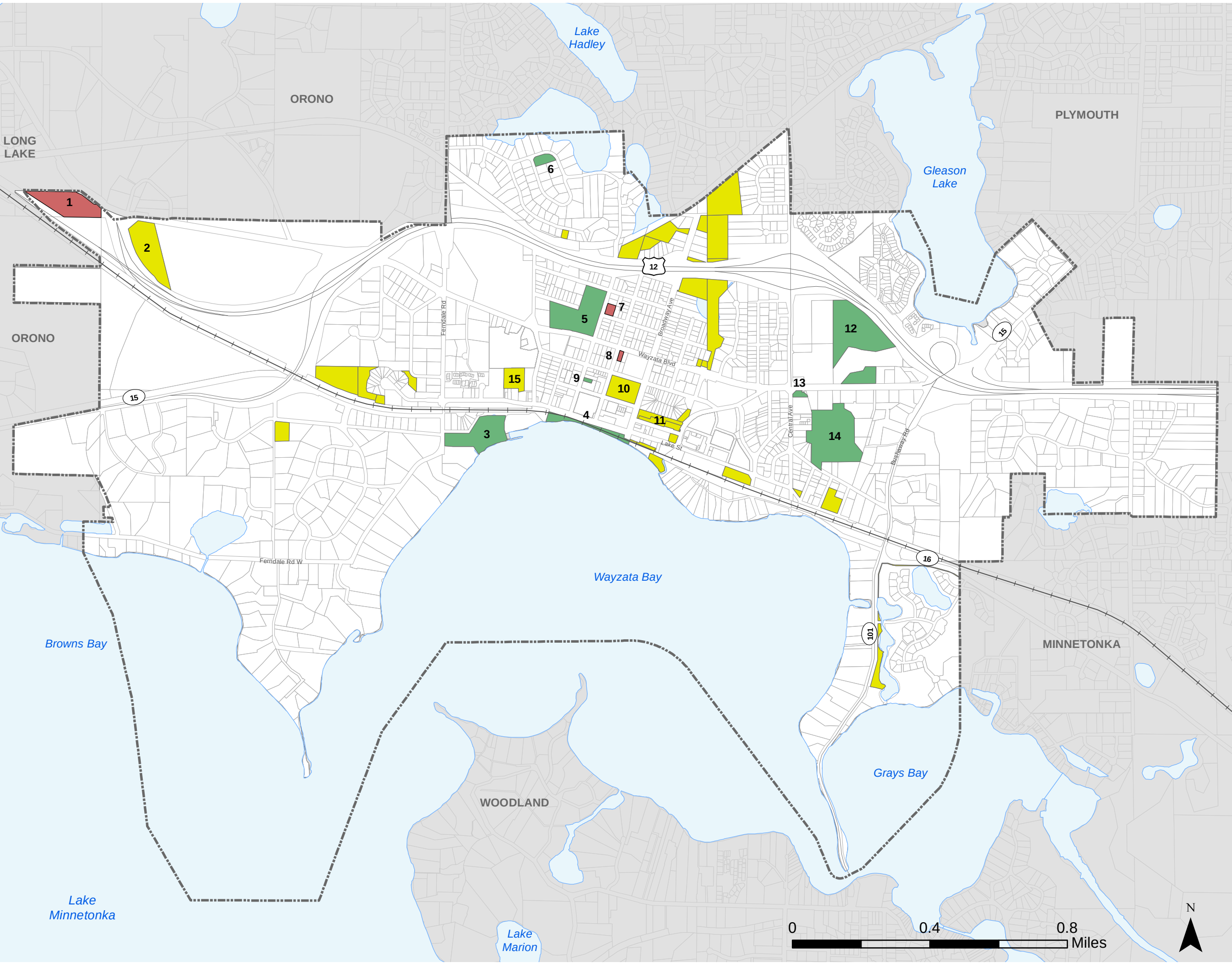
- Design public facilities to enhance community identity and recognition.
- Design and locate civic facilities so that they serve to enhance the community and neighborhoods.
- Develop, improve, and maintain all public facilities according to the highest adopted standards of design sustainability and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

Public Utility Policies

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

Parks and Recreation Policies

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



Comprehensive
Plan 2040

Legend

Wayzata City Boundary

City Owned Properties

- City Park
- Municipal Property
- Public Cemeteries

Existing Community Facilities

- 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~~ relies, in part, on official controls, such as the Zoning Ordinance, Subdivision Ordinance, and Capital Improvement Plan (CIP). These official controls provide a means of managing redevelopment within the City in a manner that is consistent with the goals of the Comprehensive Plan.

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

Official Controls

Zoning and Subdivision Ordinances

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

Table 1: Existing Zoning Districts

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

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



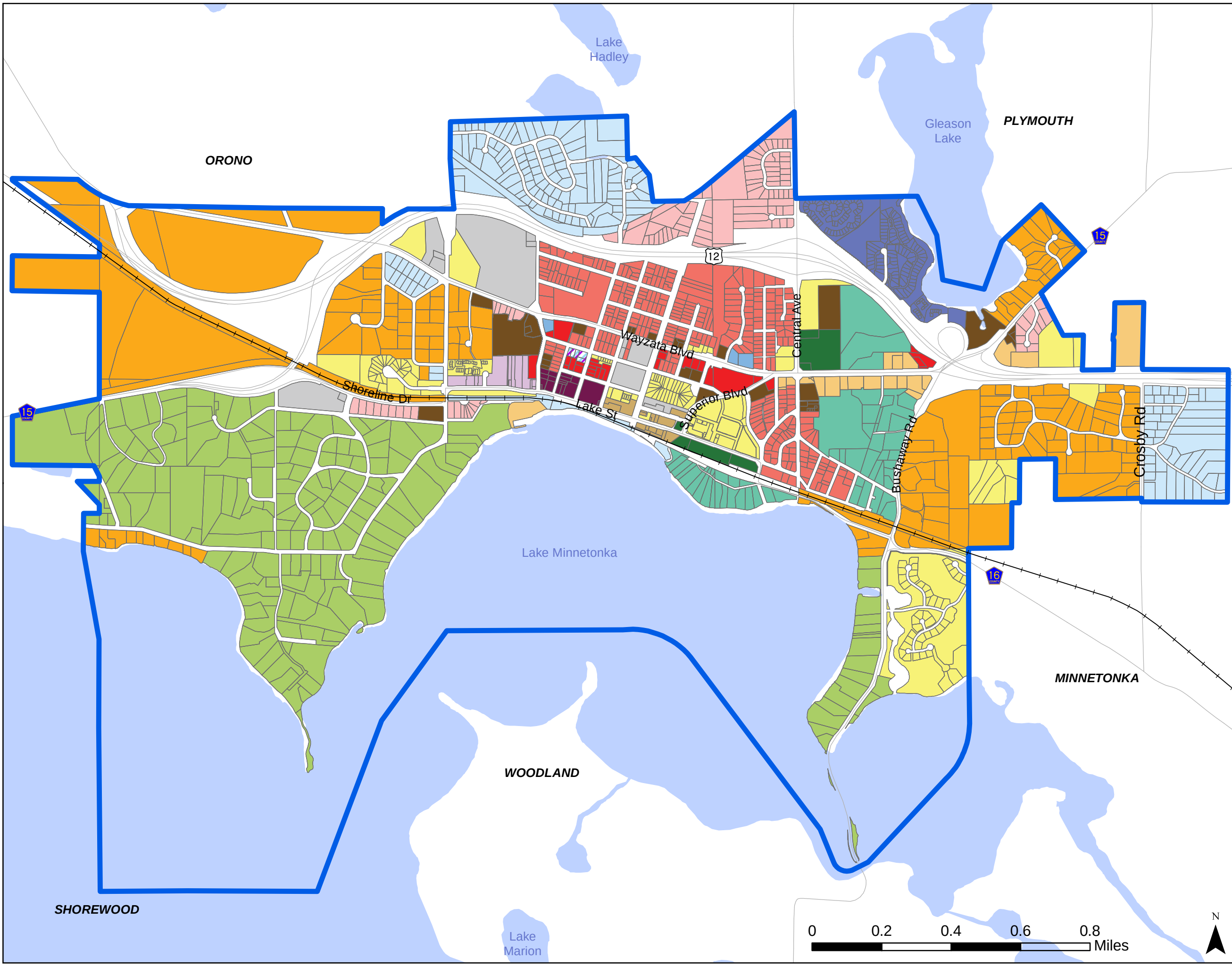
Legend

Zoning

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

Figure 1

Existing Zoning Map



Environmental Protection

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

Housing Implementation Program

One of the greatest challenges facing Wayzata is the economic reality of increasing land values and shifts in housing needs for various population groups. As a fully built out community, developable land is scarce, which when combined with the City's proximity to the lake has driven up the value of land. These external economic factors have caused challenges in the provision of a diverse housing stock that accommodates a range of affordability levels and life-cycle housing opportunities. While the City and the Wayzata Housing and Redevelopment Authority (HRA) are committed to providing opportunities for a range of individuals, the City ~~will~~ strives 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 10 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~~ continues 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~~ utilizes 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.	✓					✓	✓	
<u>Support the city's existing commercial core through partnerships with other agencies, stakeholders and business owners to maintain a vibrant economy.</u>	✓		✓	✓		✓	✓	
Support developments that create multi-generational friendly housing.						✓	✓	✓
Implement the recommendations of the Parks and Trails System Master Plan.		✓	✓	✓		✓	✓	
Promote opportunities to create <u>mixed-use higher-density</u> 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.							✓	

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
Utilize the 2040 Comprehensive Plan during the decision-making process, and update as needed.	✓	✓	✓	✓	✓	✓	✓	✓

RESOLUTION NO. 24-2019

RESOLUTION AUTHORIZING THE SUBMITTAL OF THE WAYZATA 2040 COMPREHENSIVE PLAN TO THE METROPOLITAN COUNCIL

WHEREAS, Minnesota Statutes section 473.864 requires each local governmental unit to review and, if necessary, amend its entire comprehensive plan and its fiscal devices and official controls at least once every ten years to ensure its comprehensive plan conforms to metropolitan system plans and ensure its fiscal devices and official controls do not conflict with the comprehensive plan or permit activities that conflict with metropolitan system plans; and

WHEREAS, Minnesota Statutes sections 473.858 and 473.864 require local governmental units to complete their “decennial” reviews by December 31, 2018; and

WHEREAS, the City Council, Planning Commission, and the City Staff have prepared a proposed Comprehensive Plan intended to meet the requirements of the Metropolitan Land Planning Act and Metropolitan Council guidelines and procedures; and

WHEREAS, pursuant to Minnesota Statutes section 473.858, the proposed Comprehensive Plan was submitted to adjacent governmental units and affected special districts and school districts for review and comment on December 17, 2018, and the statutory six-month review and comment period will elapse on June 17, 2019; and

WHEREAS, the Planning Commission has considered the proposed Comprehensive Plan and all public comments, and thereafter submitted its recommendations to this Council; and

WHEREAS, the City conducted a public hearing of the Planning Commission on May 20, 2019 and a review with the City Council on June 11, 2019 and July 2, 2019 relative to the adoption of the proposed Comprehensive Plan; and

WHEREAS, the City Council has reviewed the proposed Comprehensive Plan and those recommendations, public comments, and comments from adjacent jurisdictions and affected districts; and

WHEREAS, Minnesota Statutes section 473.858 requires a local governmental unit to submit its proposed comprehensive plan to the Metropolitan Council following recommendation by the planning commission and after consideration but before final approval by the governing body of the local governmental unit.

WHEREAS, based on its review of the proposed Comprehensive Plan and Planning Commission and staff recommendations, the City Council is ready to submit its proposed plan to the Metropolitan Council for review pursuant to Minnesota Statutes section 473.864; and

NOW, THEREFORE BE IT RESOLVED, that the City of Wayzata, Minnesota, that the City Council directs the City Manager to distribute said Comprehensive Plan to the Metropolitan Council by July 3rd pursuant to Minnesota Statutes section 473.864.

Adopted by the Wayzata City Council this 2nd day of July 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:

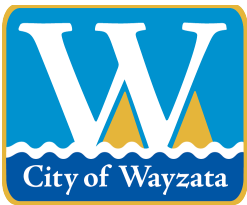
Absent:

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 July 2, 2019.

Kathy Leervig, City Clerk

SEAL



City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 8.b.
TITLE: Consider Approval of Plans and Authorization to Solicit Public Bids for the Lake Effect Project	
PROPOSED MOTION: To Approve Plans and Authorize Solicitation of Public Bids for the Lake Effect 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 Civitas, Inc. to solicit bids through a formal public bidding process for the Lake Effect Project (Lake Street, Lake Street Plaza, and the Dakota Rail Regional Trail Extension).

FINANCIAL OR BUDGET CONSIDERATION:

All components of the project are planned to be using the Lakefront Capital Improvement Plan (CIP), contributions from Three Rivers Park District, and bonding from the State of Minnesota.

For Lake Street and Lake Street Plaza, the current construction cost estimate is \$4,385,850. This amount has been allocated in the City's CIP and will be funded by the City with Three Rivers Park District chipping in \$250,000 in 2019 and \$250,000 in 2020.

For the Dakota Rail Regional Trail, Three Rivers Park District has committed to reimburse the City over the course of three years for the entire cost of construction, including the railroad crossings at Ferndale, which is estimated to be approximately \$818,368.

The State of Minnesota approved bonding in the amount of \$400,000, for the pedestrian crossing improvements at Broadway Avenue and Barry Avenue. A high-level estimate projects the cost to be at \$600,000. The City has allocated the \$200,000 gap within its CIP.

BACKGROUND:

The proposed project includes the reconstruction of Lake Street from Broadway Avenue to Barry Avenue and includes the following improvements:

- Conversion of the existing municipal parking lot to park space;
- Expansion of the 600 Block sidewalk;
- Replacement of existing watermain;
- Addition of a bike trail;
- Construction of stormwater management;
- Construction of restroom facility at Broadway Avenue plaza; and
- Construction of pedestrian safety improvements at the railroad crossings.

Additionally, the City has added the Dakota Rail Regional Trail extension to the project which proposes to construct a bike trail from Barry Avenue to Ferndale Road, along the south side of the roadway.

Highlights of the comprehensive project are attached.

Design Development Plans of Lake Street, Lake Street Plaza, and the Dakota Rail Regional Trail Extension have all been reviewed and approved over the past year by the City Council. The only major changes from

what was previously reviewed are:

- Consolidating the shade structures in the plaza into one structure and moving the location to the center of the plaza due to the location of an underground utility easement; and
- Removing the elevation from the two green spaces within the plaza along with the granite plinths and replacing the plinths with a varying wooden bench.

Detailed explanation and design of the bench and shade structure are attached.

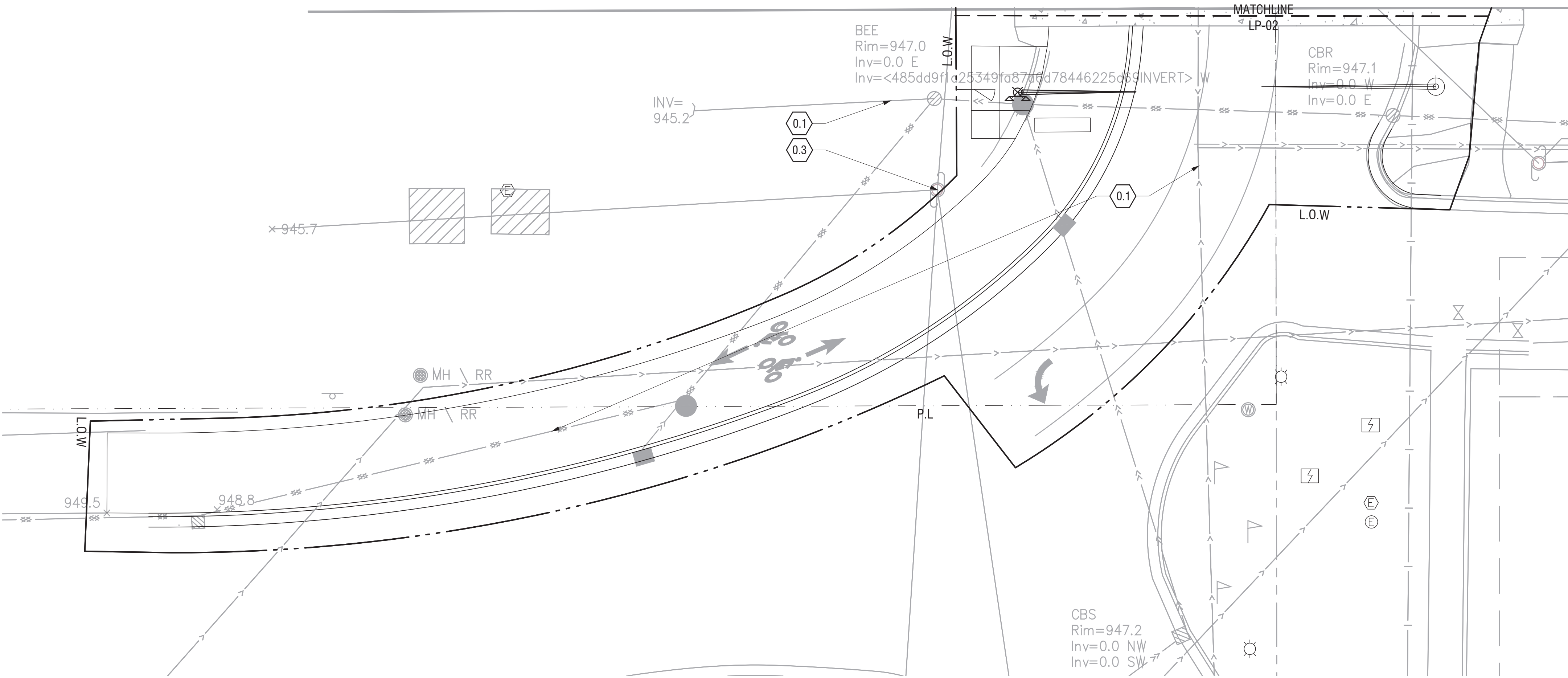
Lastly, in order to reduce the cost, staff has worked with Civitas on identifying some bid alternates with regard to the granite vs. concrete in the plaza area as well as replacing the concrete portions of the bike trail with asphalt.

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 August 14, 2019 with a bid award at the August 20 City Council Meeting—assuming the bids are in line with the most recent cost estimates.

The project is planned to begin in September, after James J. Hill Days, and be completed in the first half of 2020. Staff continues to work with impacted property owners and will take their feedback into account when determining a project schedule. Once the schedule is determine, staff will work with the business owners and the Chamber to utilize the Navigate Wayzata initiative in order to mitigate business impacts.

ATTACHMENTS:

1. Landscape Plans
2. Revised Shade Structure Location
3. WLE Lake Street Plaza Changes



NO PLANTING IMPROVEMENTS THIS SHEET

KEYNOTES		DTL./SHT.#
0.0	EXISTING CONDITIONS	
0.1	EXISTING UTILITY UNDERGROUND	-
0.2	EXISTING MANHOLE	-
0.3	EXISTING UTILITY POLE	-
0.4	EXISTING LIGHT POLE	-
0.5	EXISTING CONCRETE PAVING	-
0.6	EXISTING ASPHALT PAVING	-
0.7	EXISTING LAWN	-
0.8	EXISTING SHRUB(S)	-
0.9	EXISTING TREE(S)	-
0.10	EXISTING IRRIGATION	-
0.11	EXISTING FENCE	-
0.12	EXISTING UTILITY	-
0.13	EXISTING CURB	-

8.1 DECIDUOUS & EVERGREEN TREE PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	<i>Robinia x 'Purple Robe'</i>	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis 'Siloam Double Classic'</i>	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	<i>Rosa 'Meinle'</i> RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera 'Baltrebur'</i> HARVEST BURGUNDY <i>Hosta 'Blue Angel'</i> <i>Hosta 'Cathedral Windows'</i> <i>Hosta 'Fried Green Tomatoes'</i> <i>Hydrangea paniculata</i> 'LVOBO BOBO' <i>Liriope muscaris</i> 'Bigun' CLEOPATRA	Harvest Burgundy Coral Bells Hosta Hosta Hosta Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal	As Shown

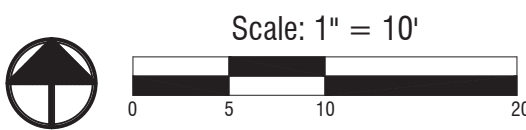
8.3 GRASSES AND SODDED TURF					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION

NOTE: ALL TURF TO BE PROJECTED WHEN FEASIBLE



OVERHEAD UTILITIES / POLE



Consultants:

Architect:

Snow Kroll Architects
219 North Second St., Suite 120
Minneapolis, MN 55401
(612) 752-0292

Civil Engineer:

Solution Blue
444 Cedar Street Suite 1005
Saint Paul, MN 55101
(651) 289-5534

Ecologist:

Applied Ecological Services, Inc.
21938 Mushtown Road
Prior Lake, Minnesota 55372
(952) 447-1919

Traffic Engineer:

SRF Consulting Group, Inc.
One Carlson Parkway North Suite 150
Minneapolis, MN 55447
(763) 249-6726

Irrigation:

Water In Motion
175 James Ave. North
Minneapolis, MN 55405
(763) 359-1010

Structural Engineer:

Eriksen Reed & Associates
2350 University Ave. West Suite 201-S
Saint Paul, MN 55114
(651) 414-6165

MEP / Electrical Engineer:

LKPB Engineers
3001 Broadway Street NE Suite 601
Minneapolis, MN 55413
612-540-5033

Stamp:

Issue Record:

5/28/2019 50% Construction Documents

Revisions:

CVT Proj. #: 2-15-0032

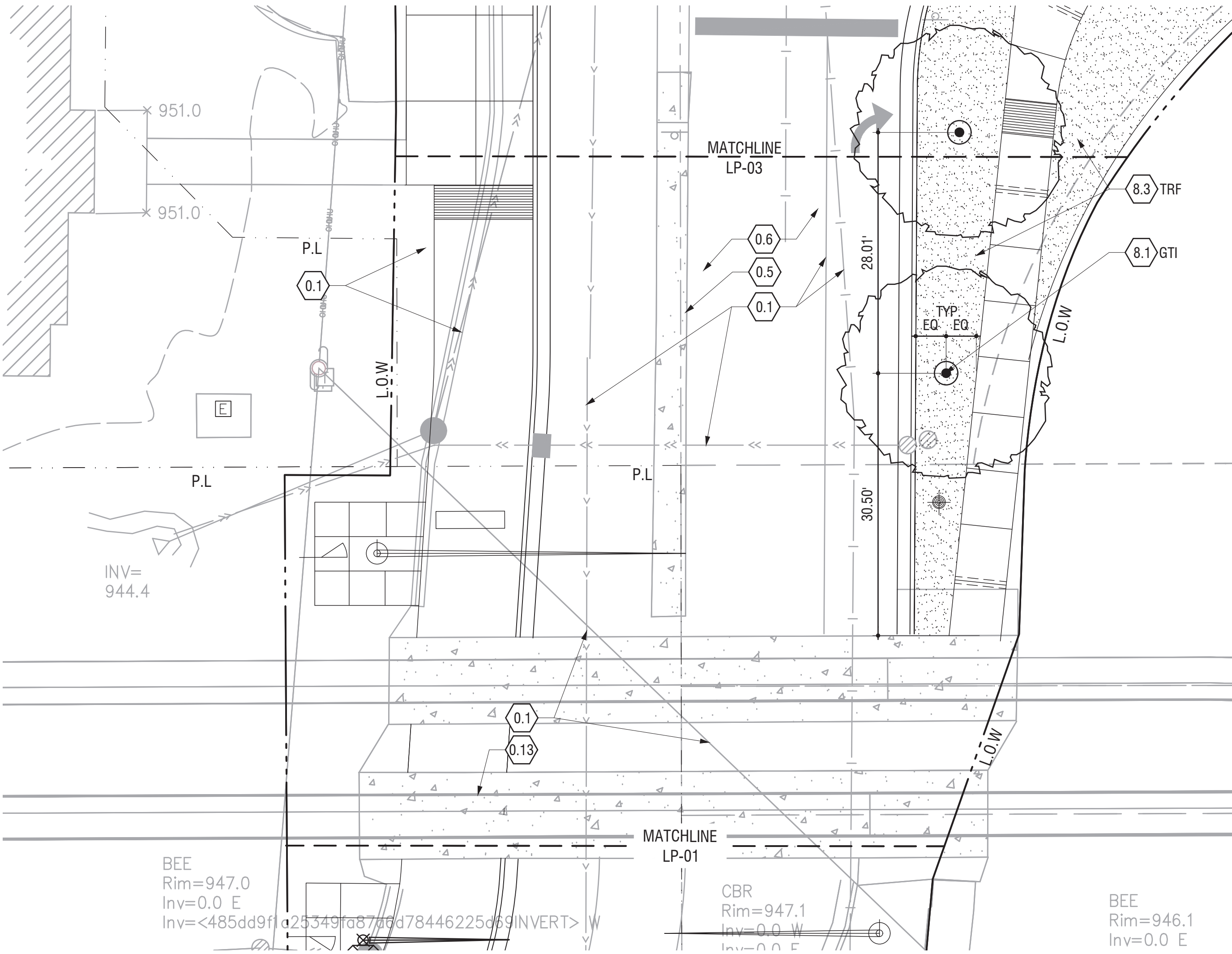
Drawn:

Checked:

LANDSCAPE PLANTING

SHEET 227 OF 290

LP-01



OVERHEAD UTILITIES / POLE
UTILITY CABINET
ACCESS TO BUILDING

KEYNOTES

0.0 EXISTING CONDITIONS

- 0.1 EXISTING UTILITY UNDERGROUND
- 0.2 EXISTING MANHOLE
- 0.3 EXISTING UTILITY POLE
- 0.4 EXISTING LIGHT POLE
- 0.5 EXISTING CONCRETE PAVING
- 0.6 EXISTING ASPHALT PAVING
- 0.7 EXISTING LAWN
- 0.8 EXISTING SHRUB(S)
- 0.9 EXISTING TREE(S)
- 0.10 EXISTING IRRIGATION
- 0.11 EXISTING FENCE
- 0.12 EXISTING UTILITY
- 0.13 EXISTING CURB

DTL./SHT. #

8.1 DECIDUOUS & EVERGREEN TREE PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	<i>Robinia x</i> 'Purple Robe'	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis</i> 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	<i>Rosa</i> 'Meineble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera</i> 'Baltrebur' HARVEST BURGUNDY <i>Hosta</i> 'Blue Angel' <i>Hosta</i> 'Cathedral Windows' <i>Hosta</i> 'Fried Green Tomatoes' <i>Hydrangea paniculata</i> 'LV080 BOBO' <i>Liriope muscari</i> 'Bigun' CLEOPATRA	Harvest Burgundy Coral Bells Hosta Hosta Hosta Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal	As Shown

8.3 GRASSES AND SODDED TURF

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

NOTE: ALL TURF TO BE PROJECTED WHEN FEASIBLE

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION

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612-540-5033

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Issue Record:

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Revisions:

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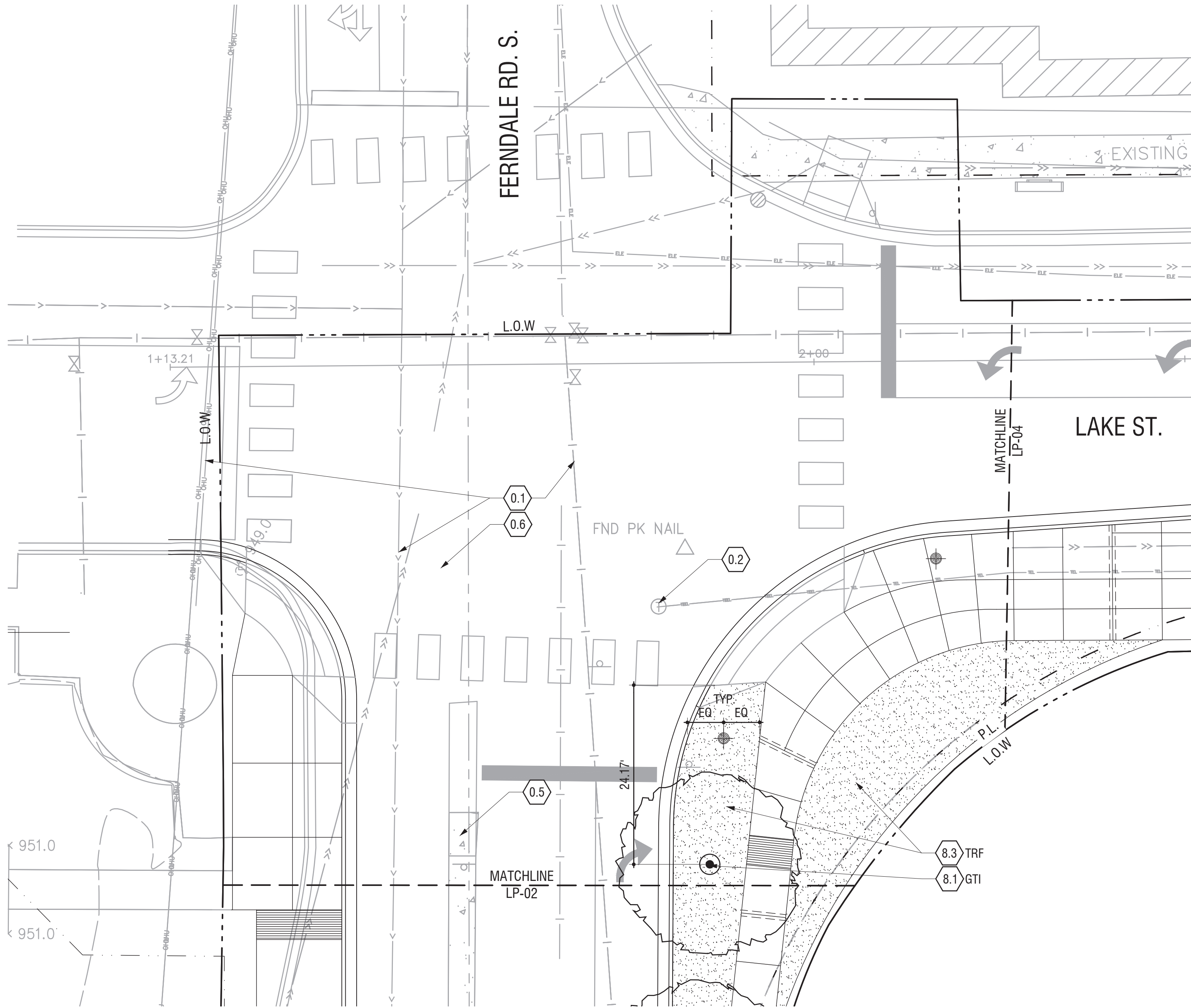
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LANDSCAPE PLANTING

SHEET 228 OF 290

LP-02



KEYNOTES		DTL./SHT.#
0.0	EXISTING CONDITIONS	
0.1	EXISTING UTILITY UNDERGROUND	-
0.2	EXISTING MANHOLE	-
0.3	EXISTING UTILITY POLE	-
0.4	EXISTING LIGHT POLE	-
0.5	EXISTING CONCRETE PAVING	-
0.6	EXISTING ASPHALT PAVING	-
0.7	EXISTING LAWN	-
0.8	EXISTING SHRUB(S)	-
0.9	EXISTING TREE(S)	-
0.10	EXISTING IRRIGATION	-
0.11	EXISTING FENCE	-
0.12	EXISTING UTILITY	-
0.13	EXISTING CURB	-

8.1 DECIDUOUS & EVERGREEN TREE PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	<i>Robinia x</i> 'Purple Robe'	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

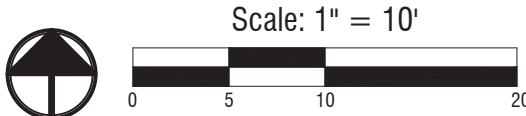
8.2 SHRUB, GRASS AND PERENNIAL PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis</i> 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	<i>Rosa</i> 'Meinble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera</i> 'Baltrebur' HARVEST BURGUNDY <i>Hosta</i> 'Blue Angel' <i>Hosta</i> 'Cathedral Windows' <i>Hosta</i> 'Fried Green Tomatoes' <i>Hydrangea paniculata</i> 'ULVOBO BOBO' <i>Liriope muscari</i> 'Bigum' CLEOPATRA	Harvest Burgundy Coral Bells <i>Hosta</i> <i>Hosta</i> <i>Hosta</i> Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal	As Shown

8.3 GRASSES AND SODDED TURF					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

NOTE: ALL TURF TO BE PROJECTED WHEN FEASIBLE

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION

DTL./SHT.#



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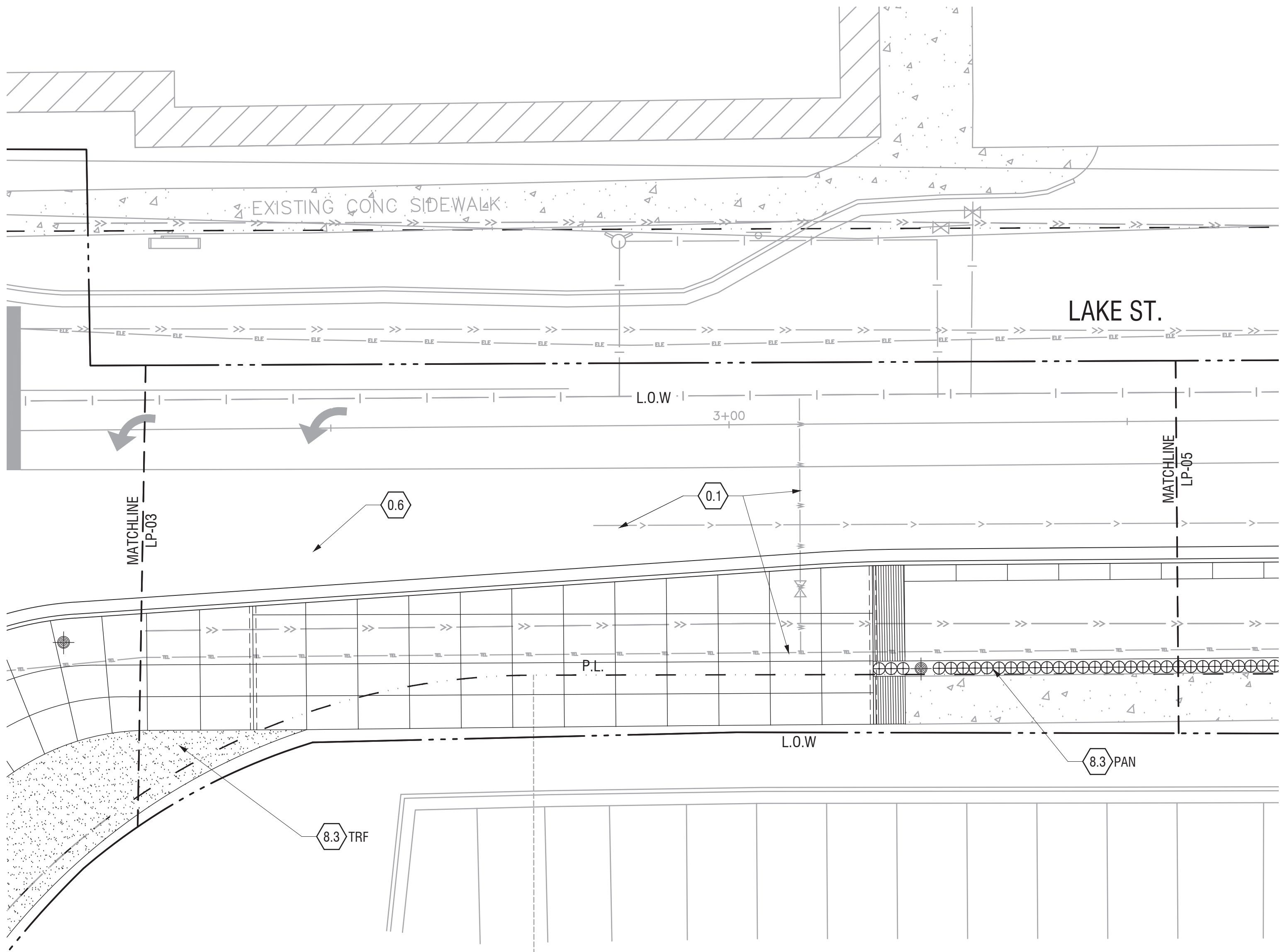
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Revisions:

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KEYNOTES			DTL./SHT.#
0.0	EXISTING CONDITIONS		
0.1	EXISTING UTILITY UNDERGROUND	-	
0.2	EXISTING MANHOLE	-	
0.3	EXISTING UTILITY POLE	-	
0.4	EXISTING LIGHT POLE	-	
0.5	EXISTING CONCRETE PAVING	-	
0.6	EXISTING ASPHALT PAVING	-	
0.7	EXISTING LAWN	-	
0.8	EXISTING SHRUB(S)	-	
0.9	EXISTING TREE(S)	-	
0.10	EXISTING IRRIGATION	-	
0.11	EXISTING FENCE	-	
0.12	EXISTING UTILITY	-	
0.13	EXISTING CURB	-	

8.1 DECIDUOUS & EVERGREEN TREE PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	<i>Robinia x</i> 'Purple Robe'	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis</i> 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	<i>Rosa</i> 'Meineble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera</i> 'Baltrebur' HARVEST BURGUNDY <i>Hosta</i> 'Blue Angel' <i>Hosta</i> 'Cathedral Windows' <i>Hosta</i> 'Fried Green Tomatoes' <i>Hydrangea paniculata</i> 'VL080 BOBO' <i>Liriope muscari</i> 'Bigun' CLEOPATRA	Harvest Burgundy Coral Bells Hosta Hosta Hosta Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal	As Shown

8.3 GRASSES AND SODDED TURF					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

NOTE: ALL TURF TO BE PROJECTED WHEN FEASIBLE

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION

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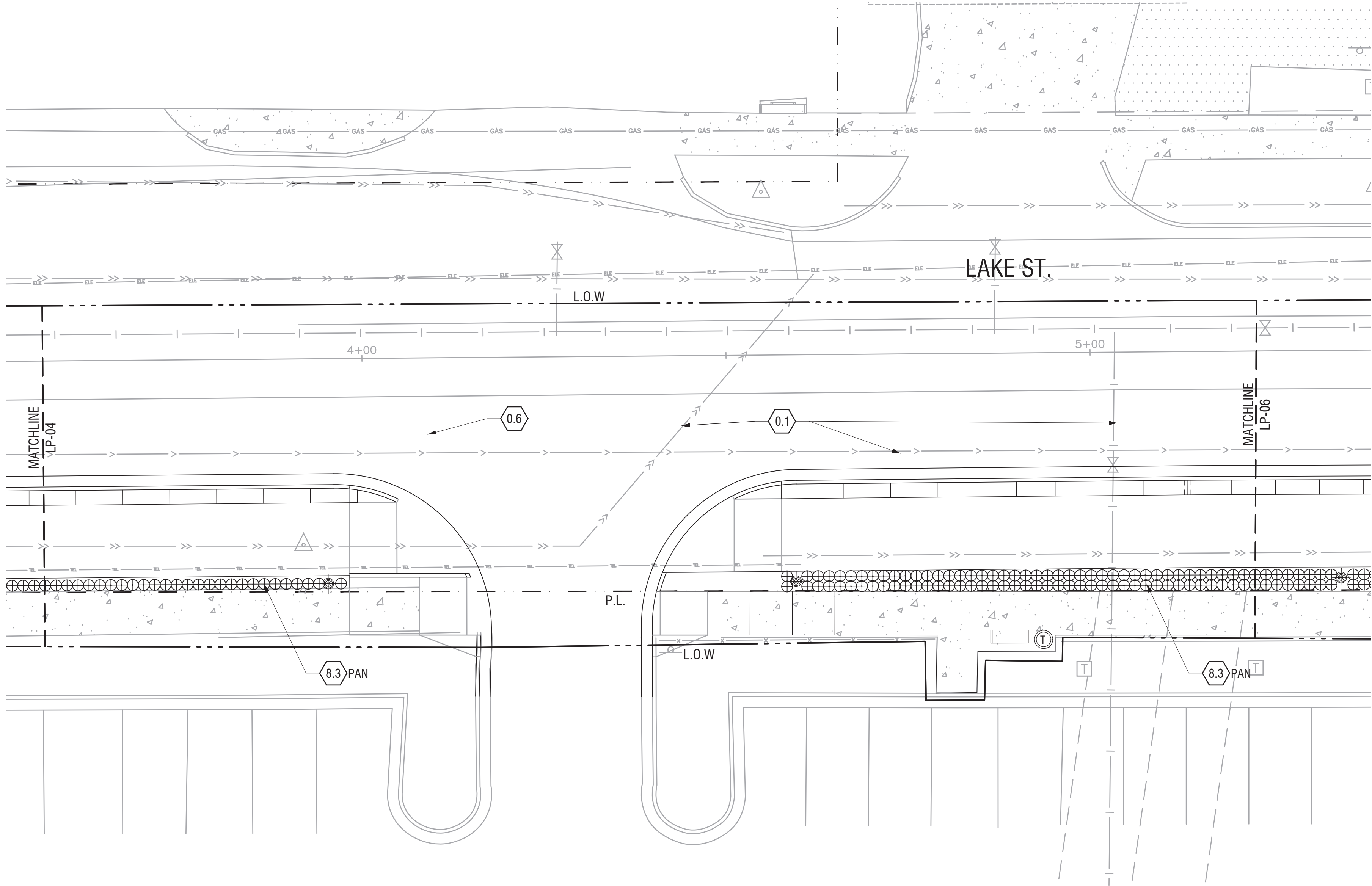
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KEYNOTES		DTL./SHT.#
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0.6	EXISTING ASPHALT PAVING	-
0.7	EXISTING LAWN	-
0.8	EXISTING SHRUB(S)	-
0.9	EXISTING TREE(S)	-
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0.11	EXISTING FENCE	-
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8.1 DECIDUOUS & EVERGREEN TREE PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
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	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	<i>Robinia x 'Purple Robe'</i>	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis 'Siloam Double Classic'</i>	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	<i>Rosa 'Meinble'</i> RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera 'Baltrebur'</i> HARVEST BURGUNDY <i>Hosta 'Blue Angel'</i> <i>Hosta 'Cathedral Windows'</i> <i>Hosta 'Fried Green Tomatoes'</i> <i>Hydrangea paniculata</i> 'LVOBO' BOBO <i>Liriope muscari</i> 'Bigun' CLEOPATRA	Harvest Burgundy Coral Bells Hosta Hosta Hosta Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal	As Shown

8.3 GRASSES AND SODDED TURF					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

NOTE: ALL TURF TO BE PROJECTED WHEN FEASIBLE

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION

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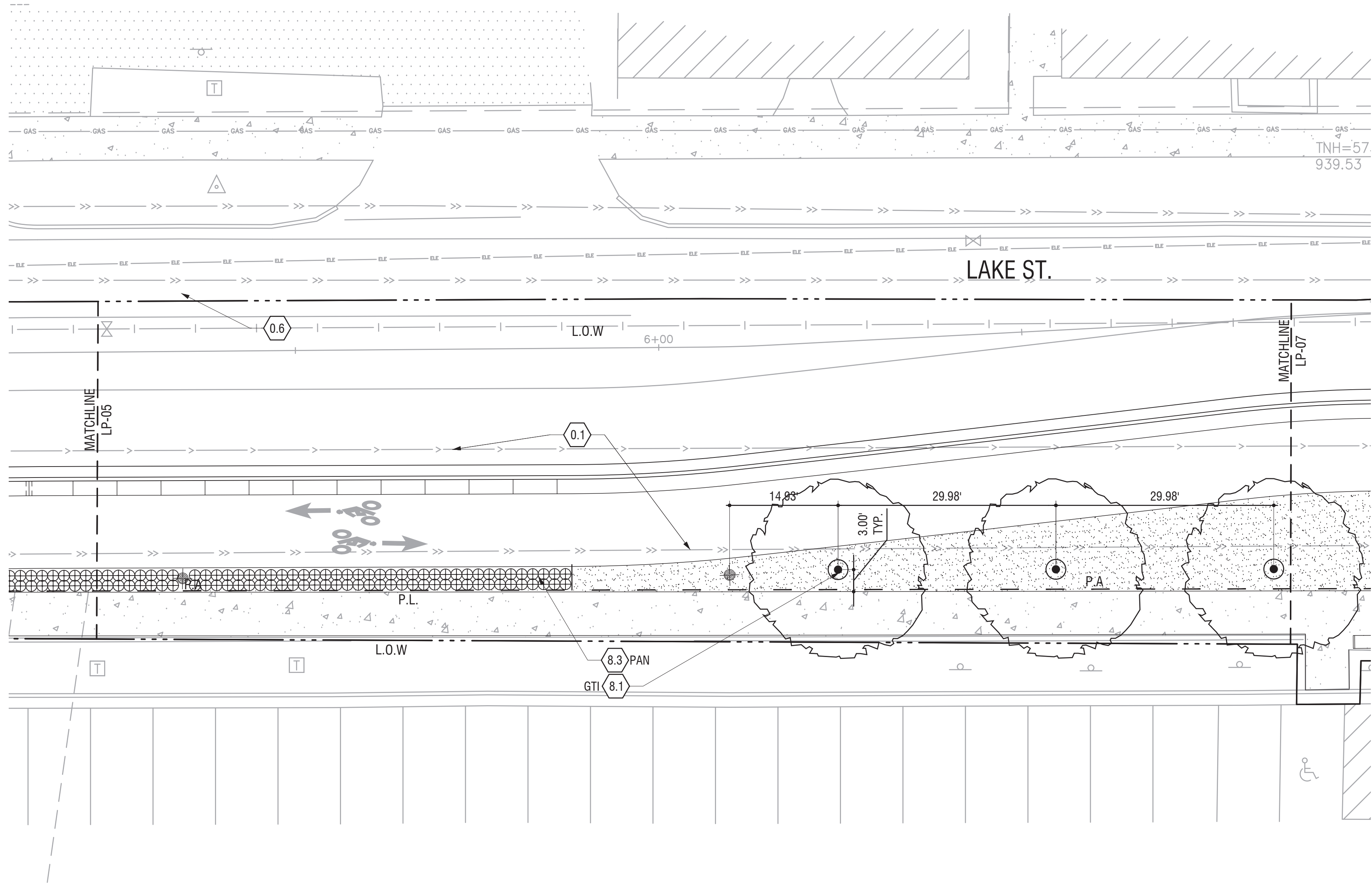
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0.7	EXISTING LAWN
0.8	EXISTING SHRUB(S)
0.9	EXISTING TREE(S)
0.10	EXISTING IRRIGATION
0.11	EXISTING FENCE
0.12	EXISTING STAIR
0.13	EXISTING RAILROAD TRACKS
0.14	EXISTING GRAVEL EDGE
0.15	EXISTING POND
0.16	EXISTING BOARDWALK

8.1	DECIDUOUS & EVERGREEN TREE PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown	
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown	
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	RPR	<i>Robinia x</i> 'Purple Robe'	Purple Robe Locust	2" Cal	As Shown	
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown	

8.2

SHRUB, GRASS AND PERENNIAL PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis</i> 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	<i>Rosa</i> 'Meineble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera</i> 'Balthazar' HARVEST BURGUNDY <i>Hosta</i> 'Blue Angel' <i>Hosta</i> 'Cathedral Windows' <i>Hosta</i> 'Fried Green Tomatoes' <i>Hydrangea paniculata</i> 'LVOBO' BOBO <i>Liriope muscarifolia</i> 'Bigun' CLEOPATRA	Harvest Burgundy Coral Bells <i>Hosta</i> <i>Hosta</i> <i>Hosta</i> Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal	As Shown

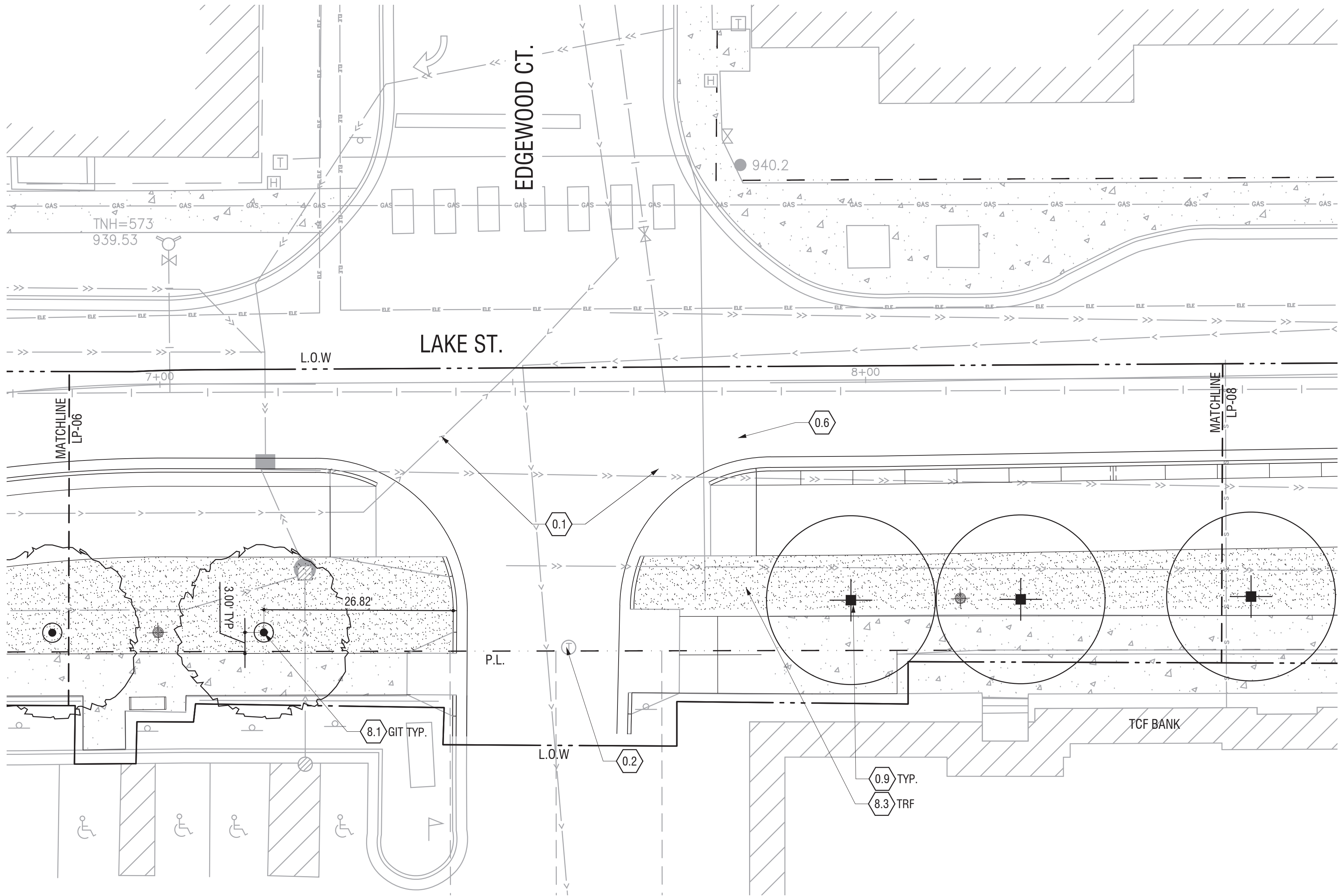
8.3 GRASSES AND SODDED TURF

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

NOTE: ALL TURF TO BE PROJECTED WHEN FEASIBLE

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION

Stamp:



KEYNOTES		DTL./SHT.#
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0.1	EXISTING UTILITY UNDERGROUND	-
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0.10	EXISTING IRRIGATION	-
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0.13	EXISTING CURB	-

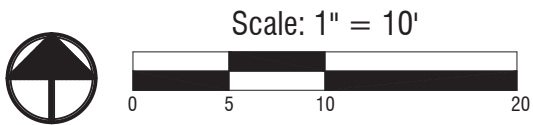
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	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
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	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera</i> 'Baltrebur' HARVEST BURGUNDY <i>Hosta</i> 'Blue Angel' <i>Hosta</i> 'Cathedral Windows' <i>Hosta</i> 'Fried Green Tomatoes' <i>Hydrangea paniculata</i> 'VLORBO BOBO' <i>Liriope muscari</i> 'Bigum' CLEOPATRA	Harvest Burgundy Coral Bells Hosta Hosta Hosta Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal	As Shown

8.3 GRASSES AND SODDED TURF					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION

NOTE: ALL TURF TO BE PROJECTED WHEN FEASIBLE



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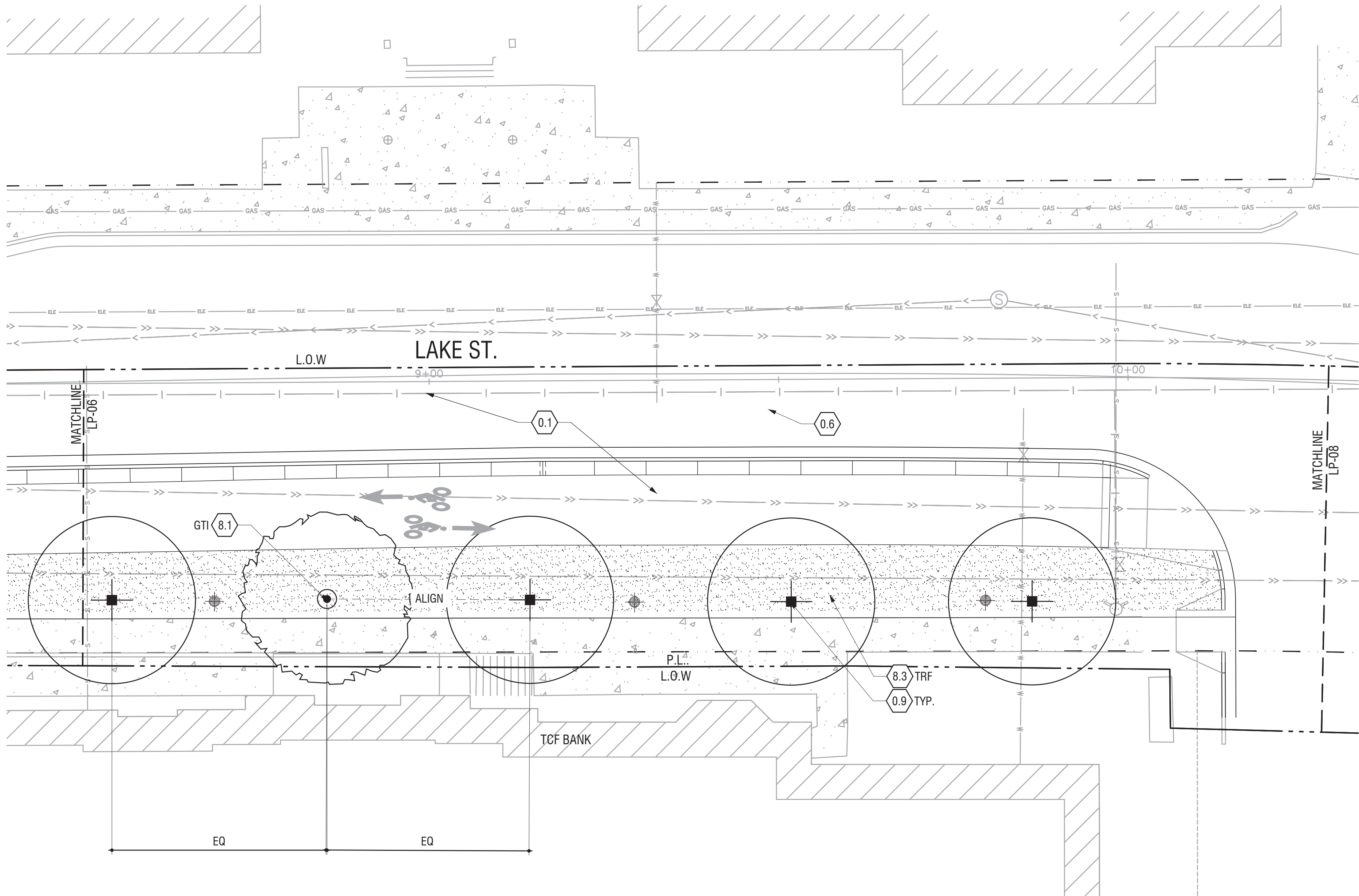
Issue Record:	
5/28/2019	50% Construction Documents

Revisions:	

CVT Proj. #: 2-15-0032
Drawn: _____

Checked: _____

LANDSCAPE PLANTING



KEYNOTES		DTL./SHT.#
0.0	EXISTING CONDITIONS	
0.1	EXISTING UTILITY UNDERGROUND	-
0.2	EXISTING MANHOLE	-
0.3	EXISTING UTILITY POLE	-
0.4	EXISTING LIGHT POLE	-
0.5	EXISTING CONCRETE PAVING	-
0.6	EXISTING ASPHALT PAVING	-
0.7	EXISTING LAWN	-
0.8	EXISTING SHRUB(S)	-
0.9	EXISTING TREE(S)	-
0.10	EXISTING IRRIGATION	-
0.11	EXISTING FENCE	-
0.12	EXISTING UTILITY	-
0.13	EXISTING CURB	-

8.1 DECIDUOUS & EVERGREEN TREE PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	<i>Robinia x</i> 'Purple Robe'	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis</i> 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS	Prairie Winds Cheyenne Sky	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Red Switch Grass		
	RMB	<i>Rosa</i> 'Meinble' RED MEIDLAND	Fragrant Sumac	2 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Red Meidiland Shrub Rose	5 GAL	As Shown
	ANU	ANNUALS BY CITY	Burgundy Candles Woodland Sage	2 GAL	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX	-	5 gal	As Shown

8.3 GRASSES AND SODDED TURF					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

NOTE: ALL TURF TO BE PROJECTED WHEN FEASIBLE

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION

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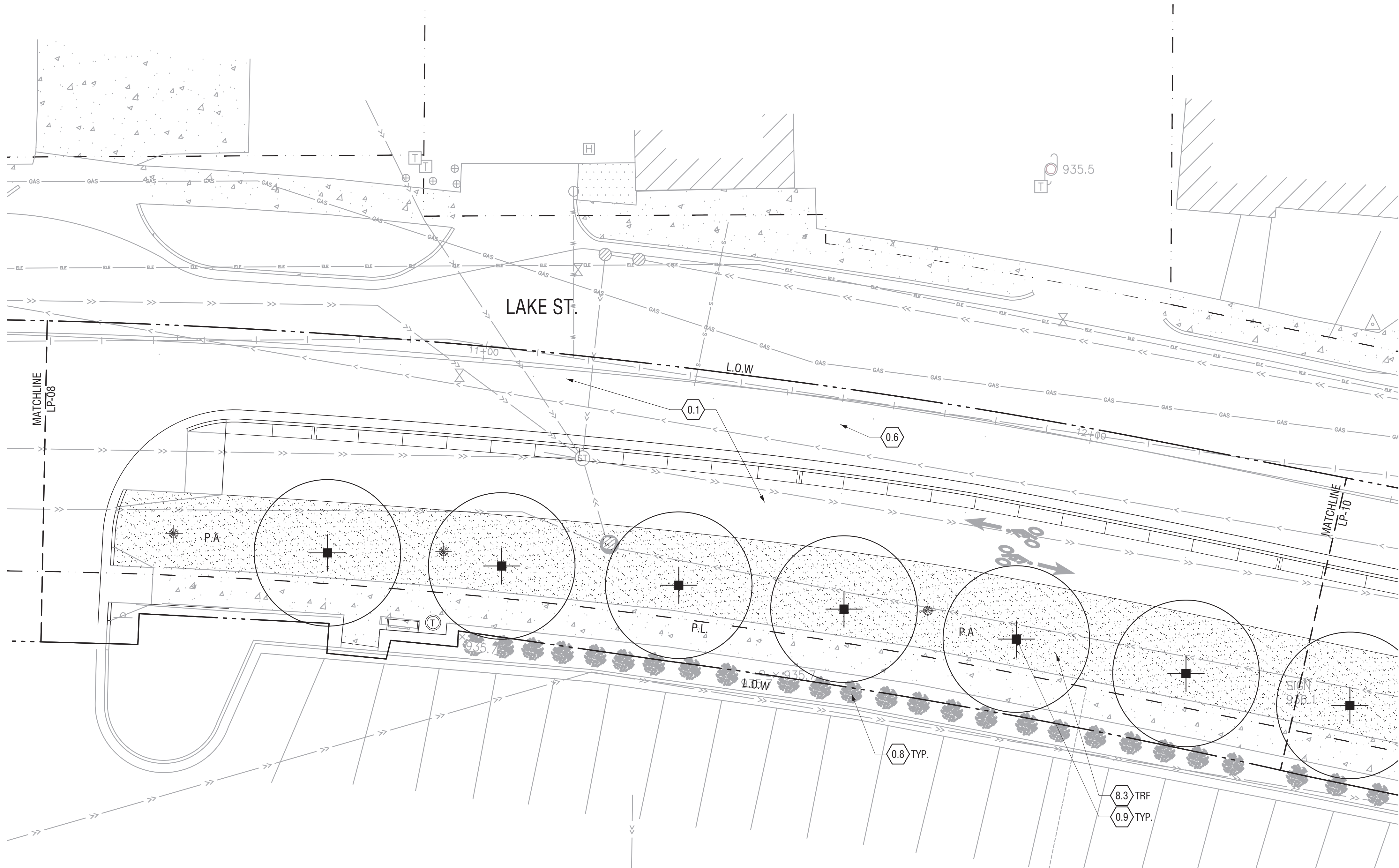
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LANDSCAPE PLANTING



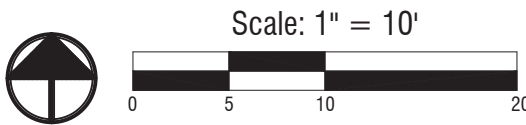
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0.1	EXISTING UTILITY UNDERGROUND	-
0.2	EXISTING MANHOLE	-
0.3	EXISTING UTILITY POLE	-
0.4	EXISTING LIGHT POLE	-
0.5	EXISTING CONCRETE PAVING	-
0.6	EXISTING ASPHALT PAVING	-
0.7	EXISTING LAWN	-
0.8	EXISTING SHRUB(S)	-
0.9	EXISTING TREE(S)	-
0.10	EXISTING IRRIGATION	-
0.11	EXISTING FENCE	-
0.12	EXISTING UTILITY	-
0.13	EXISTING CURB	-

8.1 DECIDUOUS & EVERGREEN TREE PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	<i>Robinia x 'Purple Robe'</i>	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis 'Siloam Double Classic'</i>	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS	Prairie Winds Cheyenne Sky	2 GAL	18" OC
	CHEYENNE SKY	(Prairie Winds)	Red Switch Grass		
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	<i>Rosa 'Meineble'</i> RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera 'Balthazar'</i> HARVEST BURGUNDY <i>Hosta 'Blue Angel'</i> <i>Hosta 'Cathedral Windows'</i> <i>Hosta 'Fried Green Tomatoes'</i> <i>Hydrangea paniculata</i> 'VL080' BOBO <i>Liriope muscari</i> 'Bigum' CLEOPATRA	Harvest Burgundy Coral Bells Hosta Hosta Hosta Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal	As Shown

8.3 GRASSES AND SODDED TURF					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION



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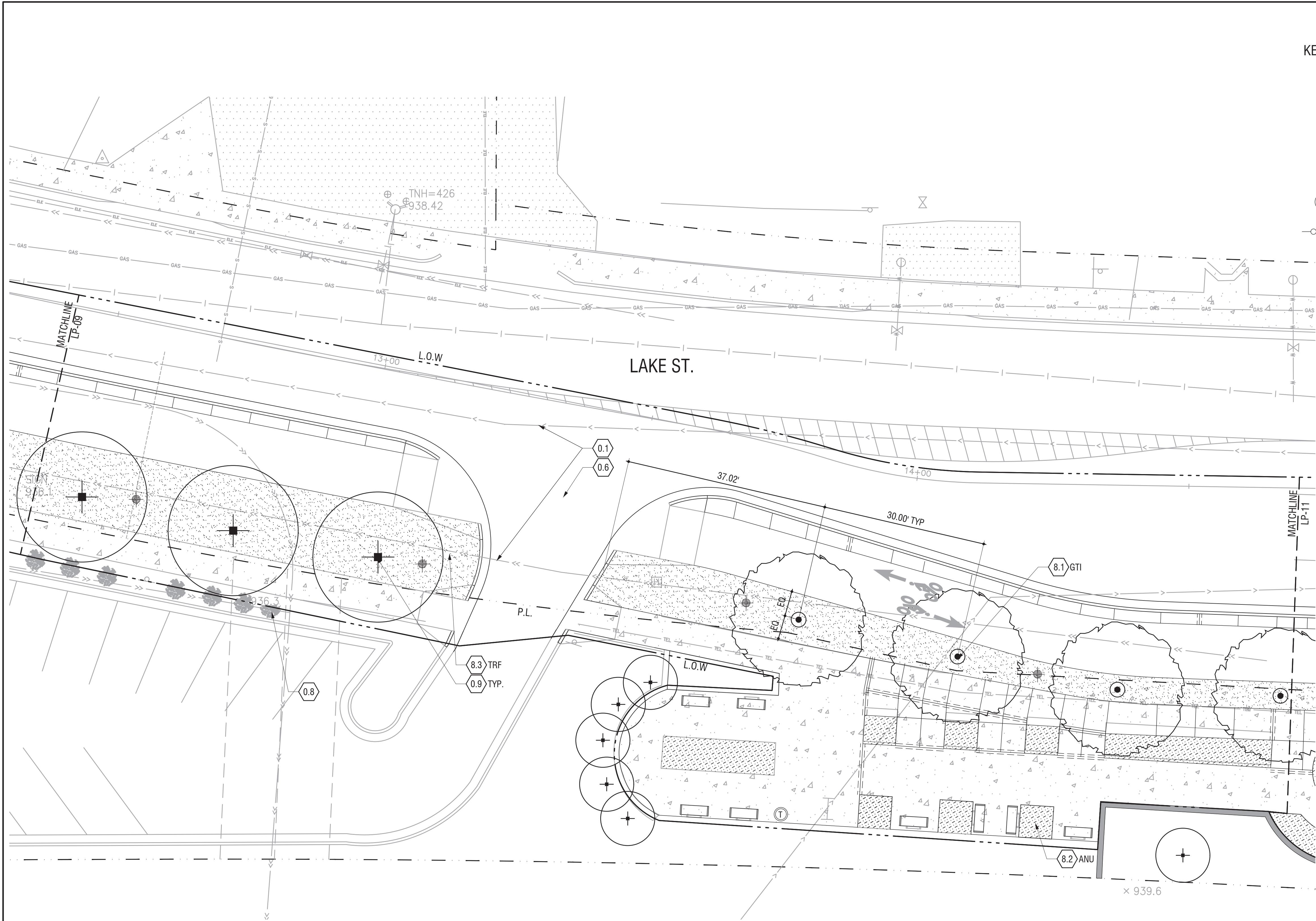
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KEYNOTES		DTL./SHT.#
0.0	EXISTING CONDITIONS	-
0.1	EXISTING UTILITY UNDERGROUND	-
0.2	EXISTING MANHOLE	-
0.3	EXISTING UTILITY POLE	-
0.4	EXISTING LIGHT POLE	-
0.5	EXISTING CONCRETE PAVING	-
0.6	EXISTING ASPHALT PAVING	-
0.7	EXISTING LAWN	-
0.8	EXISTING SHRUB(S)	-
0.9	EXISTING TREE(S)	-
0.10	EXISTING IRRIGATION	-
0.11	EXISTING FENCE	-
0.12	EXISTING UTILITY	-
0.13	EXISTING CURB	-

8.1 DECIDUOUS & EVERGREEN TREE PLANTING				
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal As Shown
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal As Shown
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal As Shown
	RPR	<i>Robinia x 'Purple Robe'</i>	Purple Robe Locust	2" Cal As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING				
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL 18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL 2' OC
	HRM	<i>Hemerocallis</i> 'Siloam Double Classic'	Daylily	1 GAL As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL 18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL As Shown
	RMB	<i>Rosa</i> 'Meinble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL As Shown
	ANU	ANNUALS BY CITY	-	5 gal As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera</i> 'Balthazar' HARVEST BURGUNDY <i>Hosta</i> 'Blue Angel' <i>Hosta</i> 'Cathedral Windows' <i>Hosta</i> 'Fried Green Tomatoes' <i>Hydrangea paniculata</i> 'ILVOBO' BOBO <i>Liriope muscari</i> 'Bigum' CLEOPATRA	Harvest Burgundy Coral Bells Hosta Hosta Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal As Shown

8.3 GRASSES AND SODDED TURF				
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE SPACING
	TRF	TURF GRASS	-	SOD see specs

NOTE: LANDSCAPE ARCHITECT TO FIELD LOCATE & VERIFY ALL TREE & SHRUB LOCATIONS PRIOR TO INSTALLATION

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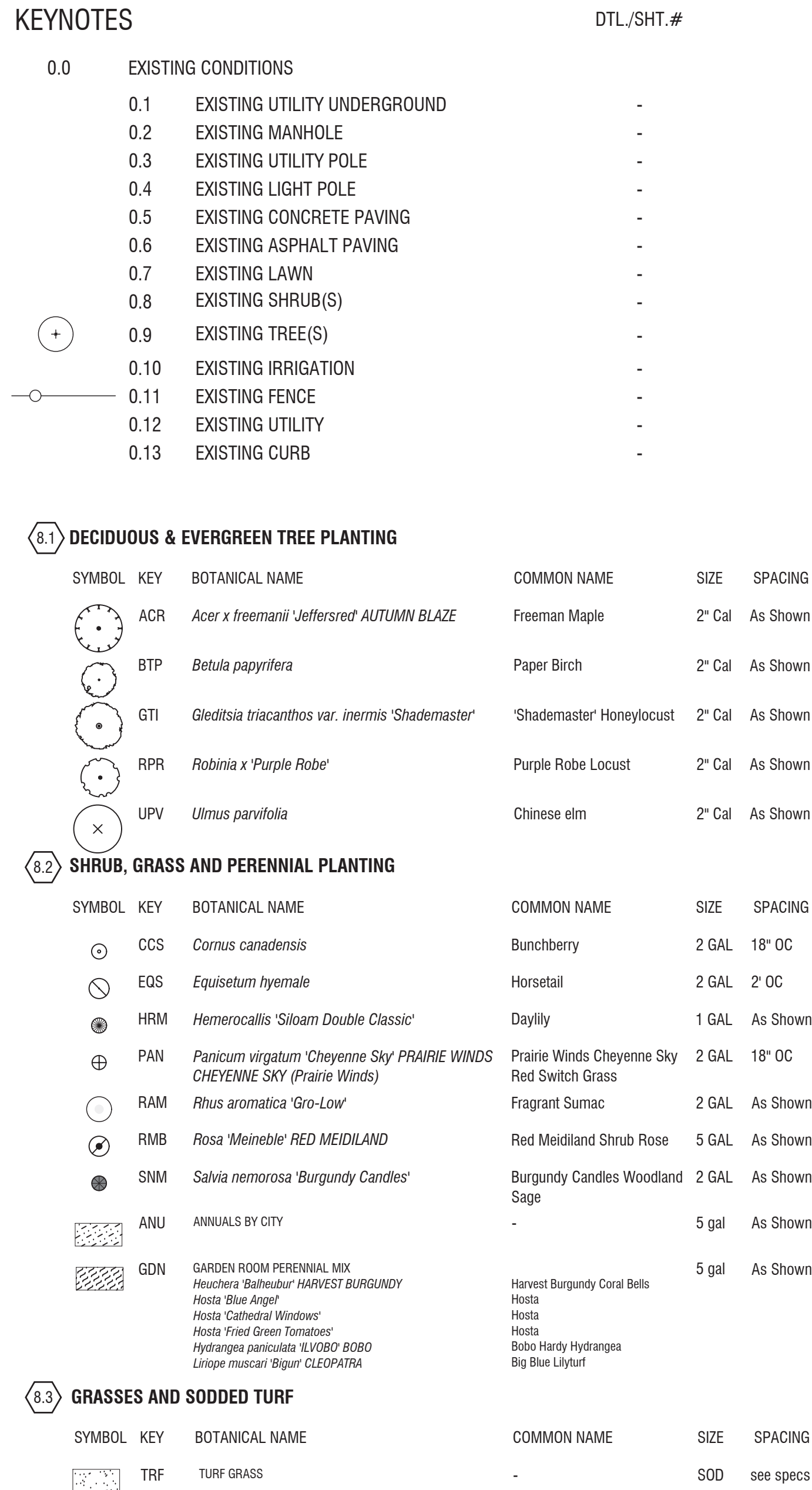
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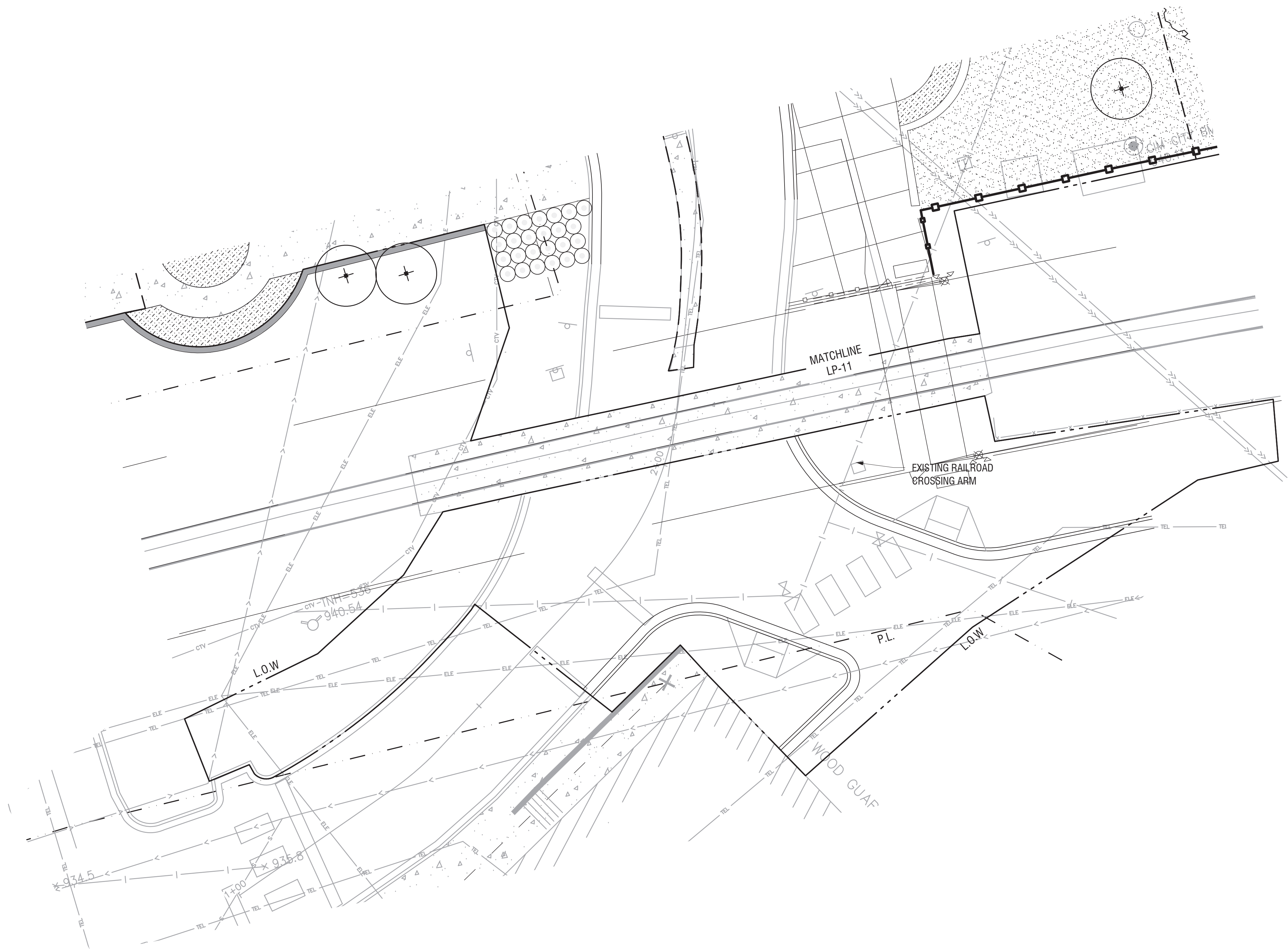
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CVT Proj. #: 2-15-0032
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LANDSCAPE PLANTING





NO PLANTING IMPROVEMENTS THIS SHEET

KEYNOTES		DTL./SHT.#
0.0	EXISTING CONDITIONS	
0.1	EXISTING UTILITY UNDERGROUND	-
0.2	EXISTING MANHOLE	-
0.3	EXISTING UTILITY POLE	-
0.4	EXISTING LIGHT POLE	-
0.5	EXISTING CONCRETE PAVING	-
0.6	EXISTING ASPHALT PAVING	-
0.7	EXISTING LAWN	-
0.8	EXISTING SHRUB(S)	-
0.9	EXISTING TREE(S)	-
0.10	EXISTING IRRIGATION	-
0.11	EXISTING FENCE	-
0.12	EXISTING UTILITY	-
0.13	EXISTING CURB	-

8.1 DECIDUOUS & EVERGREEN TREE PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	<i>Robinia x</i> 'Purple Robe'	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis</i> 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	<i>Rosa</i> 'Meineble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera</i> 'Baltrebur' HARVEST BURGUNDY <i>Hosta</i> 'Blue Angel' <i>Hosta</i> 'Cathedral Windows' <i>Hosta</i> 'Fried Green Tomatoes' <i>Hydrangea paniculata</i> 'LVOBO BOBO' <i>Liriope muscari</i> 'Bigum' CLEOPATRA	Harvest Burgundy Coral Bells <i>Hosta</i> <i>Hosta</i> <i>Hosta</i> Bobo Hardy Hydrangea Big Blue Lilyturf	5 gal	As Shown

8.3 GRASSES AND SODDED TURF					
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	TRF	TURF GRASS	-	SOD	see specs

DTL./SHT.#

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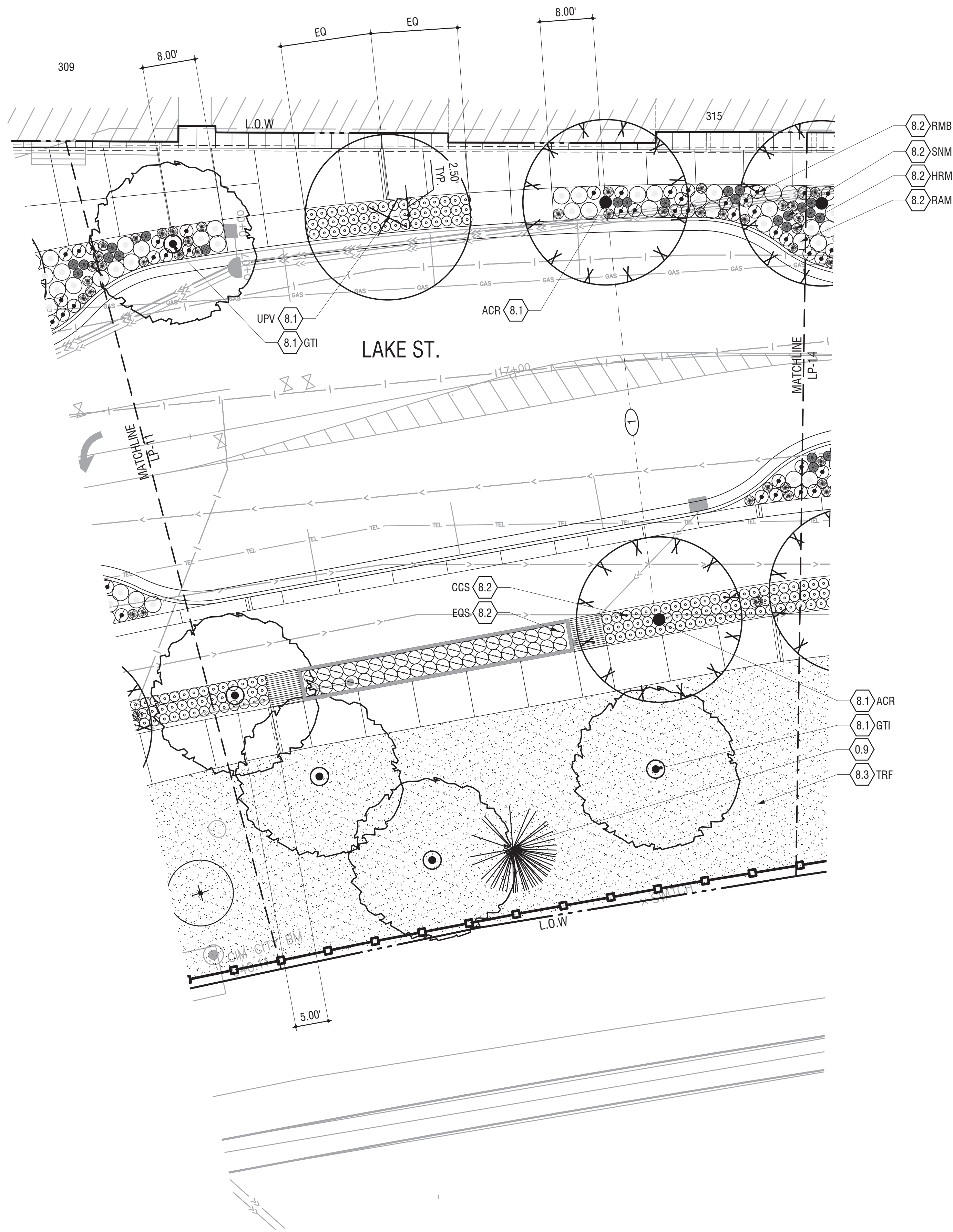
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KEYNOTES		DTL./SHT.#
0.0	EXISTING CONDITIONS	
0.1	EXISTING UTILITY UNDERGROUND	-
0.2	EXISTING MANHOLE	-
0.3	EXISTING UTILITY POLE	-
0.4	EXISTING LIGHT POLE	-
0.5	EXISTING CONCRETE PAVING	-
0.6	EXISTING ASPHALT PAVING	-
0.7	EXISTING LAWN	-
0.8	EXISTING SHRUB(S)	-
0.9	EXISTING TREE(S)	-
0.10	EXISTING IRRIGATION	-
0.11	EXISTING FENCE	-
0.12	EXISTING UTILITY	-
0.13	EXISTING CURB	-

8.1 DECIDUOUS & EVERGREEN TREE PLANTING						
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown	
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown	
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown	
	RPR	<i>Robinia x 'Purple Robe'</i>	Purple Robe Locust	2" Cal	As Shown	
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown	

8.2 SHRUB, GRASS AND PERENNIAL PLANTING						
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC	
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2" OC	
	HRM	<i>Hemerocallis</i> 'Siloam Double Classic'	Daylily	1 GAL	As Shown	
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC	
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown	
	RMB	<i>Rosa</i> 'Meinebleu' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown	
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown	
	ANU	ANNUALS BY CITY	-	5 gal	As Shown	
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera</i> 'Balthazar' HARVEST BURGUNDY <i>Hosta</i> 'Blue Angel' <i>Hosta</i> 'Cathedral Windows' <i>Hosta</i> 'Fried Green Tomatoes'	Harvest Burgundy Coral Belles Hosta Hosta Hosta	5 gal	As Shown	

- GENERAL NOTE:
- STREET TREES CENTERED IN TREE LAWN UNLESS OTHERWISE NOTED.
 - LANDSCAPE ARCH. TO FIELD LOCATE AND VERIFY ALL TREE AND PLANT LOCATIONS PRIOR TO INSTALLATION.

- ALIGNMENT NOTES
- ALIGN TREES PERPENDICULAR TO STEET

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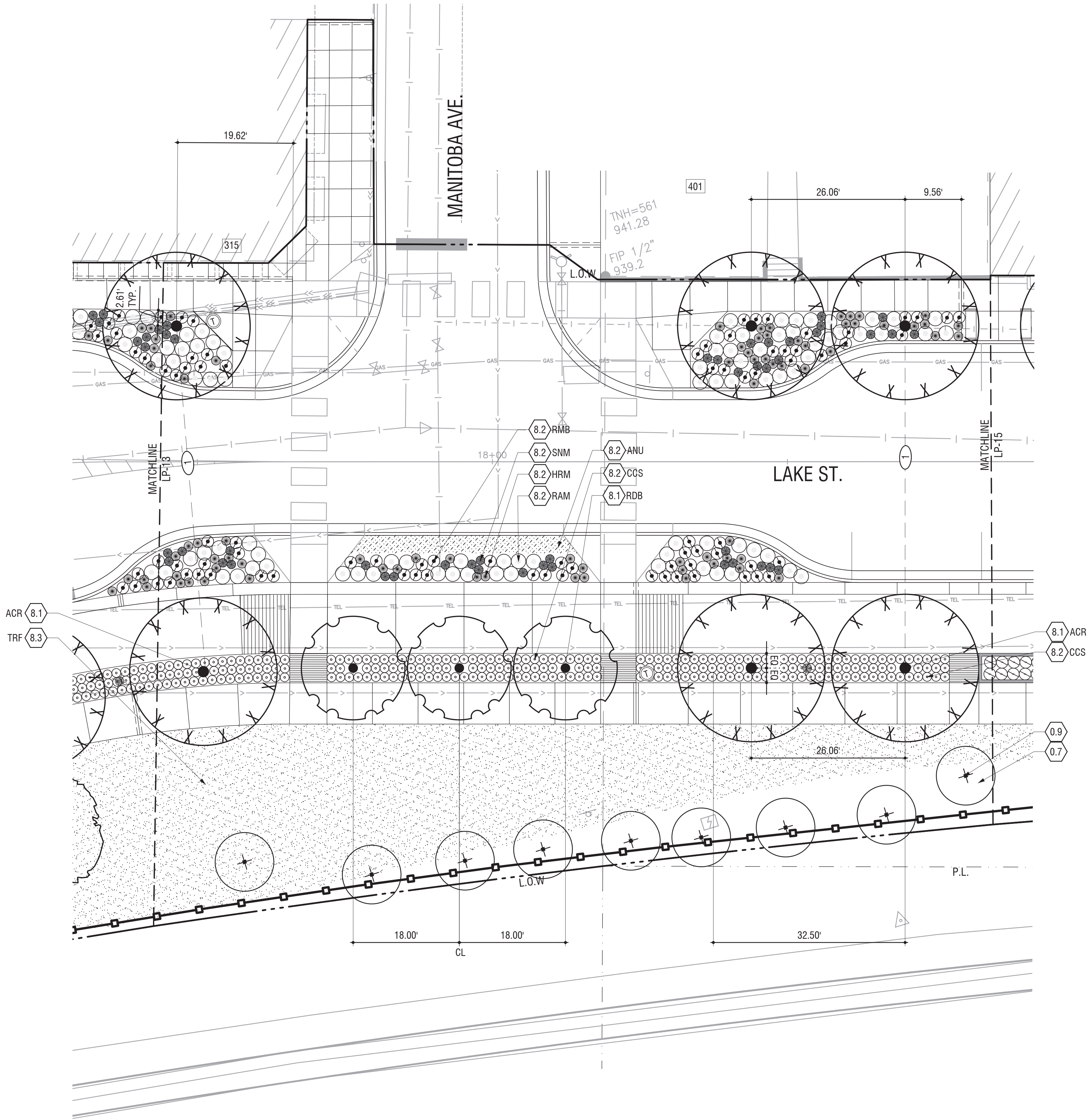
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LANDSCAPE PLANTING



KEYNOTES

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- 0.1 EXISTING UTILITY UNDERGROUND
- 0.2 EXISTING MANHOLE
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- 0.4 EXISTING LIGHT POLE
- 0.5 EXISTING CONCRETE PAVING
- 0.6 EXISTING ASPHALT PAVING
- 0.7 EXISTING LAWN
- 0.8 EXISTING SHRUB(S)
- 0.9 EXISTING TREE(S)
- 0.10 EXISTING IRRIGATION
- 0.11 EXISTING FENCE
- 0.12 EXISTING UTILITY
- 0.13 EXISTING CURB

DTL./SHT. #

8.1 DECIDUOUS & EVERGREEN TREE PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	<i>Betula papyrifera</i>	Paper Birch	2" Cal	As Shown
	GTI	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	<i>Robinia x</i> 'Purple Robe'	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EQS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis</i> 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS	Prairie Winds Cheyenne Sky	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Red Switch Grass	2 GAL	As Shown
	RMB	<i>Rosa</i> 'Meinble' RED MEIDLAND	Fragrant Sumac	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Red Meidiland Shrub Rose	2 GAL	As Shown
	ANU	ANNUALS BY CITY	Burgundy Candles Woodland Sage	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera 'Balthazar'</i> HARVEST BURGUNDY <i>Hosta 'Blue Angel'</i> <i>Hosta 'Cathedral Windows'</i> <i>Hosta 'Fried Green Tomatoes'</i>	Harvest Burgundy Coral Bells Hosta Hosta Hosta	5 gal	As Shown

- GENERAL NOTE:
- STREET TREES CENTERED IN TREE LAWN UNLESS OTHERWISE NOTED.
 - LANDSCAPE ARCH. TO FIELD LOCATE AND VERIFY ALL TREE AND PLANT LOCATIONS PRIOR TO INSTALLATION.

ALIGNMENT NOTES

- 1 ALIGN TREES PERPENDICULAR TO STEET

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Stamp:

Issue Record:

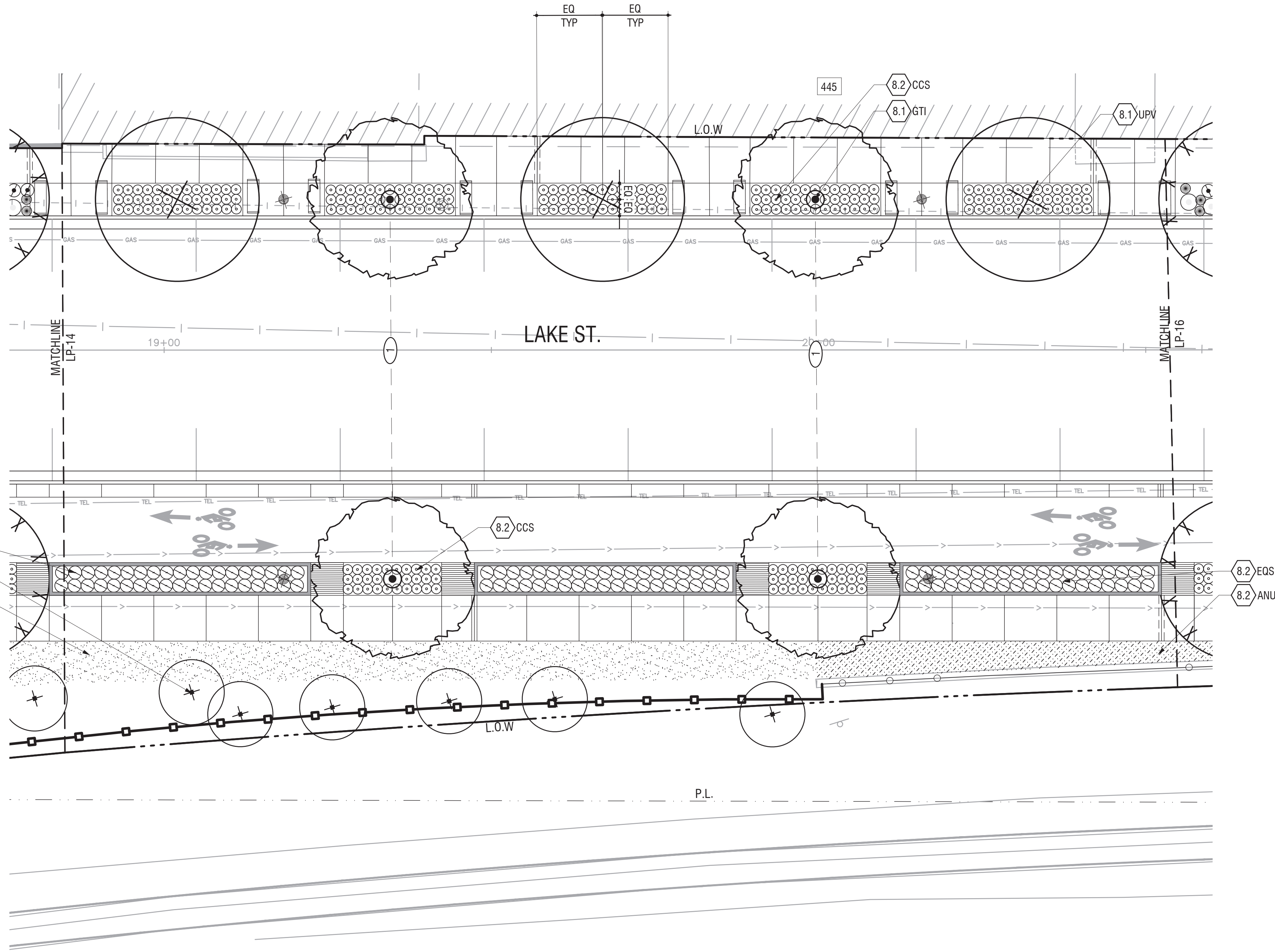
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Revisions:

CVT Proj. #: 2-15-0032

Drawn:

Checked:



KEYNOTES

	EXISTING CONDITIONS	DTL./SHT. #
0.0	EXISTING CONDITIONS	
0.1	EXISTING UTILITY UNDERGROUND	-
0.2	EXISTING MANHOLE	-
0.3	EXISTING UTILITY POLE	-
0.4	EXISTING LIGHT POLE	-
0.5	EXISTING CONCRETE PAVING	-
0.6	EXISTING ASPHALT PAVING	-
0.7	EXISTING LAWN	-
0.8	EXISTING SHRUB(S)	-
0.9	EXISTING TREE(S)	-
0.10	EXISTING IRRIGATION	-
0.11	EXISTING FENCE	-
0.12	EXISTING UTILITY	-
0.13	EXISTING CURB	-

8.1 DECIDUOUS & EVERGREEN TREE PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	Acer x freemanii 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	Betula papyrifera	Paper Birch	2" Cal	As Shown
	GTI	Gleditsia triacanthos var. inermis 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	Robinia x 'Purple Robe'	Purple Robe Locust	2" Cal	As Shown
	UPV	Ulmus parvifolia	Chinese elm	2" Cal	As Shown

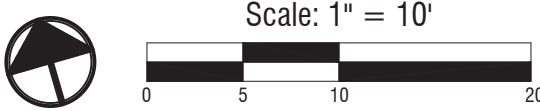
8.2 SHRUB, GRASS AND PERENNIAL PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	Cornus canadensis	Bunchberry	2 GAL	18" OC
	EOS	Equisetum hyemale	Horsetail	2 GAL	2' OC
	HRM	Hemerocallis 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	Panicum virgatum 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	Rhus aromatica 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	Rosa 'Meineble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	Salvia nemorosa 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX Heuchera 'Balladeur' HARVEST BURGUNDY Hosta 'Blue Angel' Hosta 'Cathedral Windows' Hosta 'Fried Green Tomatoes'	Harvest Burgundy Coral Bells Hosta Hosta Hosta	5 gal	As Shown

- GENERAL NOTE:
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ALIGNMENT NOTES

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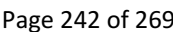
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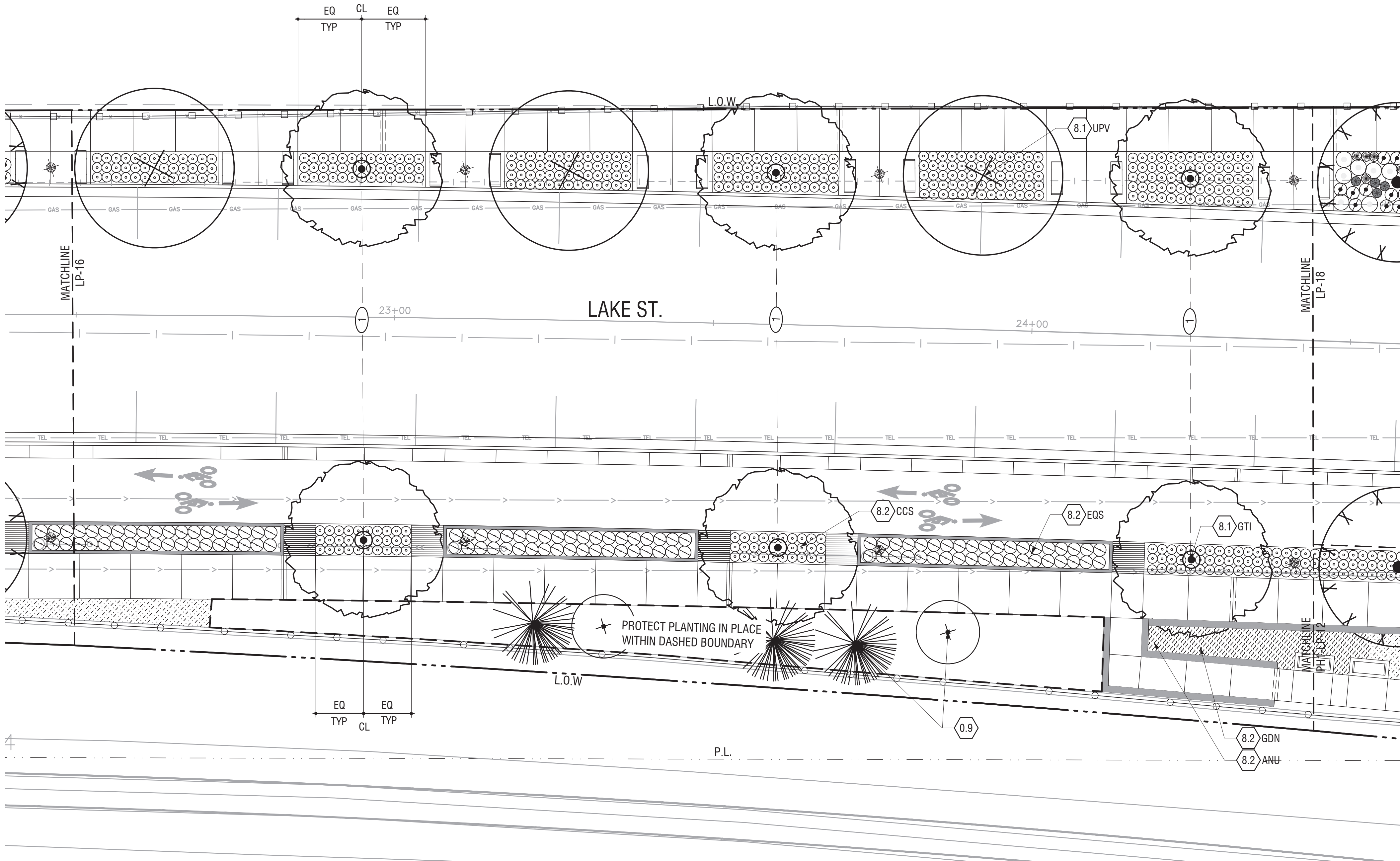
Issue Record:	
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Revisions:	

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 Drawn:

Checked:





KEYNOTES

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 - 0.13 EXISTING CURB

DTL./SHT.#

8.1 DECIDUOUS & EVERGREEN TREE PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	Acer x freemanii 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	Betula papyrifera	Paper Birch	2" Cal	As Shown
	GTI	Gleditsia triacanthos var. inermis 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
	RPR	Robinia x 'Purple Robe'	Purple Robe Locust	2" Cal	As Shown
	UPV	Ulmus parvifolia	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	Cornus canadensis	Bunchberry	2 GAL	18" OC
	EOS	Equisetum hyemale	Horsetail	2 GAL	2' OC
	HRM	Hemerocallis 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	Panicum virgatum 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	Rhus aromatica 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	Rosa 'Meinble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	Salvia nemorosa 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX Heuchera 'Balladur' HARVEST BURGUNDY Hosta 'Blue Angel' Hosta 'Cathedral Windows' Hosta 'Fried Green Tomatoes'	Harvest Burgundy Coral Bells Hosta Hosta Hosta	5 gal	As Shown

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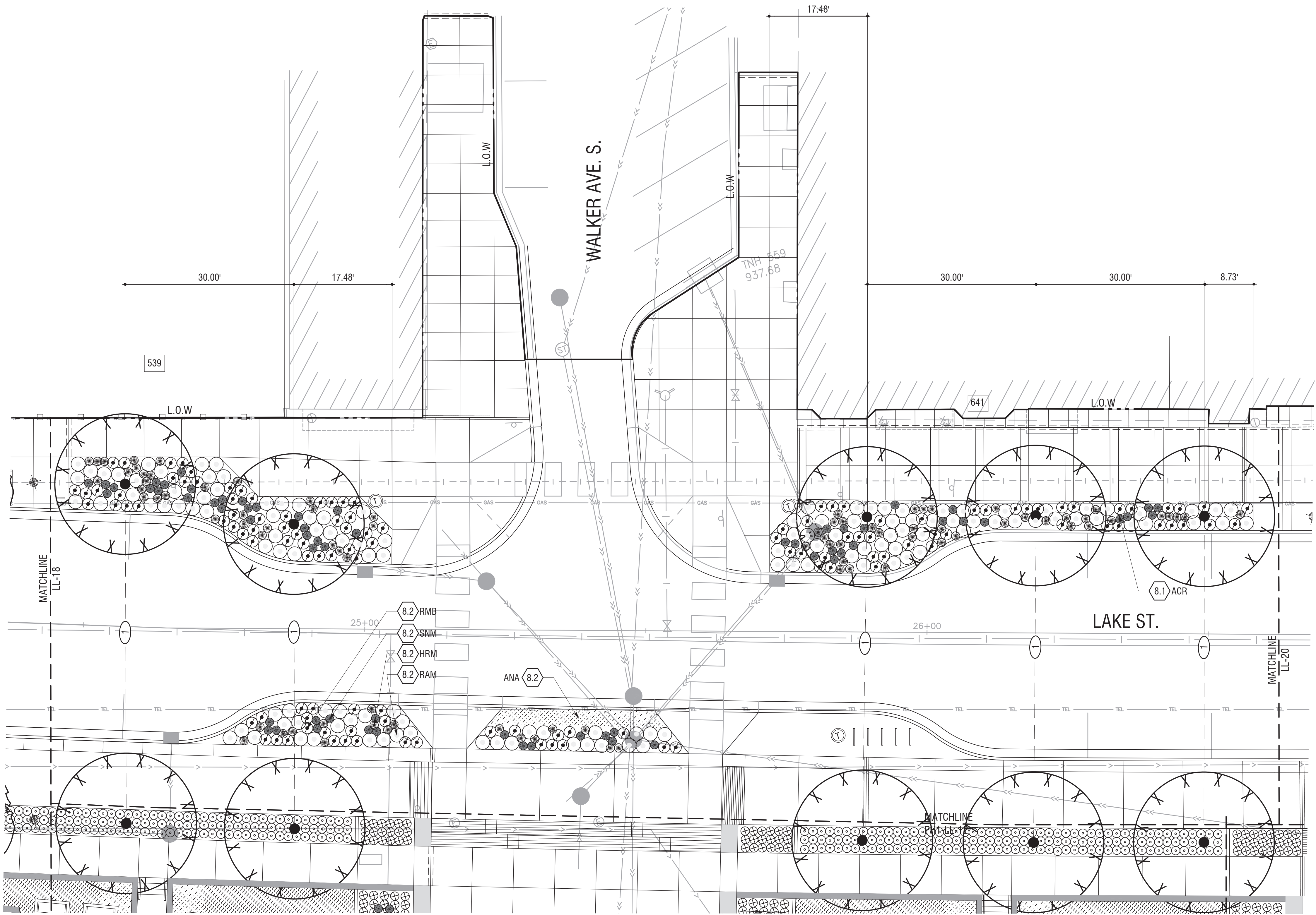
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SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
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	BTP	Betula papyrifera	Paper Birch	2" Cal	As Shown
	GTI	Gleditsia triacanthos var. inermis 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
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	UPV	Ulmus parvifolia	Chinese elm	2" Cal	As Shown

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	HRM	Hemerocallis 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	Panicum virgatum 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	Rhus aromatica 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	Rosa 'Meinblei' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
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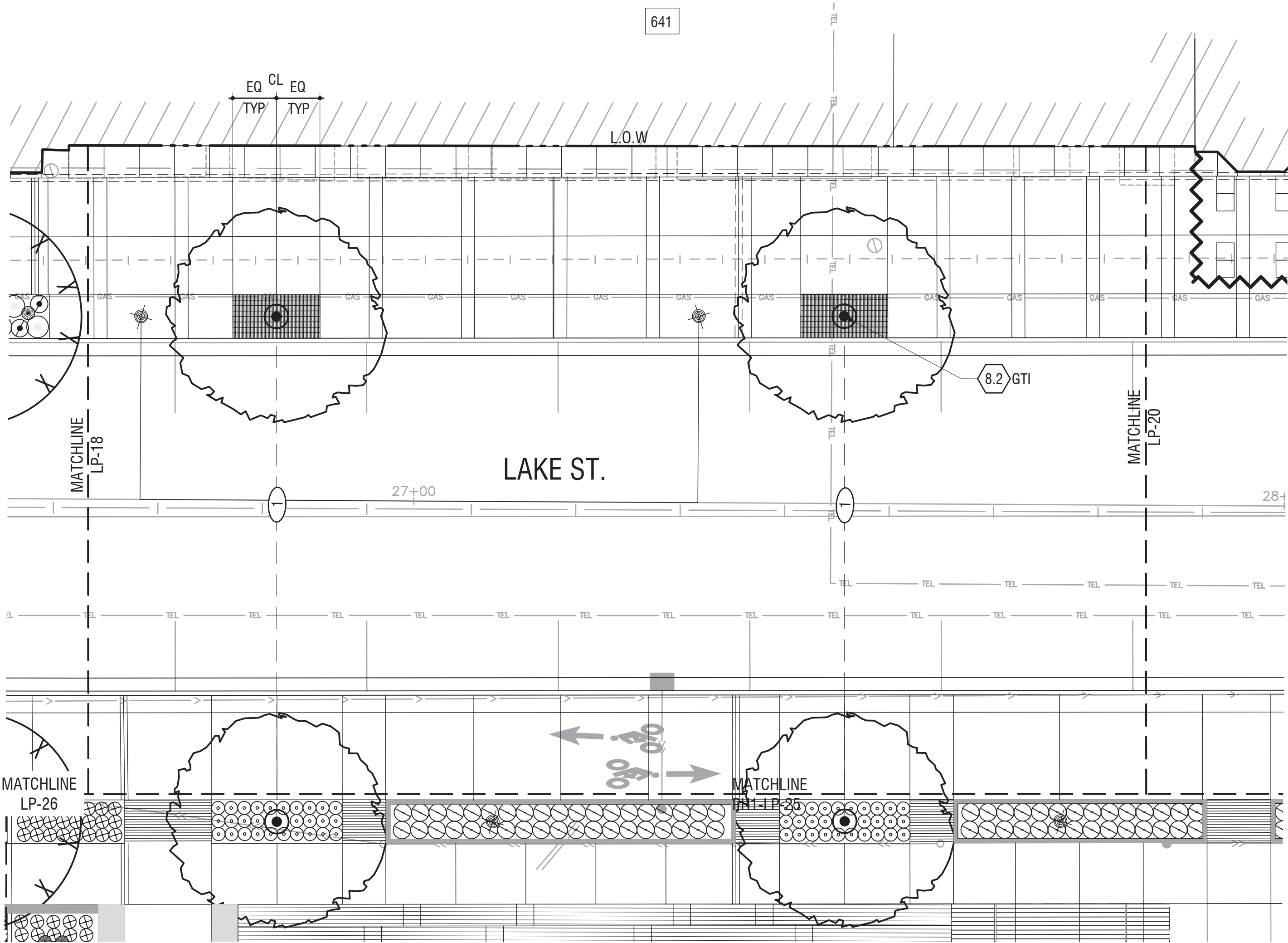
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LANDSCAPE PLANTING



KEYNOTES

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DTL./SHT. #

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SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
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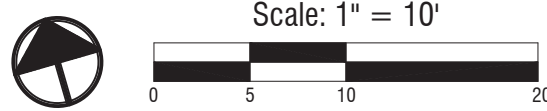
8.2 SHRUB, GRASS AND PERENNIAL PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	Cornus canadensis	Bunchberry	2 GAL	18" OC
	EOS	Equisetum hyemale	Horsetail	2 GAL	2' OC
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	PAN	Panicum virgatum 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	Rhus aromatica 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	Rosa 'Meineble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	Salvia nemorosa 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX Heuchera 'Balladeur' HARVEST BURGUNDY Hosta 'Blue Angel' Hosta 'Cathedral Windows' Hosta 'Fried Green Tomatoes'	Harvest Burgundy Coral Bells Hosta Hosta Hosta	5 gal	As Shown

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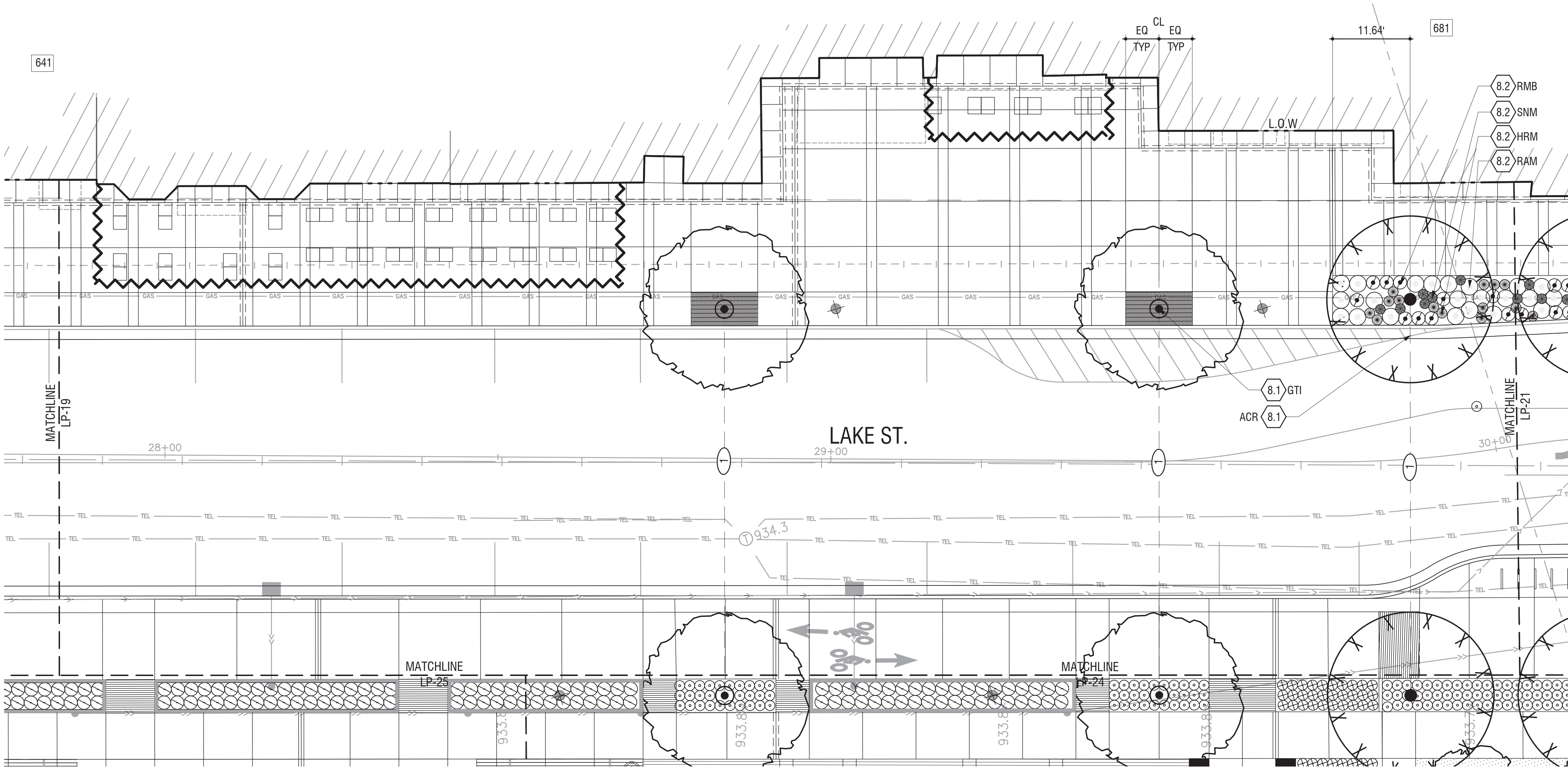
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KEYNOTES

- 0.0 EXISTING CONDITIONS
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DTL./SHT. #

8.1 DECIDUOUS & EVERGREEN TREE PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	<i>Acer x freemanii</i> 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
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8.2 SHRUB, GRASS AND PERENNIAL PLANTING

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	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
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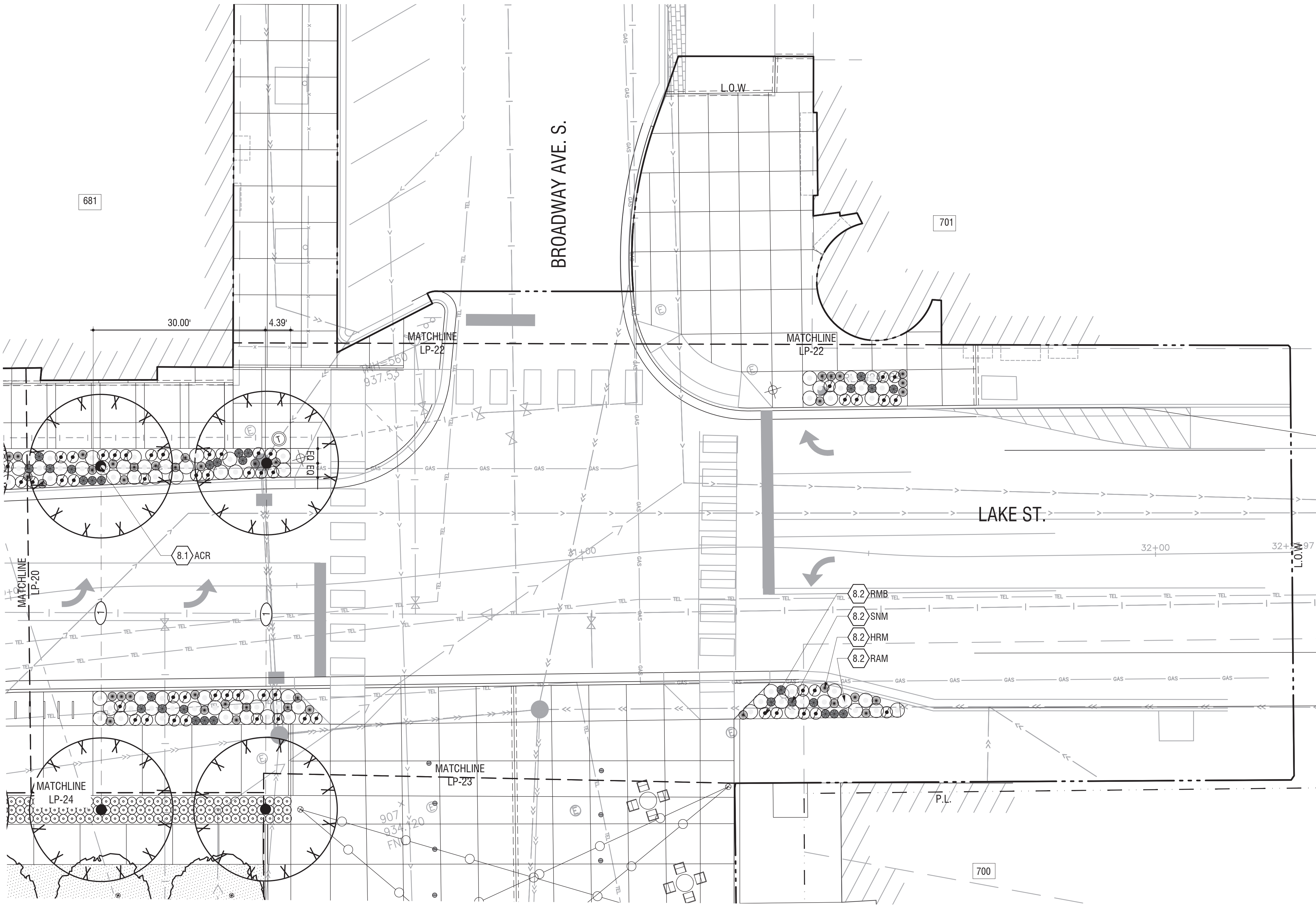
Drawn:

Checked:

LANDSCAPE PLANTING

SHEET 246 OF 290

LP-20



KEYNOTES

0.0	EXISTING CONDITIONS
0.1	EXISTING UTILITY UNDERGROUND
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	RPR	<i>Robinia x 'Purple Robe'</i>	Purple Robe Locust	2" Cal	As Shown
	UPV	<i>Ulmus parvifolia</i>	Chinese elm	2" Cal	As Shown

8.2 SHRUB, GRASS AND PERENNIAL PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	CCS	<i>Cornus canadensis</i>	Bunchberry	2 GAL	18" OC
	EOS	<i>Equisetum hyemale</i>	Horsetail	2 GAL	2' OC
	HRM	<i>Hemerocallis 'Siloam Double Classic'</i>	Daylily	1 GAL	As Shown
	PAN	<i>Panicum virgatum</i> 'Cheyenne Sky' PRAIRIE WINDS <i>CHEYENNE SKY</i> (Prairie Winds)	Prairie Winds Cheyenne Sky Red Switch Grass	2 GAL	18" OC
	RAM	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	<i>Rosa 'Meinble'</i> RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	<i>Salvia nemorosa</i> 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX <i>Heuchera 'Balladeur'</i> HARVEST BURGUNDY <i>Hosta 'Blue Angel'</i> <i>Hosta 'Cathedral Windows'</i> <i>Hosta 'Fried Green Tomatoes'</i>	Harvest Burgundy Coral Bells Hosta Hosta Hosta	5 gal	As Shown

- GENERAL NOTE:
- STREET TREES CENTERED IN TREE LAWN UNLESS OTHERWISE NOTED.
 - LANDSCAPE ARCH. TO FIELD LOCATE AND VERIFY ALL TREE AND PLANT LOCATIONS PRIOR TO INSTALLATION.

ALIGNMENT NOTES

- 1 ALIGN TREES PERPENDICULAR TO STREET

Consultants:

Architect
Snow Kroll Architects
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(952) 447-1919

Traffic Engineer
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Irrigation
Water In Motion
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(651) 414-6165

MEP / Electrical Engineer
LKPB Engineers
3001 Broadway Street NE Suite 601
Minneapolis, MN 55413
612-540-5033

Stamp:

Issue Record:

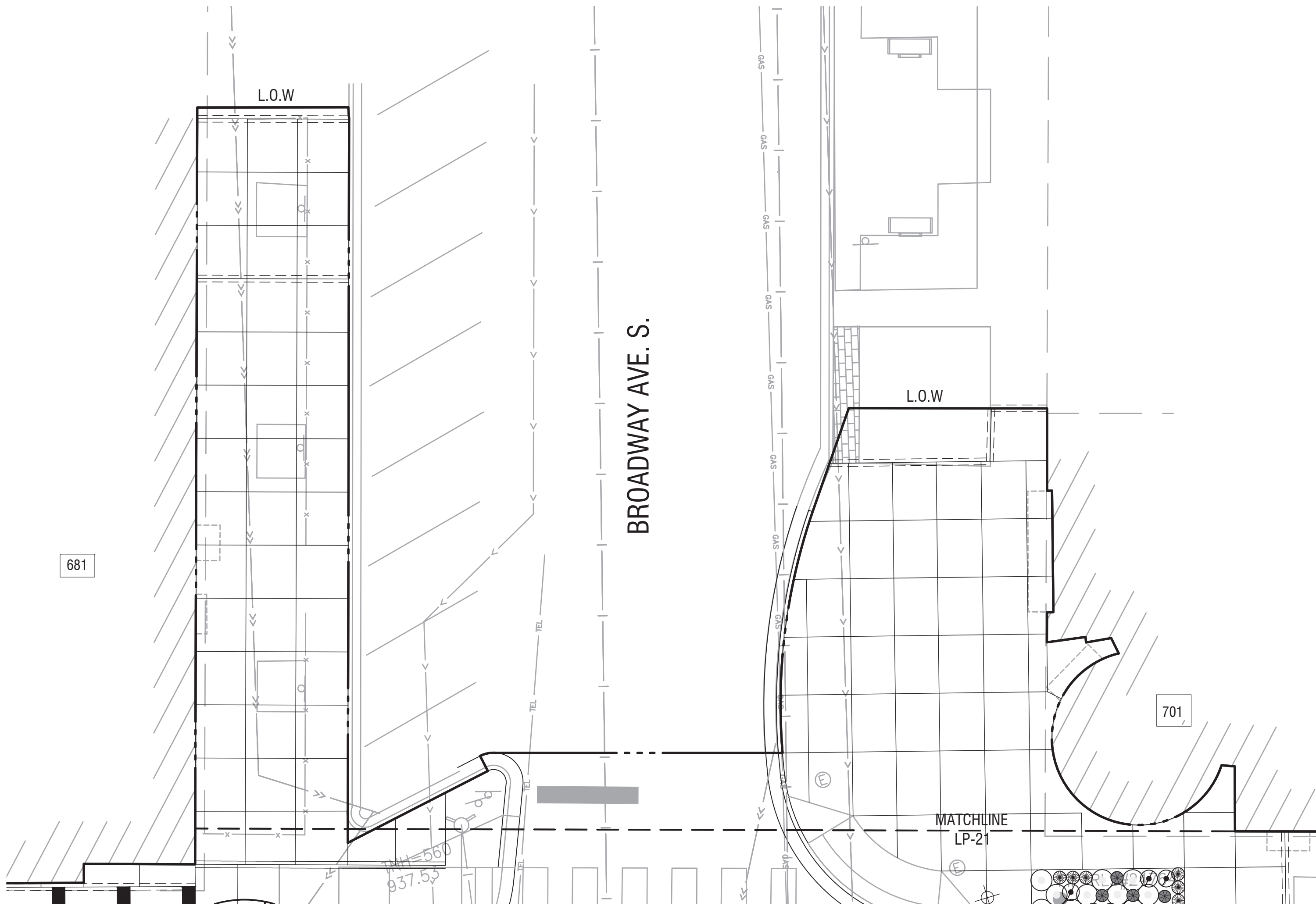
5/28/2019 50% Construction Documents

Revisions:

CVT Proj. #: 2-15-0032

Drawn:

Checked:



NO PLANTING IMPROVEMENTS THIS SHEET

KEYNOTES

- 0.0 EXISTING CONDITIONS
- 0.1 EXISTING UTILITY UNDERGROUND
- 0.2 EXISTING MANHOLE
- 0.3 EXISTING UTILITY POLE
- 0.4 EXISTING LIGHT POLE
- 0.5 EXISTING CONCRETE PAVING
- 0.6 EXISTING ASPHALT PAVING
- 0.7 EXISTING LAWN
- 0.8 EXISTING SHRUB(S)
- 0.9 EXISTING TREE(S)
- 0.10 EXISTING IRRIGATION
- 0.11 EXISTING FENCE
- 0.12 EXISTING UTILITY
- 0.13 EXISTING CURB

DTL./SHT.#

8.1 DECIDUOUS & EVERGREEN TREE PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	ACR	Acer x freemanii 'Jeffersred' AUTUMN BLAZE	Freeman Maple	2" Cal	As Shown
	BTP	Betula papyrifera	Paper Birch	2" Cal	As Shown
	GTI	Gleditsia triacanthos var. inermis 'Shademaster'	'Shademaster' Honeylocust	2" Cal	As Shown
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	UPV	Ulmus parvifolia	Chinese elm	2" Cal	As Shown

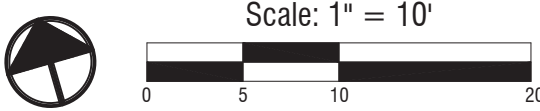
8.2 SHRUB, GRASS AND PERENNIAL PLANTING

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
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	EOS	Equisetum hyemale	Horsetail	2 GAL	2' OC
	HRM	Hemerocallis 'Siloam Double Classic'	Daylily	1 GAL	As Shown
	PAN	Panicum virgatum 'Cheyenne Sky' PRAIRIE WINDS CHEYENNE SKY (Prairie Winds)	Prairie Winds Cheyenne Sky	2 GAL	18" OC
	RAM	Rhus aromatica 'Gro-Low'	Fragrant Sumac	2 GAL	As Shown
	RMB	Rosa 'Meineble' RED MEIDLAND	Red Meidiland Shrub Rose	5 GAL	As Shown
	SNM	Salvia nemorosa 'Burgundy Candles'	Burgundy Candles Woodland Sage	2 GAL	As Shown
	ANU	ANNUALS BY CITY	-	5 gal	As Shown
	GDN	GARDEN ROOM PERENNIAL MIX Heuchera 'Balladur' HARVEST BURGUNDY Hosta 'Blue Angel' Hosta 'Cathedral Windows' Hosta 'Fried Green Tomatoes'	Harvest Burgundy Coral Bells Hosta Hosta Hosta	5 gal	As Shown

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ALIGNMENT NOTES

- ALIGN TREES PERPENDICULAR TO STEET



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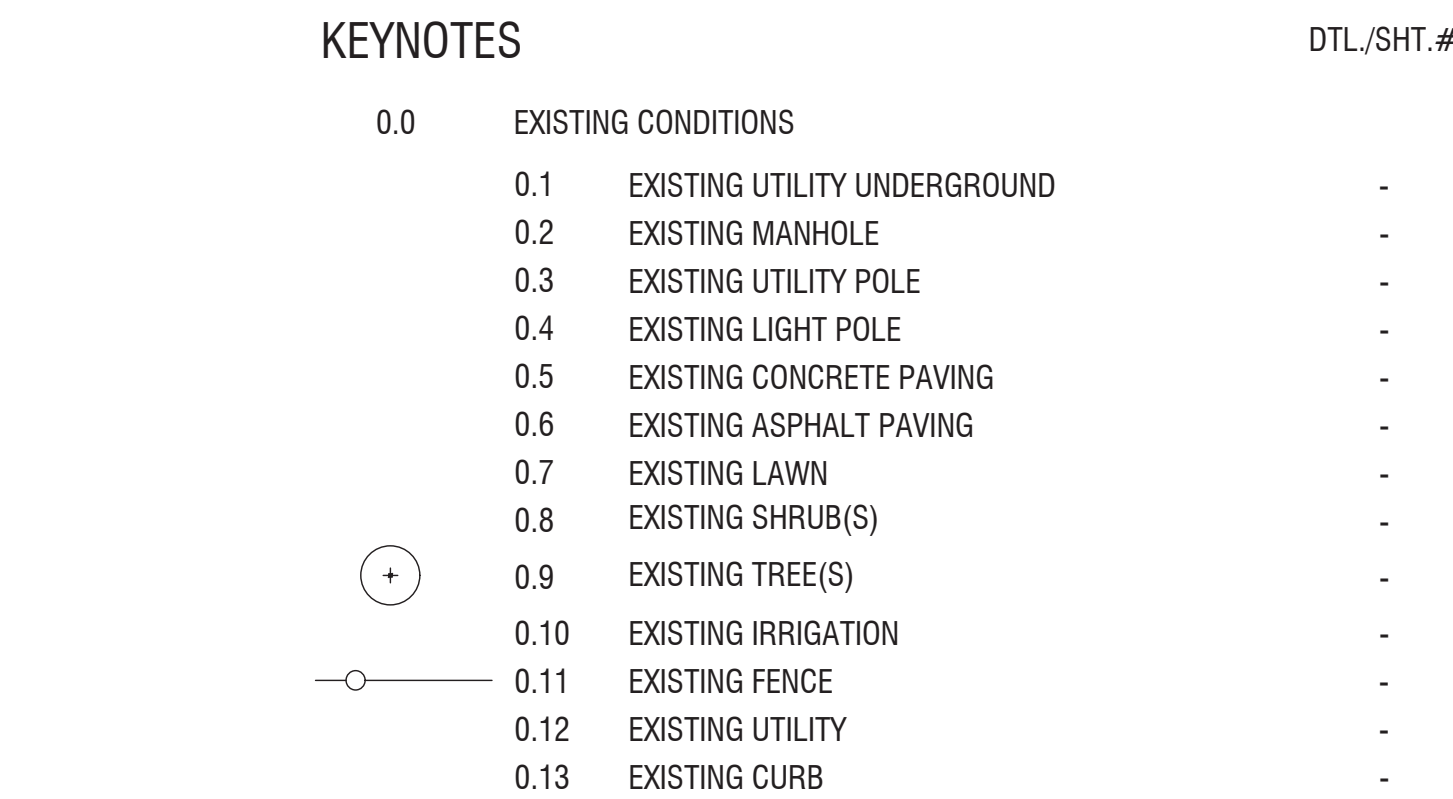
5/28/2019 50% Construction Documents

Revisions:

CVT Proj. #: 2-15-0032

Drawn:

Checked:



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WAYZATA LAKE EFFECT

50% CONSTRUCTION DOCUMENTS

Wayzata, MN

Stamp:

Issue Record:	
<u>5/28/2019</u>	<u>50% Construction Document</u>
_____	_____
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SHEET 250 OF 290

LP-24

Wayzata, MN

LKPB Engineers
3001 Broadway Street NE Suite 601
Minneapolis, MN 55413
612-540-5033

5/28/2019 50% Construction Document

Revisions:

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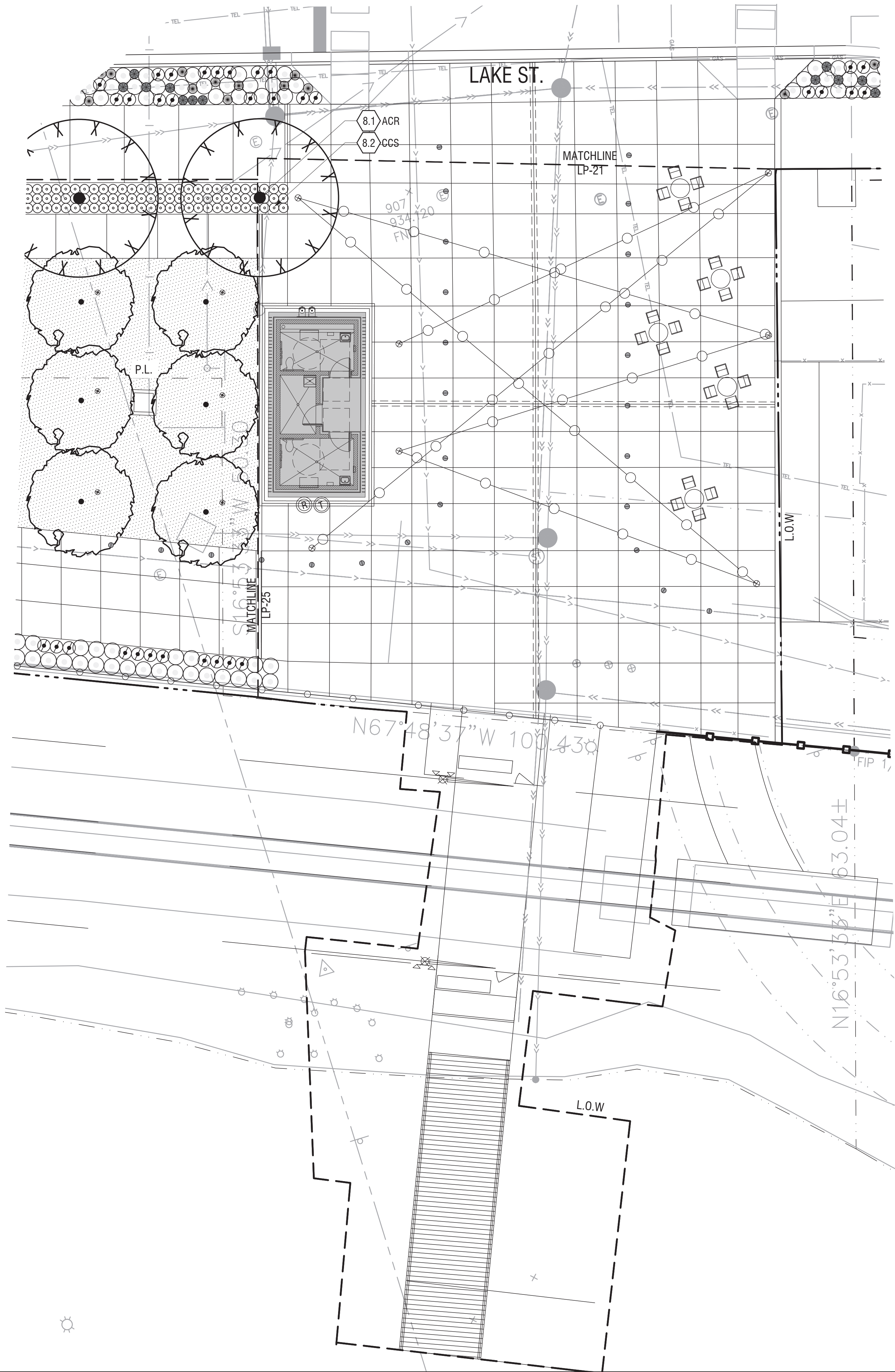
Checked:

SHEET 251 OF 290

LP-25



NO PLANTING IMPROVEMENTS THIS SHEET



KEYNOTES

DTL./SHT.#	0.0	EXISTING CONDITIONS
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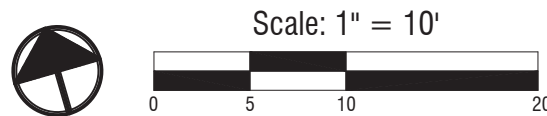
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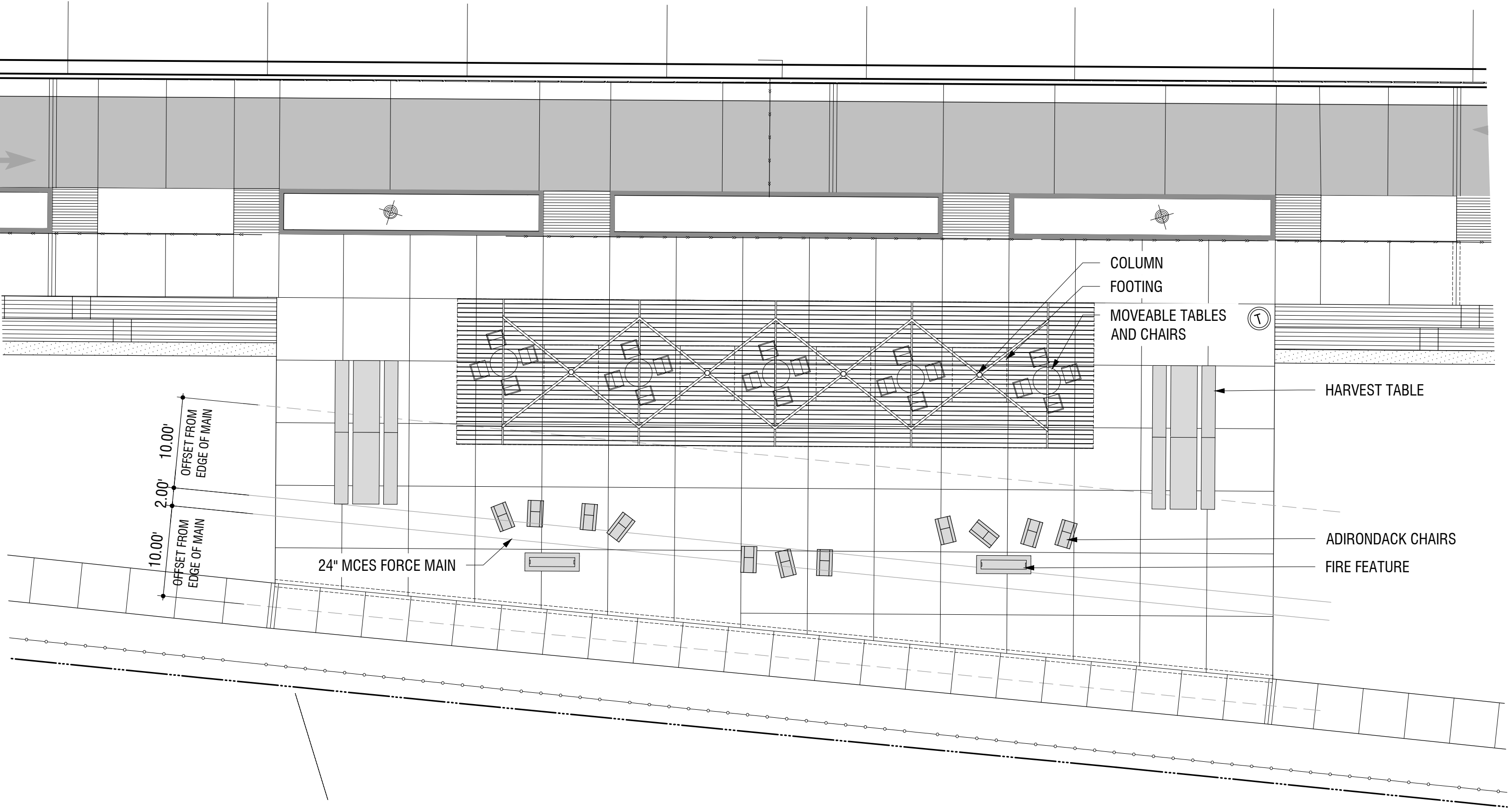
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5/28/2019	50% Construction Documents

Revisions:	

CVT Proj. #: 2-15-0032
Drawn:

Checked:



WAYZATA LAKE EFFECT
REVISED SHADE STRUCTURE EXHIBIT
06-20-2019

Wayzata Lake Effect

06/11/2019

Lake Street Plaza Changes Memo:

The following changes were made to the Lake Street Plaza from the approved Design Development (DD) drawings as a result of comments from community members, as well as the design teams internal review of the overall functionality of the space:

1. Lawn Panels – at DD the lawn panels were tilted so that the southern edge of the lawn was flush with the adjacent grade, while the north edge was approximately 12”-18” above finished grade. The current proposed design would make the lawn panels flush with the adjacent grade on all sides.

This change was made for the following reasons:

- After consideration, our team realized that as the titled lawn panels became closer to matching the adjacent grade, the minor difference in the elevation of the lawn and the elevation of the adjacent walk would result in a small vertical edge which may not be perceived by community members who are enjoying the space, as such it would create a tripping hazard. The recommendation was to flatten the lawn panels and eliminate the potential hazard.
 - A secondary reason for flattening the lawns was to make the lawns accessible from all sides without required users to step up at the edge of the lawn. In some locations this step up was close to 18” which would be difficult to navigate for some.
2. Seating at North edge of Lawn – at DD the proposed seating was a simple Granite Plinth that would retain the elevated lawn panel on the south while providing seating on the north (street-side). In the middle of the bench on both lawn panels there would be granite stairs to provide access through the plinth into the lawn area. The proposed design would replace the granite with an undulating wood bench. The undulations are intended to be reminiscent of the waves seen across Lake Minnetonka, while providing multiple areas along the length of the bench where the wood becomes flush with the adjacent walks providing increased access into the lawn panels.

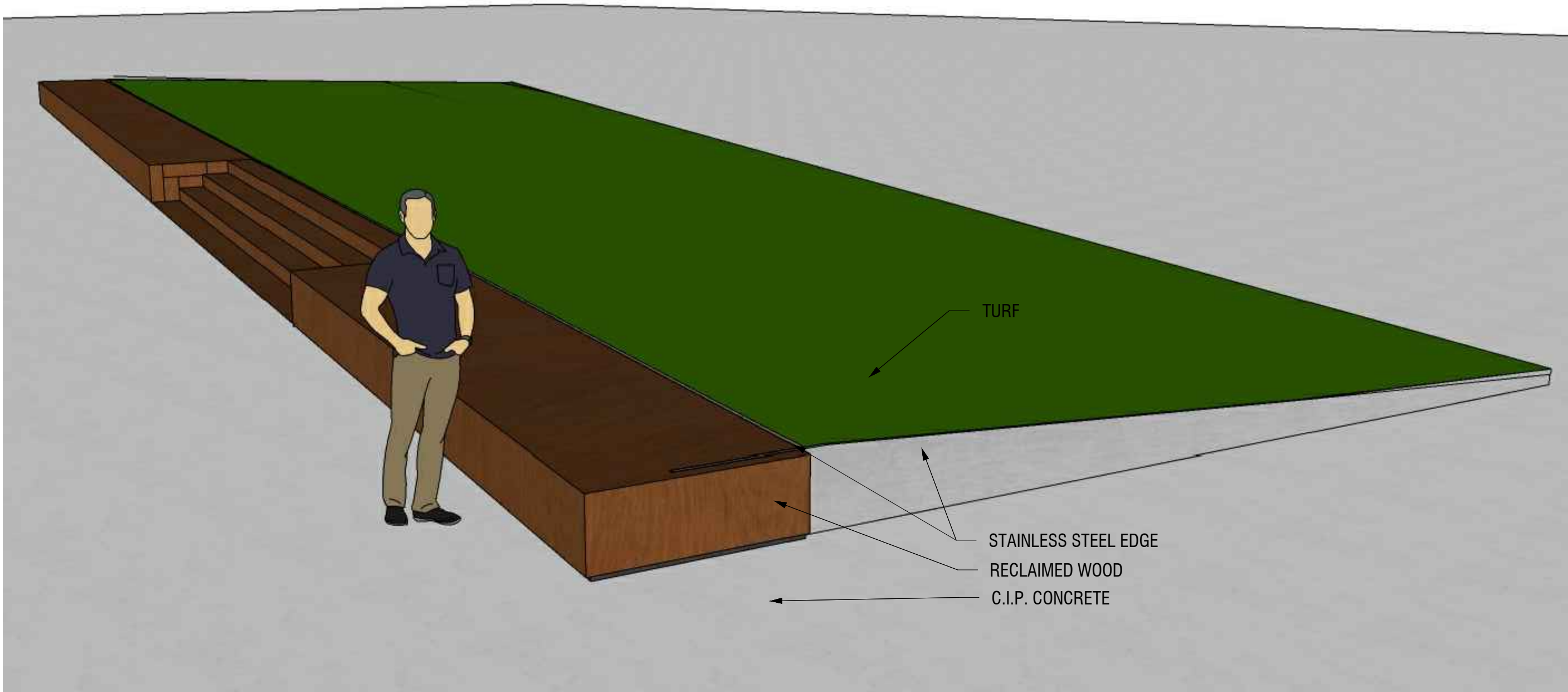
This change was made for the following reasons:

- In the original design access along the north side of the lawn panels was restricted to one single location for each lawn panel. The design team were concerned about the limited access this would provide, so the undulating wood bench was introduced to increase porosity

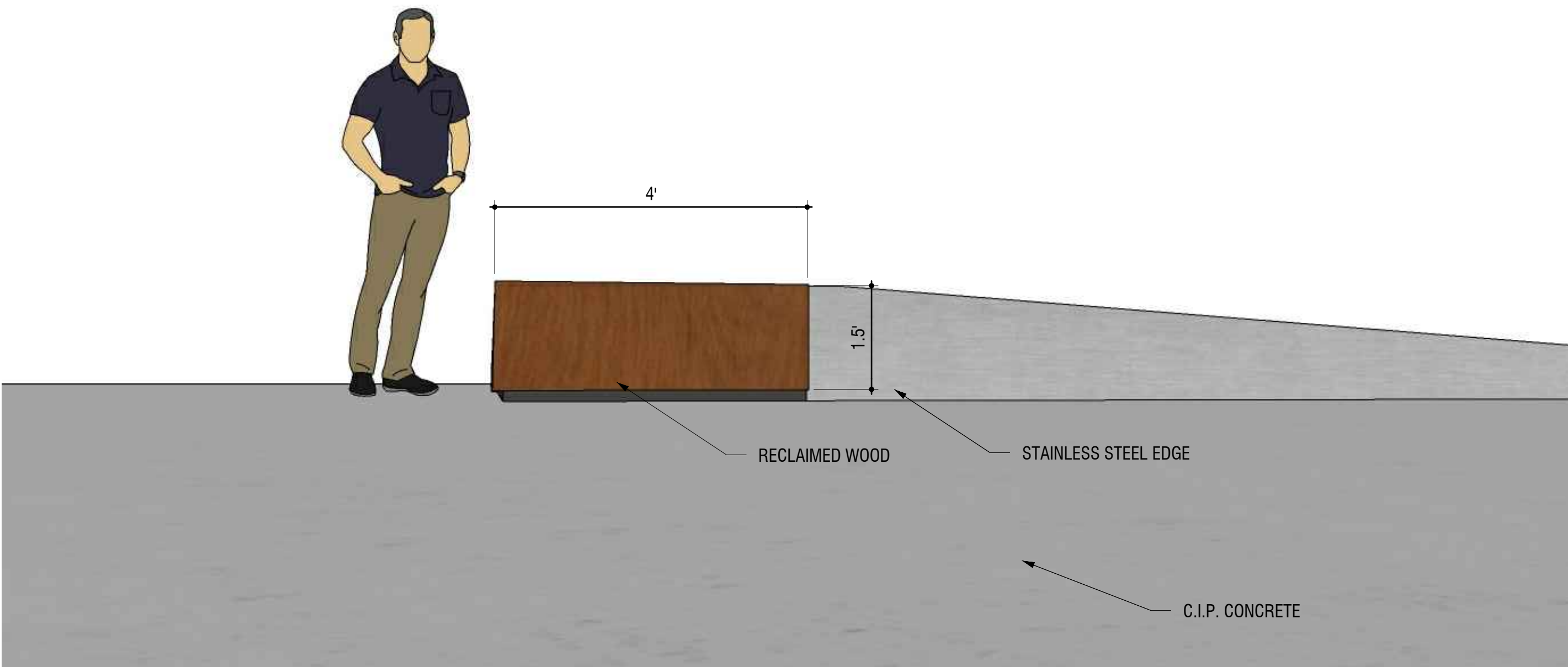
along the north edge, enhancing user access, while providing full ADA access along the north edge.

- Because of the lawn panel change noted in number 1 above, the seating along the north edge was no longer required to provide a grade retention function. While the granite is a timeless material quarried in Minnesota, the design team wanted to provide a seating material that would be warmer, so the recommendation was to move to a wood bench.
- The granite plinth did not include any areas with a back on the seating area for user comfort, while the proposed wood bench provides a variety of potential seating configurations including areas that include a back, increasing the overall user comfort.

Bench Design at Design Development
January 2019



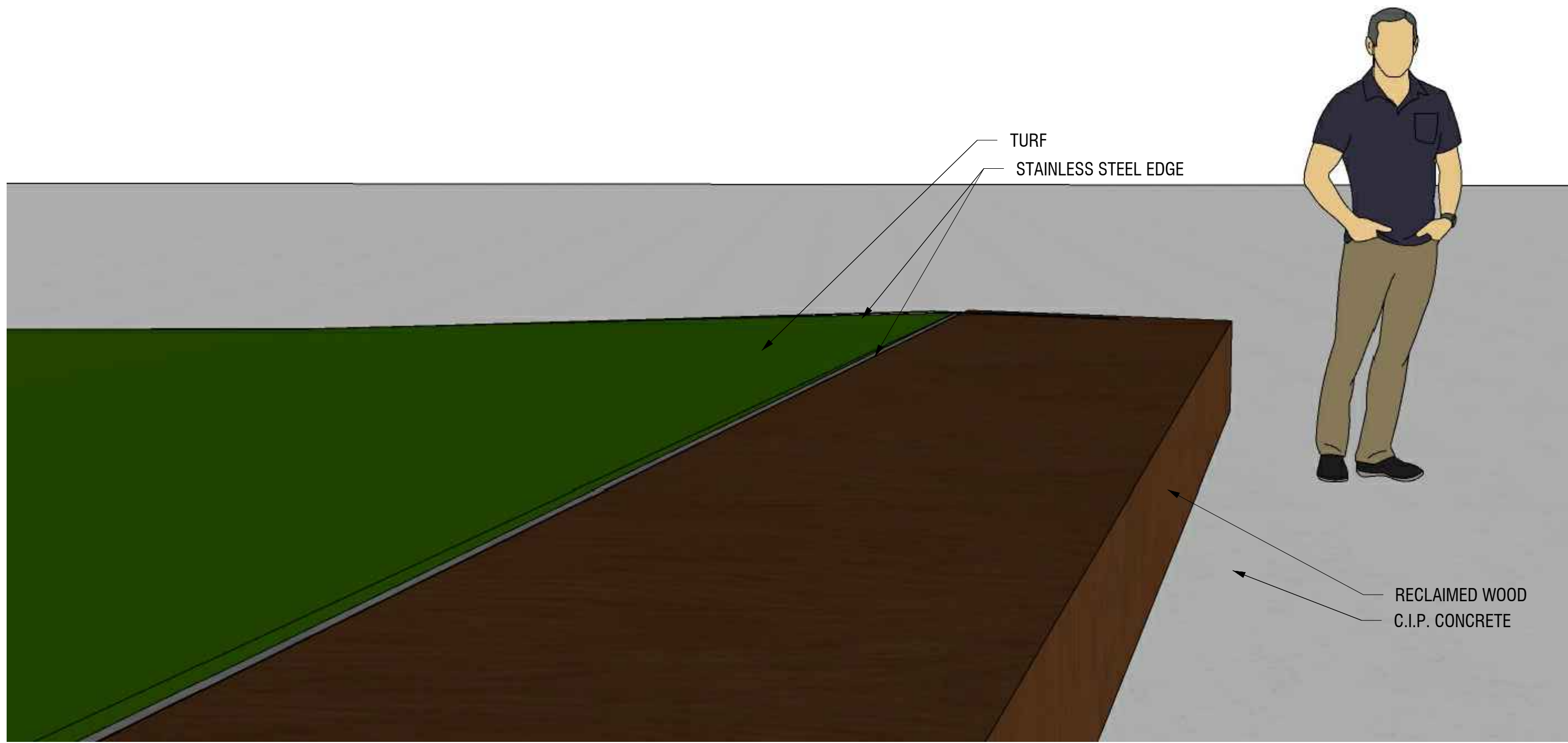
LAWN EDGE DETAIL



LAWN EDGE DETAIL SECTION

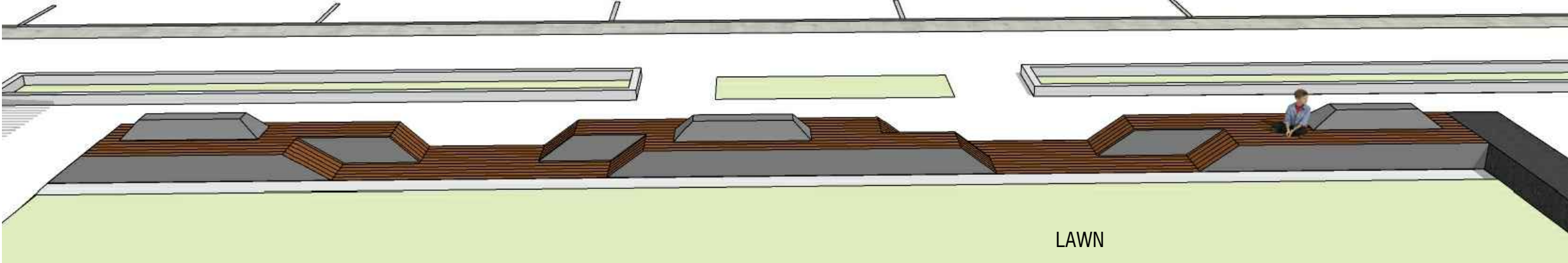
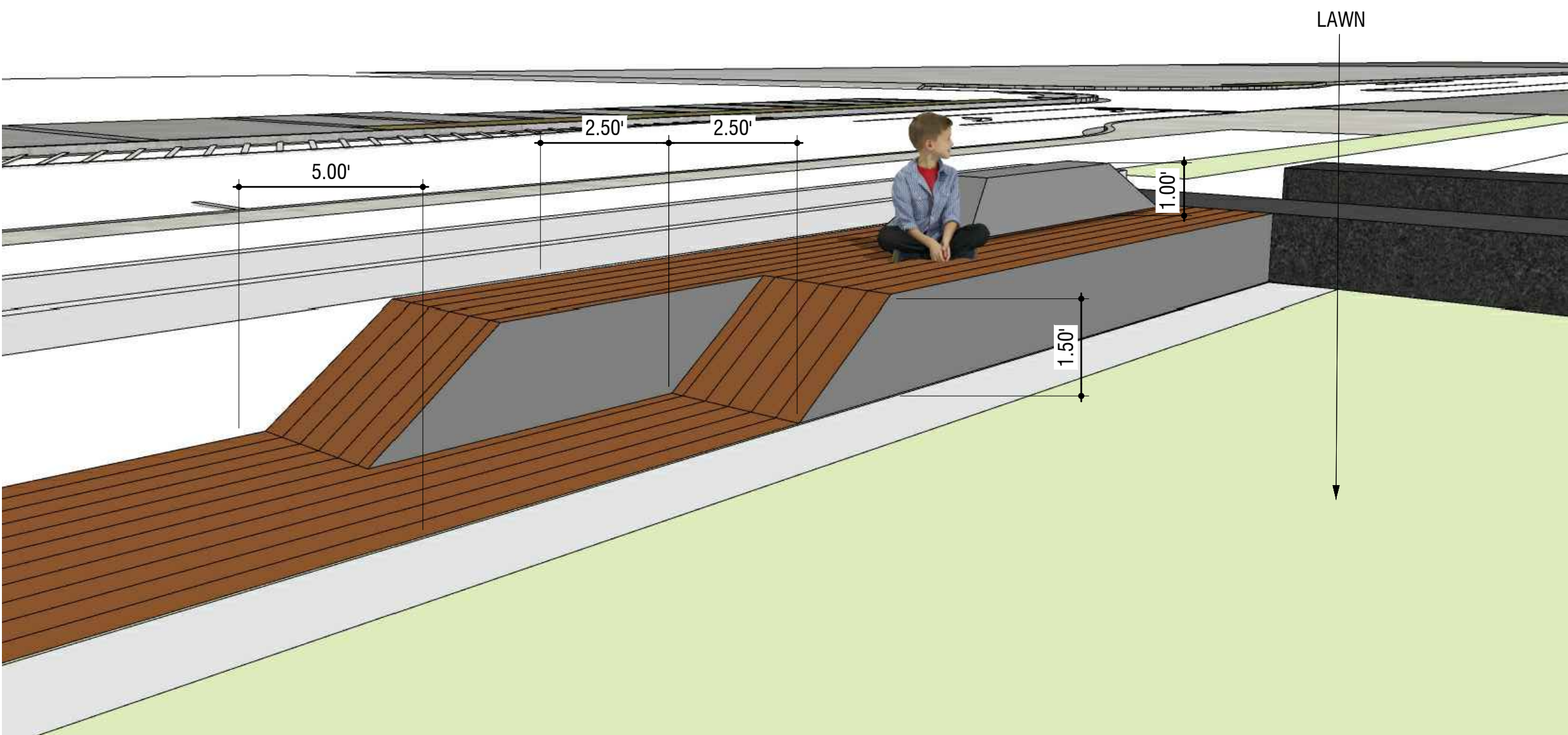


LAWN EDGE DETAIL LAYOUT

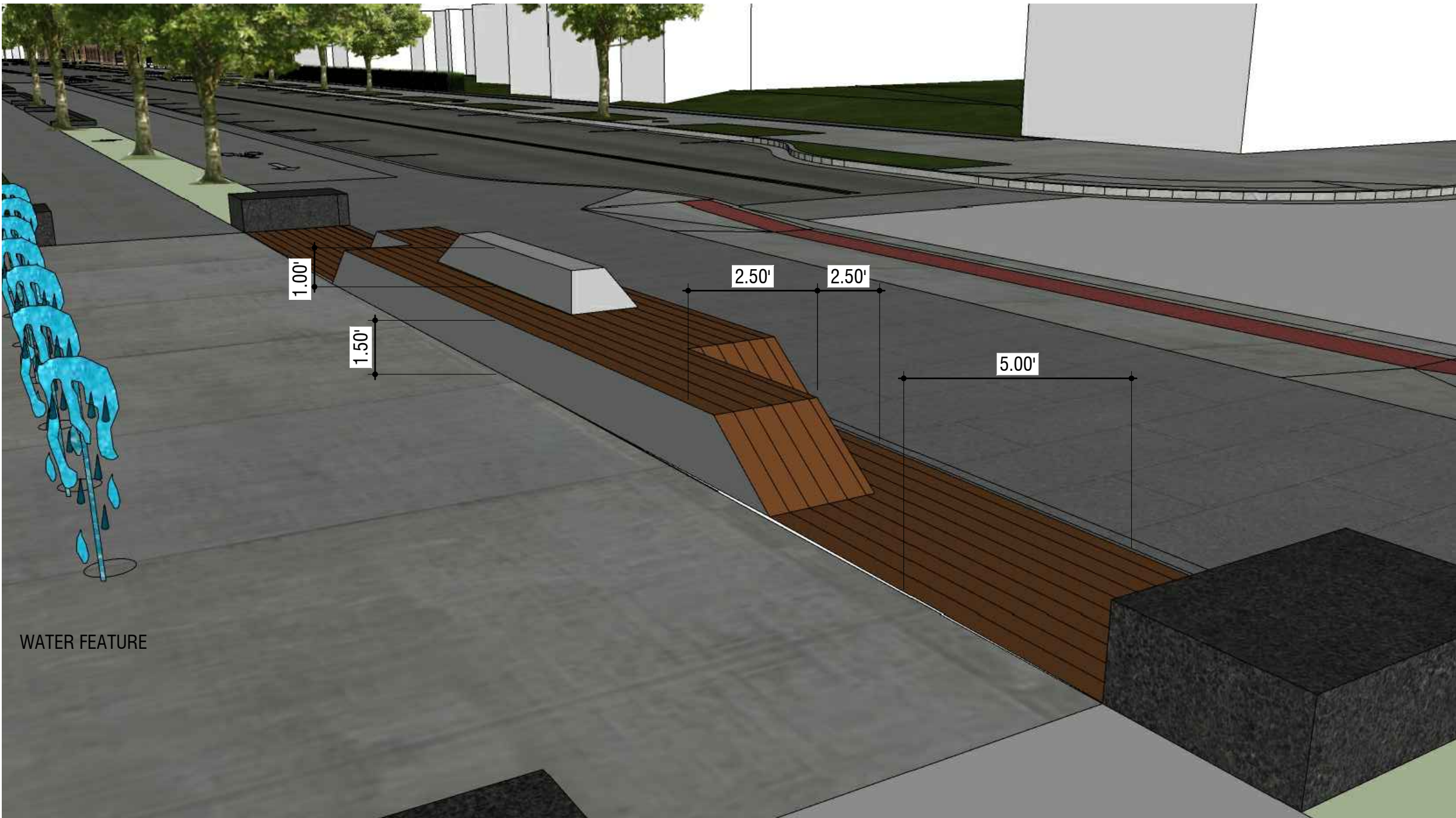


LAWN EDGE DETAIL

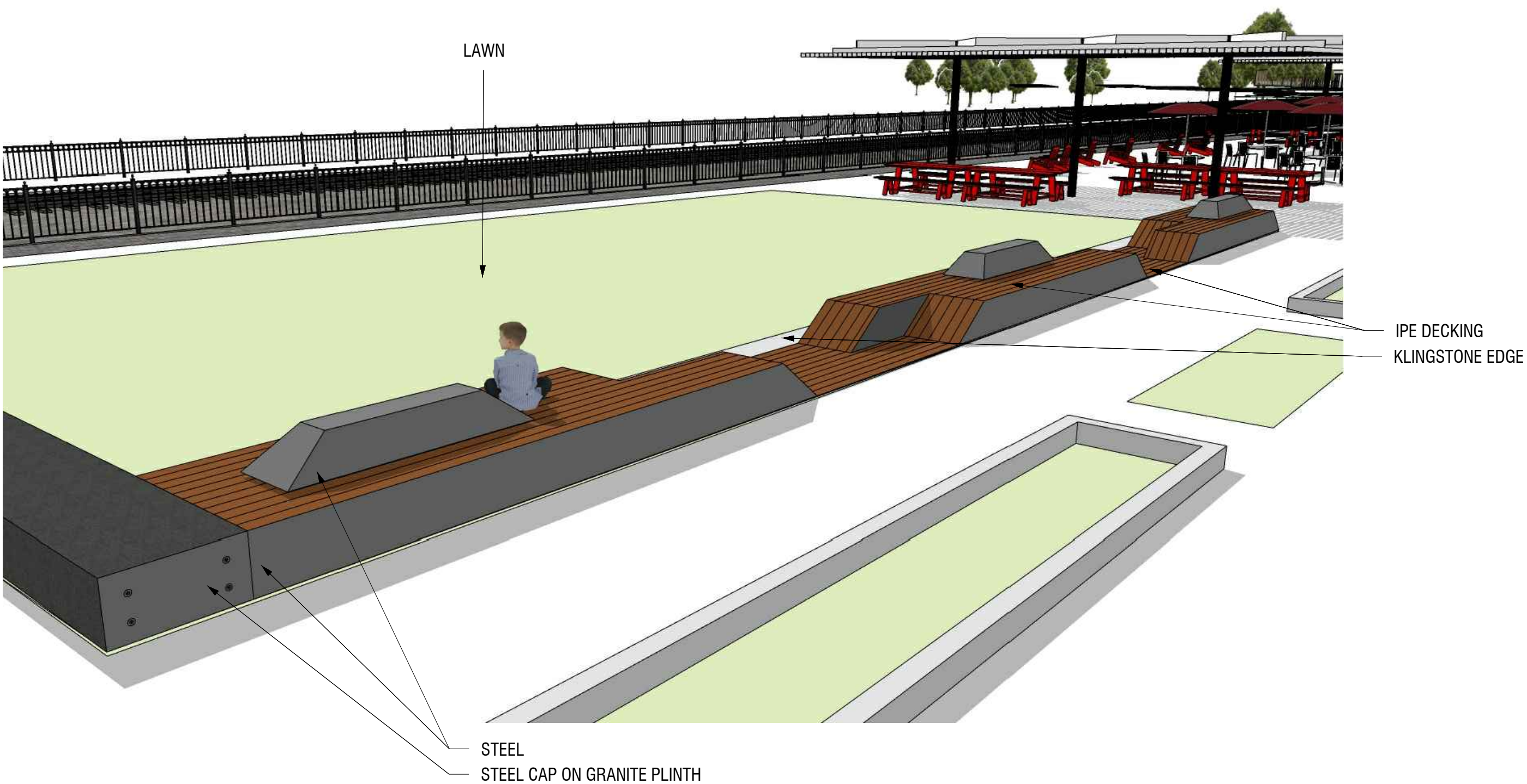
Bench Design at 50% Construction Documents
May 2019



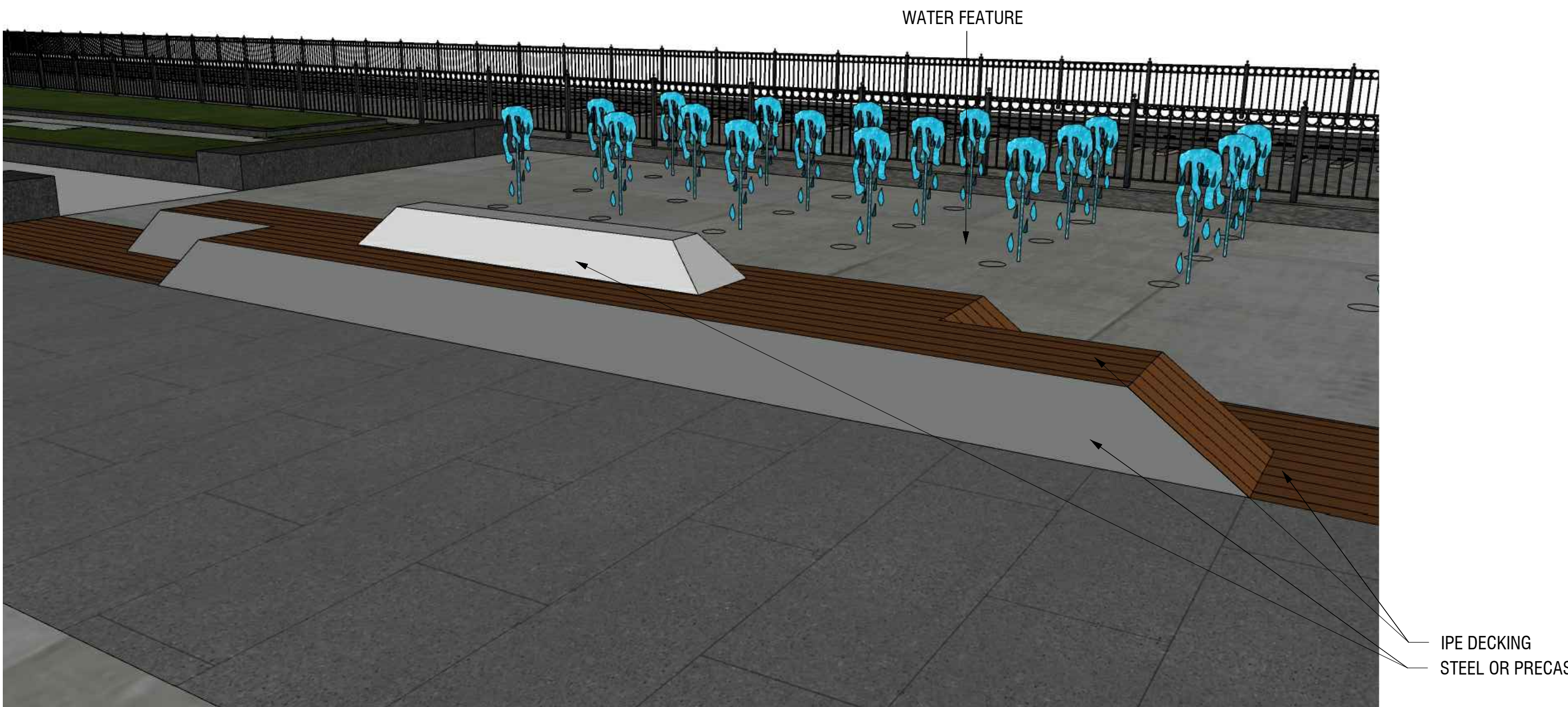
LAKE STREET PLAZA WOOD BENCH AT LAWN EDGES



WATER FEATURE WOOD BENCH



STEEL
STEEL CAP ON GRANITE PLINTH



IPE DECKING
STEEL OR PRECAST

1 CUSTOM WOOD BENCH
SCALE: NTS

5.1

- Consultants:
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Shaw Knecht Architects
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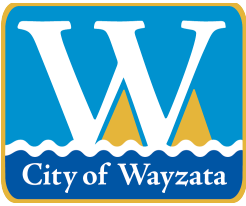
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Revisions:	

CVT Proj. #: 2-15-0032
Drawn: _____

Checked: _____



City of Wayzata City Council Agenda Report

MEETING DATE: July 2, 2019	AGENDA ITEM: 8.c.
TITLE: Consider Approval of Business District Initiative (BDI) Agreement with Hennepin County	
PROPOSED MOTION: To Approve the BDI Agreement between the City of Wayzata and Hennepin County	
PREPARED BY: Jeff Dahl, City Manager	
REVIEWED BY: N/A	

ACTION REQUESTED:

Staff recommends approval of the attached draft agreement.

FINANCIAL OR BUDGET CONSIDERATION:

The "Navigate Wayzata" marketing initiative is expected to cost approximately \$100,000. The previously approved plan was for the City to fund \$50,000, the Chamber to fund approx. \$10,000, and Hennepin County, if awarded the grant, would fund \$40,000.

BACKGROUND:

The main goal of the initiative is to assist residents with wayfinding, mitigate impacts to businesses, and most of all, just to let the community and region know that Wayzata is still "open" despite three major road construction projects:

- Wayzata Boulevard/Superior Boulevard Intersection;
- Central Avenue/County Road 101 Bridge Re-Decking; and
- Lake Street/Lake Street Plaza Construction.

Hennepin County recently announced that the City of Wayzata was awarded \$40,000 through its BDI Program. The attached agreement allows for the City to receive the County's allocation through reimbursement of eligible expenditures.

ATTACHMENTS:

1. Business District Initiative Grant Agreement

**BUSINESS DISTRICT INITIATIVE GRANT AGREEMENT FOR
CITY OF WAYZATA**

This Agreement is dated _____ 2019 and is between Hennepin County (“COUNTY”), 701 Fourth Avenue South, Suite 400, Minneapolis, MN 55415, and the City of Wayzata (“CITY”), 600 Rice St E, Wayzata, MN 55391.

WHEREAS, on February 26, 2019, CITY submitted an application (“Application”) to the Business District Initiative (BDI) for monetary assistance for district-wide marketing, branding, and promotion to correspond with multiple construction projects negatively impacting travel to their downtown; and

WHEREAS, the Project fits within the goals of a multijurisdictional reinvestment program authorized under Minnesota Statutes §383B.79 (“Program”); and

WHEREAS, the COUNTY has the authority to participate in the Project pursuant to Minnesota Statutes §§383B.79 and 471.64; and

WHEREAS, by Resolution No. 19-0218, approved on May 30, 2019, the COUNTY authorized an award of forty thousand dollars (\$40,000) to CITY for the Project; and

WHEREAS, the parties are authorized to enter into this agreement pursuant to Minnesota Statutes §383B.79 and 471.59 and other applicable law; and

WHEREAS, the COUNTY wishes to contract with the CITY for completion of eligible activities (“Eligible Activities”), more fully described in Exhibit 1 – Scope of Work,

Now, therefore, the parties agree as follows:

1. Term and Cost of the Agreement. The CITY agrees to complete the Eligible Activities for the Project by **December 31, 2020**. The COUNTY agrees to contribute an amount not to exceed forty thousand dollars (\$40,000) to CITY for reimbursement of the Eligible Activities, more fully described in Exhibit 1, attached and incorporated by this reference.
2. Use of Funds. CITY shall use all funds received under this Agreement for completion of the Eligible Activities in accordance with the Application submitted by CITY to the COUNTY for the City of Wayzata for district-wide marketing, branding, and promotion to correspond with multiple construction projects negatively impacting travel to their downtown. The city aims to work with the local Chamber of Commerce to contract with a marketing firm to develop a mitigation plan, provide project/program updates throughout the next 18 months, conduct door-to door engagement and communications,

and create and deliver a marketing and communications plan. This award anticipates approximately \$60,000 in leverage through direct and in-kind investments by City of Wayzata and the Chamber of Commerce. CITY shall be solely responsible for securing all additional funds needed for completion of the Eligible Activities and the Project.

3. Payment. Payment shall be made directly to the CITY on a reimbursement basis as work activities are completed. Payment request must include documentation of the expenses incurred (including copies of invoices from third party contractors) and a brief summary of activities completed.

CITY will provide the COUNTY with a work plan and schedule for COUNTY approval, detailing when the Eligible Activities shall be completed. COUNTY shall be under no obligation to provide payment until the work plan and schedule are approved. Payment shall be made within forty-five (45) days from receipt of the invoice and proof of payment. Final payment shall be withheld until CITY provides documentation that it has expended at least \$40,000 in direct and in-kind investments as described in the application.

4. Independent Contractor. CITY shall select the means, method, and manner of performing the services. Nothing is intended or should be construed as creating or establishing the relationship of co-partners between the parties or as constituting CITY as the agent, representative, or employee of the COUNTY for any purpose. CITY is and shall remain an independent contractor for all services performed under this Agreement. CITY shall secure at its own expense all personnel required in performing services under this Agreement. Any personnel of CITY or other persons while engaged in the performance of any work or services required by CITY will have no contractual relationship with the COUNTY, and will not be considered employees of the COUNTY. The COUNTY shall not be responsible for any claims that arise out of employment or alleged employment under the Minnesota Unemployment Insurance Law or the Workers' Compensation Act of the State of Minnesota on behalf of any personnel including, without limitation, claims of discrimination against CITY, its officers, agents, contractors, or employees. Such personnel or other persons shall neither require nor be entitled to any compensation, rights, or benefits of any kind from COUNTY, including without limitation, tenure rights, medical and hospital care, sick and vacation leave, workers' compensation, unemployment compensation, disability, severance pay, and retirement benefits.
5. Non-Discrimination. In accordance with the COUNTY policies against discrimination, CITY agrees that it shall not exclude any person from full employment rights nor prohibit participation in or the benefits of, any program, service, or activity on the grounds of race, color, creed, religion, age, sex, disability, marital status, sexual orientation, public assistance status, or national origin. No person who is protected by applicable Federal or State laws against discrimination shall be otherwise subjected to discrimination.

When and where applicable, CITY shall comply with, and make best efforts to have its third party providers comply with, Public Law 101-336 Americans with Disabilities Act of 1990, Title I "Employment," Title II "Public Services" - Subtitle A, and Title III

“Public Accommodations and Services Operated by Private Entities” and all ensuing federal regulations implementing said Act.

6. Indemnification. CITY agrees to defend, indemnify, and hold harmless the COUNTY, their officials, officers, agents, volunteers and employees from any liability, claims, causes of action, judgments, damages, losses, costs, or expenses, including reasonable attorney’s fees, resulting directly or indirectly from any act or omission of CITY, a subcontractor, anyone directly or indirectly employed by them, and/or anyone for whose acts and/or omissions they may be liable in the performance of the services required by this Agreement, and against all loss by reason of the failure of CITY to perform any obligation under this Agreement. For clarification and not limitation, this obligation to defend, indemnify and hold harmless includes but is not limited to any liability, claims or actions resulting directly or indirectly from alleged infringement of any copyright or any property right of another, the employment or alleged employment of CITY personnel, the unlawful disclosure and/or use of protected data, or other noncompliance with the requirements of the Data provisions set forth in Section 7 hereof.
7. Data. CITY, its officers, agents, owners, partners, employees, volunteers and subcontractors shall abide by the provisions of the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13 (MGDPA) and all other applicable state and federal laws, rules, regulations and orders relating to data privacy or confidentiality, which may include the Health Insurance Portability and Accountability Act of 1996 (HIPAA). For clarification and not limitation, the COUNTY hereby notifies CITY that the requirements of Minnesota Statutes section 13.05, subd. 11, apply to this Agreement. CITY shall promptly notify the COUNTY if CITY becomes aware of any potential claims, or facts giving rise to such claims, under the MGDPA.

Classification of data as trade secret data will be determined pursuant to applicable law and, accordingly, merely labeling data as “trade secret” does not necessarily make it protected as such under any applicable law.

8. Records – Availability/Access. Subject to the requirements of Minnesota Statutes Section 16C.05, Subd. 5, the COUNTY, the State Auditor, or any of their authorized representatives, at any time during normal business hours, and as often as they may reasonably deem necessary, shall have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., which are pertinent to the accounting practices and procedures of CITY and involve transactions relating to this Agreement. CITY shall maintain these materials and allow access during the period of the Agreement and for six (6) years after its expiration or cancellation or termination.
9. Merger and Modification.
 - a. The entire Agreement between the parties is contained herein and supersedes all oral agreements and negotiations between the parties relating to the subject matter. All items that are referenced or that are attached are incorporated and made a part of this

Agreement. If there is any conflict between the terms of this Agreement and referenced or attached items, the terms of this Agreement shall prevail.

- b. Any alterations, variations, modifications, or waivers of provisions of this Agreement shall only be valid when they have been reduced to writing as an amendment to this Agreement signed by the parties. Except as expressly provided, the substantive legal terms contained in this Agreement including but not limited to the License, Payment Terms, Warranties, Indemnification, Merger and Modification, Default and Cancellation/Termination or Minnesota Law Governs may not be altered, varied, modified or waived by any change order, implementation plan, scope or work, development specification or other development process or document.

10. Default and Cancellation/Termination.

- a. If CITY fails to perform any of the provisions of this Agreement or so fails to administer the work as to endanger the performance of the Agreement, it shall be in default. Unless CITY's default is excused in writing by the COUNTY, the COUNTY may upon written notice immediately cancel or terminate this Agreement in its entirety. Additionally, failure to comply with the terms of this Agreement shall be just cause for the COUNTY to delay payment until the CITY's compliance. In the event of a decision to withhold payment, the COUNTY shall furnish prior written notice to CITY.
- b. The COUNTY's failure to insist upon strict performance of any provision or to exercise any right under this Agreement shall not be deemed a relinquishment or waiver of the same, unless consented to in writing. Such consent shall not constitute a general waiver or relinquishment throughout the entire term of the Agreement.
- c. This Agreement may be canceled/terminated with or without cause by the COUNTY upon thirty (30) days' written notice.

11. Survival of Provisions. Provisions that by their nature are intended to survive the term, cancellation or termination of the Agreement do survive such term, cancellation or termination. Such provisions include but are not limited to: INDEPENDENT CONTRACTOR; INDEMNIFICATION; DATA; RECORDS- AVAILABILITY/ACCESS; DEFAULT AND CANCELLATION/TERMINATION; and MINNESOTA LAW GOVERNS.

12. Contract Manager. In order to coordinate the services of CITY with the activities of the COUNTY so as to accomplish the purposes of this Agreement, Simran Aryal, or successor, shall manage this Agreement on behalf of the COUNTY and serve as liaison between the COUNTY and CITY.

13. Notices. Unless the parties otherwise agree in writing, any notice or demand which must be given or made by a party under this Agreement or any statute or ordinance shall be in writing, and shall be sent registered or certified mail. Notice to the COUNTY shall be sent to the Contract Manager at the address stated in the opening paragraph of the

Agreement. Notice to CITY shall be sent to the address stated in the opening paragraph of the Agreement.

14. Reporting. CITY must provide a Close-out Report at completion of the Project using the form provided by the Contract Manager. COUNTY may request information after project termination for program tracking and evaluation.
15. Conflict of Interest. CITY affirms that to the best of CITY's knowledge, CITY's involvement in this Agreement does not result in a conflict of interest with any party or entity which may be affected by the terms of this Agreement. Should any conflict or potential conflict of interest become known to CITY, CITY will immediately notify the COUNTY of the conflict or potential conflict, specifying the part of this Agreement giving rise to the conflict or potential conflict, and will advise the COUNTY whether CITY will or will not resign from the other engagement or representation.
16. Recognition of Hennepin County. In recognition of the COUNTY funding support, CITY agrees to include the Hennepin County logo on project materials, including the business directories. If project signage references other government financing programs on the project sign, CITY shall include a reference that financing was provided in part by the Hennepin County Business District Initiative.
17. Assignment. This Agreement may not be assigned, pledged, or transferred without the prior written consent of the COUNTY.
18. Minnesota Laws Govern. The laws of the state of Minnesota shall govern all questions and interpretations concerning the validity and construction of this Agreement and the legal relations between the parties and their performance. The appropriate venue and jurisdiction for any litigation will be those courts located within the County of Hennepin, state of Minnesota. Litigation, however, in the federal courts involving the parties will be in the appropriate federal court within the state of Minnesota. If any provision of this Agreement is held invalid, illegal or unenforceable, the remaining provisions will not be affected.

COUNTY BOARD AUTHORIZATION

CITY, having signed this Agreement, and the COUNTY having duly approved this Agreement on the ____ day of _____, 2019, and pursuant to such approval, the proper County officials having signed this Agreement, the parties hereto agree to be bound by the provision herein set forth.

Reviewed by the County
Attorney's Office

COUNTY OF HENNEPIN
STATE OF MINNESOTA

By: _____
Chair of Its County Board

Date: _____

ATTEST: _____
Deputy/Clerk of County Board

Date: _____

And: _____
County Administrator

Date: _____

By: _____
Assistant County Administrator, Public Works

Date: _____

Recommended for Approval:

Director, Community Works

Date: _____

CITY

The CITY certifies that the person who executed this Agreement is authorized to do so on behalf of the CITY as required by applicable articles, bylaws, resolutions or ordinances.*

By: _____

Title: _____

Date: _____

*CITY shall submit applicable documentation (articles, bylaws, resolutions or ordinances) that confirms the signatory's delegation of authority. This documentation shall be submitted at the time CITY returns the Agreement to the County. Documentation is not required for a sole proprietorship.

EXHIBIT 1
Eligible Activities
City of Wayzata

City of Wayzata Communications Plan

2019 spring/summer construction projects

OBJECTIVES:

- Clearly communicate to key audiences regarding the process, timeline, impacts and end results of key construction projects occurring this season in the City of Wayzata.
- Ensure that local businesses have the tools and support they need to thrive during construction.
- Ensure that visitors and business patrons have easy access to information that will help minimize negative short-term impact and frustration during construction.

AUDIENCES:

- City of Wayzata residents
- City of Wayzata business owners
- Visitors and patrons of local businesses

SPOKESPEOPLE:

Visionary messages

Mayor Ken Willcox

Construction-specific messages

Jeff Dahl, city manager, City of Wayzata

Mike Kelly, public works director, City of Wayzata (back up)

Business-specific messages

Becky Pierson, president, Wayzata Chamber

TACTICS:

- **KEY MESSAGES AND BRANDING**

The first step would be to create strong, informative and future-facing messages. While primary messages would be more standard and informative for the website, we would also create some fun, memorable and lighter messages to be used on signage, etc. We also recommend specific branding that encompasses the work and the project, including slogans, hashtag, etc.

Timeline:

- Goff and Fuzzy Duck to provide first drafts of key messages and branding
- Revisions and edits made and final draft

Estimated budget:

Key Messaging - \$1,500

Campaign Name, Slogans and Main Visual Branding: \$3,000-\$5,000

- **WEBPAGE AND LIST SERVE COMMUNICATIONS**

We recommend creating a landing page for the projects on the city's website, an internal vanity URL (e.g., wayzata.org/construction) and a marketing domain (e.g., NavigateWayzata.com) that are easy for people to remember, find and share. The URL should be shared widely and posted in the community on posters in local businesses or construction signage. The landing page would include links to resources as well as project-specific pages that would include more detailed construction updates and project drawings. We would also recommend including a place on this page for people to sign up to receive regular updates on the projects.

Timeline:

- Goff to draft copy to integrate into existing webpage on the City of Wayzata website
- Fuzzy Duck to integrate branding elements to page
- Fuzzy Duck to create construction/detour map(s)

Estimated budget:

Support for initial setup, design and content integration for internal website pages - \$2,500

Creation of written content - \$1,500

Design and creation of visual content - \$300-\$1,000 per map/infographic (eight graphics estimated)

Ongoing content management - \$2,500-\$5,000 (dependent on frequency and amount of dynamic content created and provided throughout the campaign)

- **WINDOW AND LAWN SIGNS**

Creating a positive, future-facing message and pairing that with eye-catching design can bring a community together around short-term pain for long-term gain. We recommend creating signs for businesses to put in their windows and residents to put on their lawns or to be placed near the construction work that shares a positive message and garners excitement for the end result of these projects. Additionally, sidewalk decals could be created to help people navigate Wayzata.

Timeline:

- Fuzzy Duck to design window and lawn signs

Estimated budget:

Design and layout - \$750-\$2,000 (dependent on number of versions created)

Printing/production – TBD (dependent on size, material and quantities)

- **BUSINESS COMMUNICATIONS TOOLKIT**

To specifically support the business community that will be impacted by this construction, we recommend creating a toolkit that arms them with the messaging, signage and contacts needed to make sure their customers are informed and continue to patronize their businesses.

Timeline:

- Goff to partner with the Greater Wayzata Area Chamber of Commerce to create the contents of the business toolkit
- Fuzzy Duck to design the toolkit
- Toolkit to be uploaded to the dedicated web page by

Estimated budget:

Content Creation - \$2,000

Toolkit Design, Layout, Typesetting and File Prep - \$2,000 (dependent on content and page count)

- **OPEN HOUSES**

We recommend hosting a series of open houses regarding these projects before construction begins.

In-person, real-time communications are crucial for community members to feel heard and to ask questions. They also allow you to provide them with everything they need to continue receiving communications throughout the project, from opting into updates to meeting your spokesperson.

Timeline:

- State of the City– table at event
- Develop plan for city-sponsored open houses / community outreach at existing events

Estimated budget: \$3,000

- **ONGOING CONTENT CREATION**

We recommend regular updates (most likely weekly) on construction projects throughout the life of the work, including upcoming road closures or impacts to your key audiences, progress/status updates, and highlights of local businesses. These updates should be shared via email to those who signed up on the web page, as well as via social media and the city's newsletters. We also encourage the Chamber to share those updates on their own channels as well. Consider boosting posts at key times. Goff Public will manage an editorial calendar and project tracking document.

Timeline:

- Wayzata Portal newsletter –
- Experience Wayzata Area map –
- Fuzzy Duck design template for e-newsletter
- Property owner notifications – as each project starts

- Calls to coordinate content for newsletters, social media (weekly)
- Goff/City staff draft content (weekly)
- Fuzzy Duck design maps, images, etc. (as needed)

Estimated budget:

Goff ongoing content creation/meetings /communications - \$62,000

Fuzzy Duck meetings/communications - \$5,000

Experience Wayzata area map and other “ads” - \$300-\$500 per ad (four ads estimated)

Initial design and encoding of e-newsletter template - \$750

Design and creation of visual content – LISTED UNDER WEBSITE SECTION

• **EARNED MEDIA**

We recommend engaging the media to help talk about the importance of the project and the benefits it will bring the community, and to also highlight local businesses to keep them top of mind and let people know they’re still open during the construction.

Timeline:

- Garner earned media as construction of each project begins
- Identify other media opportunities during weekly calls

Estimated budget: \$6,000

• **ONLINE MAP DETOURS**

We recommend working with Google Maps, Apple Maps, and other online maps to make sure that easy, clear detours are recommended when people are trying to navigate through the construction. Because visitors may not be aware of the construction, programming detour information into mapping software will help make their visit easier and more enjoyable.

Timeline:

- Seek detour routes for each project
- Coordinate with Google Maps to have detours planned by each project launch

Estimated budget: \$600

TOTAL BUDGET:

- Estimated total Goff budget: \$77,500
- Estimated total Fuzzy Duck budget: \$19,800– \$31,250

OPTIONAL PROJECTS (dependent on actual budget):

- Video
- Social media monitoring (NextDoor)

Total **\$50,000.00**

BDI Reimbursement Request Template

Hennepin County Contract # PR00001172

Grant Termination Date: **December 31, 2020**

Date of Request:

Reimbursement Request Number:

Requested Amount:

Time Period Covered:

Project Name:

Eligible Activities Per Contract	Grant Total	Previous Requests	Current Requests	Requests To Date	End Balance
Total					

Grantee:

Project Manager:

Title:

Phone:

Grant Award:

This Request:

Remaining Balance: