

## **WAYZATA PLANNING COMMISSION**

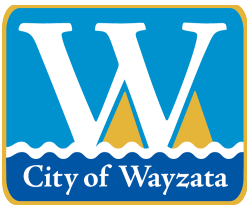
### **Meeting Agenda**

Wayzata City Hall Community Room, 600 Rice Street  
Monday, December 16, 2019  
6:30 PM

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Agenda**
- 4. Consent Agenda**
  - a. Approval of the December 2, 2019 Meeting Minutes
  - b. Receipt of Withdrawal Letter for Development Application at 908 Shady Lane East
  - c. Report and Recommendation of Approval of Variances and a Conditional Use Permit for a New Single-Family Home at 578 Harrington Road
- 5. Public Hearing Items**
  - a. Consider Heritage Preservation Site Designation for the Section Foreman House at 738 Lake Street East
- 6. Other Items**
  - a. Review of Development Activities
  - b. December 3 City Council Report
  - c. Planning Commissioner Liaison for the January 7 City Council Meeting
  - d. Review of the 2020 Meeting Calendar
- 7. Adjournment**

Upcoming Meetings:  
City Council - December 17, 2019  
Planning Commission - January 6, 2020

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



## City of Wayzata Planning Commission Agenda Report

|                                                                    |                          |
|--------------------------------------------------------------------|--------------------------|
| <b>MEETING DATE:</b> December 16, 2019                             | <b>AGENDA ITEM:</b> 4.a. |
| <b>TITLE:</b> Approval of the December 2, 2019 Meeting Minutes     |                          |
| <b>PREPARED BY:</b> Nick Kieser, Assistant Planner                 |                          |
| <b>REVIEWED BY:</b> Emily Goellner, Community Development Director |                          |
| <b>60 DAY DEADLINE:</b> N/A                                        |                          |

**BACKGROUND:**

N/A

**ACTION REQUESTED:**

Staff recommends approval of the draft minutes for the December 2, 2019 Planning Commission meeting.

**ATTACHMENTS:**

1. Draft PC Minutes - December 2, 2019

**WAYZATA PLANNING COMMISSION  
MEETING MINUTES  
December 2, 2019**

**AGENDA ITEM 1. Call to Order**

Chair Flannigan called the meeting to order at 6:30 p.m.

**AGENDA ITEM 2. Roll Call**

Present at roll call were Commissioners: Merriam, Parkhill, Iverson, Flannigan, Plantan, and Bashioum. Absent: Douglas. Community Development Director Emily Goellner, Assistant Planner Nick Kieser, and City Attorney David Schezel were also present.

**AGENDA ITEM 3. Approval of Agenda**

Chair Flannigan asked for a motion to approve the agenda for the meeting.

Commissioner Parkhill made a motion, seconded by Commissioner Plantan, to approve the December 2, 2019 agenda as presented. The motion carried unanimously.

**AGENDA ITEM 4. Consent Agenda**

**a.) Approval of November 7, 2019 Meeting Minutes**

Chair Flannigan read the items on the consent agenda and asked if any Commissioner wished to pull an item for further discussion. Hearing no such request, he asked for a motion to approve the Consent Agenda as presented.

Commissioner Parkhill made a motion, seconded by Commissioner Plantan, to approve the Consent Agenda as presented. The motion carried unanimously.

**AGENDA ITEM 5. Public Hearing Items:**

**a.) Consider Development Application for Variances and a Conditional Use Permit for a New Single-Family Residence at 578 Harrington Road**

Assistant Planner, Nick Kieser, stated that the applicant, Murphy Co. Design, and property owner, Lookout Point LLC, have submitted a development application requesting approval of (i) a variance from the shoreland setback, (ii) a variance from the impervious surface requirement, and (iii) a Conditional Use Permit to allow additional chimney height for the redevelopment and

1 construction of a new house at 578 Harrington Road. The property is currently zoned R-1A/Low-  
2 Density Single-Family Estate District and the Comprehensive Plan land use designation is Estate  
3 Single Family District. The property also resides in the Shoreland Overlay District.

4  
5 Mr. Kieser reviewed the application and the information in the staff report, which included  
6 requests for a shoreland setback variance, impervious surface variance, and conditional use permit  
7 for chimney height.

8  
9 The lot is 77,397 square feet in size. Under this proposal, the existing two-story, 5,494 square-foot  
10 principal house would be demolished and the driveway, autocourts, gravel, landscaping, and pool  
11 would be removed as well. A new, three-story, 5,574 square foot house would be constructed along  
12 with a new pool, autocourt, driveways and terraces. The house would have an attached three-car  
13 garage along with a detached subterranean garage for the guest house. The driveways and access  
14 areas would have a new configuration to service 570 Harrington and 559 Harrington.

15  
16 At the conclusion of the staff presentation, Chair Flannigan opened the meeting up to questions  
17 for staff.

18  
19 Commissioner Merriam asked if the parapet wall on the roof of the residence could be three feet  
20 in height, rather than the four feet height proposed.

21  
22 Planner Kieser stated that three feet is the minimum allowed under the Code, but four feet is  
23 reasonable. He noted that the applicant had stated that the four-foot-tall wall was decided due to  
24 aesthetics.

25  
26 Commissioner Bashioum asked if there would be any mechanicals on the roof, or if the parapet  
27 wall is more decorative and not functional.

28  
29 Planner Kieser stated it was his understanding that there are no plans for mechanical equipment  
30 on the roof.

31  
32 Chair Flannigan asked if access to the roof would be internal or external.

33  
34 Planner Kieser stated that access would be internal via a ship's ladder.

35  
36 Commissioner Merriam asked for clarification regarding the driveways and the guest house. Mr.  
37 Kieser described the driveways on the site plan.

38  
39 Commissioner Plantan asked what percentage of the total impervious surface for the property was  
40 the shared driveway.

41  
42 Planner Kieser stated that it is about 4% of the total.

43  
44 Chair Flannigan asked what credit is given for the pervious surface for the auto courts.

45  
46 Planner Kieser stated that they can take 50%.



Commissioner Merriam asked if the proposed service drive that is intended to be reinforced turf, would count as hard cover.

Planner Kieser stated that it would not.

Commissioner Merriam stated that the information they received says that the City Engineer stated that they are reducing 6% of the hardcover through their stormwater management plan. The current hardcover is 29.2% and the proposed is 28.56% which is not a 6% difference.

Planner Kieser stated that the 6% saving is not from the existing hardcover, but from the proposed plan. He added that the applicant is available to address this question.

Chair Flannigan asked if credit for pervious surface is available in the R-1A District.

Planner Kieser stated that since the property is in the Shoreland Overlay District allows certain techniques to be used to control their stormwater runoff.

Commissioner Merriam asked what percentage of the pool deck and the outside area is accounted for in the pervious surface total.

Planner Kieser directed attention to a hardcover table contained in the Commission's packet with that information.

Commissioner Merriam confirmed that the majority of the hardcover is from the proposed pavings and walls.

Commissioner Parkhill asked if there were any other stormwater management techniques that could be used to get the hardcover percentage below 28%.

Planner Kieser stated that the Public Works Director stated that the permeable pavers on the autocourts will effectively control all of the stormwater runoff, and any additional techniques incorporated into the plans would be extra.

Commissioner Merriam asked if it was possible to use pervious pavers around the pool and get credit for that.

Planner Kieser stated that the suggestion would be a possibility.

There being no further questions from the Commission for Staff, Chair Flannigan asked the applicant to speak to the Planning Commission about the application.

The applicant's representative, T.J. Majdecki, Principal/Lead Designer, Murphy & Co. Design, stated that his client purchased the property knowing that there were a number of hardships already encroaching on the property itself, with the biggest being the easement for the neighboring property at 570 Harrington and for the shared driveway. He added that the property

1 has about a 40-foot difference in grade from the edge of Harrington road up to the motor courts  
2 of 570. He stated that immediately upon purchasing the property, the homeowners contacted the  
3 surrounding neighbors in hopes of finding an amicable way to correct some of the issues with the  
4 lot, and to improve the shared driveway access. He stated that the existing property has a  
5 number of non-conforming issues that they would like to rectify. He added that the lot is  
6 undersized at 77,000 square feet while the minimum is 80,000 square feet. He stated that one of  
7 the homeowner's goals is to privatize the turnaround due to an apparent misconception that it is  
8 public land and available for public parking and access. Another goal is to have a defined front  
9 door and defined garage door for the property. He stated that a practical difficulty for the  
10 property owner is that the shared driveway hardcover percentage is not shared for purposes of  
11 impervious surface calculations, and is only included with the 578 property hardcover totals. He  
12 added that Harrington road is a unique road and has spots where its width is only 10 feet, which  
13 results in vehicles needing to pass each other by moving into the side ditch. The property owner  
14 has decided to widen this part of Harrington road to 15 feet to allow two cars to pass each other  
15 while remaining on the road. This will also alleviate concerns for access for emergency vehicles  
16 and personnel.

17  
18 The landscape architect for the applicant, Travis Van Liere, Travis Van Liere Studio, LLC stated  
19 that they are working hard to preserve all of the significant trees on the property. He explained  
20 that the 10,000 square feet of hardcover includes both autocourts, pool terrace, and basically all  
21 of the hardcover paving. They are not showing that as permeable paving in the current plans.  
22 He stated that the proposed hardcover total square feet is less than the existing hardcover total on  
23 the property. He added that the numbers presented for the project's hardcover totals have not  
24 been updated to display discrepancies that have been found in the plans. He stated that the  
25 impervious surface total is roughly around 23%, without including the area of the shared  
26 driveways. With the driveways included the hard cover will be around 27%.

27  
28 Commissioner Plantan asked if the proposed increased size of Harrington road was included in  
29 the shared driveway portion.

30  
31 Mr. Van Liere stated that the road is a separate parcel and is not included in the property's totals.

32  
33 Commissioner Iverson asked for clarification regarding the tree preservation plan.

34  
35 Mr. Van Liere stated that the total significant tree caliper inches on the property is 1206. The  
36 allowed removal without remediation under the City's ordinance is 301.5 caliper inches, which is  
37 25% of the total. They will be removing 388 inches of significant trees that are located where  
38 the driveway and shared driveway will be relocated. The trees that will be removed are  
39 primarily Ash, Hackberry, and Maple. The property has 164 inches of heritage trees, which will  
40 be preserved as much as possible.

41  
42 Commissioner Iverson asked what the meaning was for "as much as possible".

43  
44 Mr. Van Liere explained that their intent would be to save the trees, but the excavation and  
45 construction process may reveal situations where that may not be possible. They will update the

1 landscape plan as the construction process advances. The plan currently states that they will be  
2 replacing 388 tree inches.

3  
4 Commissioner Iverson asked if they damage the roots of a heritage tree, would they work with  
5 the city to replace the lost tree.

6  
7 Mr. Van Liere stated that they would.

8  
9 Commissioner Merriam asked for clarification regarding the impervious surface percentage, and  
10 if the driveway easements were not required whether the total would be 23%.

11  
12 Mr. Van Liere stated yes.

13  
14 Commissioner Merriam asked Mr. Kieser for verification of the statement.

15  
16 Planner Kieser stated that 23% would be accurate.

17  
18 Commissioner Merriam stated that 23% is a lot closer to the 20% that is allowed.

19  
20 Mr. Van Liere stated that the number may be 6% lower if they use the engineer's  
21 recommendation for stormwater management and include those credits in the calculations.

22  
23 Chair Flannigan asked how much the auto court's impact the percentage, and why they need to  
24 be so large.

25  
26 Mr. Van Liere stated that the current layout highlights the massive garage and the plan is to  
27 move it to the back of the house so as to help define the home's main entrance. He explained  
28 that it was negotiated to allow the neighbor to bring their trash onto the property at a central  
29 location. This location will allow the trash collection truck room to access the receptacles, as  
30 well as provide space to turn back-up and turn around. The large auto courts will also allow for  
31 emergency vehicles to maneuver in the space. He added that the current location looks like a  
32 cul-de-sac and does not distinguish it as private property.

33  
34 Commissioner Iverson asked if it was possible to use pervious or pavers around the pool.

35  
36 Mr. Van Liere stated that they are looking at using a pervious system and not a concrete slab.

37  
38 Commissioner Merriam asked for clarification regarding the chimney and parapet wall.

39  
40 Mr. Majdecki stated that the parapet wall was designated at four feet in height for proportional  
41 reasons and to maintain an accurate colonial design. He added that there may be mechanical  
42 equipment located on the flat roof due to the limitations of the land around the house. He added  
43 that the intent is to represent the colonial architecture where the chimney caps are prominent  
44 features on the roof. He explained that changes in these items would affect the proportion of the  
45 building, but they would be open to conversations regarding potential changes.

1 Commissioner Bashioum asked if there were any plans to create a patio type of area within the  
2 flat roof area.

3  
4 Mr. Majdecki stated that there is no interest in making the roof accessible to anything other than  
5 mechanical or maintenance. He added that the stairway to access the rooftop will be contained  
6 in a small, locked closet.

7  
8 Commissioner Parkhill asked if they have contacted any of the neighbors.

9  
10 Mr. Majdecki stated that the homeowners have had countless individual as well as community  
11 meetings with the neighbors. They feel strongly that they have made attempts to mediate the  
12 concerns raised by the neighbors. They acknowledged that each of the neighbors will be  
13 impacted by the project in some way and they worked hard to make sure their concerns were  
14 heard.

15  
16 There being no further questions for the applicant, Chair Flannigan opened the public hearing on  
17 the application at 7:21 p.m.

18  
19 There being no one wishing to comment on the application, Chair Flannigan closed the public  
20 hearing at 7:22 p.m.

21  
22 Chair Flannigan asked the Commission to provide feedback and comments on the application.

23  
24 Commissioner Merriam stated that the setback variance makes sense due to the practical  
25 difficulties discussed.

26  
27 Chair Flannigan asked if there was any Commissioner that objected to an approval  
28 recommendation for the setback variance.

29  
30 No concerns were stated.

31  
32 Commissioner Merriam stated her concerns with the 23% impervious surface. She agreed that  
33 the shared driveway is a practical difficulty but would like to see the 23% to move closer to the  
34 required 20%. She added that the height of the chimney may be easier for her to recommend  
35 approval of. She would like to see the height closer to the ordinance requirement, but she doesn't  
36 feel real strongly about the opinion. She asked the City Attorney about the applicable standards  
37 for evaluating the request for additional chimney height.

38  
39 City Attorney, David Schelzel, stated that there are different standards for conditional use permits  
40 than for variances. Conditional use permits are more in the ordinary course, where you're not  
41 asking to vary from an applicable standard. Conditional use permits are for uses permitted as long  
42 as certain conditions are met.

43  
44 Community Development Director, Emily Goellner stated that the key conditional standard for the  
45 chimney height is its effect it will have on the area and the neighboring properties, and in this case,  
46 how that may impact their views.

1  
2 Commissioner Bashioum stated a stronger opinion regarding the chimney height. She does not  
3 see it as a hardship but an aesthetic decision. She understands the hardship of the impervious  
4 surface and appreciates their attempts to mitigate the surface water. She would like to see the  
5 impervious surface percentage closer to the 20% that is allowed.

6  
7 Commissioner Parkhill stated that the house is beautiful, and he appreciated how the neighbors  
8 were involved early in the project which, has resulted in no negative comments received. He stated  
9 that the lot is irregular, and it appears that they are improving the footprint on the property. He  
10 added that the widening of Harrington road is appreciated, and so is the thought and planning to  
11 create a location where utility and emergency vehicles can turn around. He does not have an issue  
12 with the impervious surface percentage, the chimney height, or the setback variance.

13  
14 Commissioner Plantan stated that she appreciates the attempts to preserve the heritage trees. She  
15 would like to see a guarantee of replacement as a condition of an approval. She has no issues with  
16 the impervious surface variance, shoreline setbacks, or the chimney height. She would like to see  
17 the total height of the building decreased, but understands how that would affect the proportions.

18  
19 Commissioner Iverson stated that she would like to see a condition of approval added that in the  
20 event that some trees are damaged or killed during construction, they will be replaced. She would  
21 also like to see a condition to use impervious surface where possible around the pool deck. She  
22 thinks that the height of the chimney is in fitting with the home.

23  
24 Chair Flannigan stated that he doesn't think that the chimney height will negatively impact the  
25 neighbors. He understands the practical difficulties related to the setback and the coverage. He  
26 would agree with adding the conditions expressed by Commissioners Plantan and Iverson.

27  
28 Commissioner Merriam asked if the use of pervious pavers around the pool would lower the  
29 impervious surface to the 20% that is required. She asked if a condition could be added to get the  
30 23% number down.

31  
32 Planner Kieser stated that they would have to work with the Public Works Director to determine  
33 the techniques that could be used and the potential effects on the calculations of impervious  
34 surface.

35  
36 Chair Flannigan asked if there was a motion on the application as presented.

37  
38 Commissioner Merriam stated that her vote would depend on the answer to the question of whether  
39 a condition could be added to lower the impervious surface percentage.

40  
41 Commissioner Iverson made a motion to direct staff to prepare a draft Planning Commission  
42 Report and Recommendation, with appropriate findings, reflecting a recommendation of (i)  
43 approval of the requested variance from the shoreland setback, (ii) approval of a conditional use  
44 permit to allow additional chimney height, and (iii) approval of the variance from the impervious  
45 surface requirement with the conditions: a) that the builder will use as much pervious surface  
46 around the pool deck to get the impervious surface area as close to 20% as possible, b) the trees

1 that are damaged or killed during construction will be replaced, for the redevelopment and  
2 construction of a new house at 578 Harrington Road, for review and adoption at the next Planning  
3 Commission meeting.

4  
5 Chair Flannigan called for a second on the motion. Hearing no second on the motion, he asked for  
6 separate motions on each request in the application.

7  
8 Commissioner Plantan asked for clarification regarding the wording of a possible condition  
9 requiring the impervious surface requirement to be as close to 20% as possible.

10  
11 Chair Flannigan asked for a motion on the shoreland setback variance request.

12  
13 Commissioner Iverson made a motion, seconded by Commissioner Parkhill to direct staff to  
14 prepare a draft Planning Commission Report and Recommendation, with appropriate findings,  
15 reflecting a recommendation of approval of the requested variance from the shoreland setback for  
16 the redevelopment and construction of a new house at 578 Harrington Road, for review and  
17 adoption at the next Planning Commission meeting. The motion carried unanimously.

18  
19 Chair Flannigan asked for a motion on the request for a conditional use permit for additional  
20 chimney height.

21  
22 Commissioner Plantan made a motion, seconded by Commissioner Parkhill, to direct staff to  
23 prepare a draft Planning Commission Report and Recommendation, with appropriate findings,  
24 reflecting a recommendation of approval of the requested conditional use permit to allow  
25 additional chimney height for the redevelopment and construction of a new house at 578  
26 Harrington Road, for review and adoption at the next Planning Commission meeting. The motion  
27 carried 5 ayes and 1 nay (Bashioum).

28  
29 Chair Flannigan stated agreement with Commissioner Plantan's concern with the wording of the  
30 condition addressing impervious surface and that it may not be enforceable.

31  
32 Mr. Schelzel stated that with the motions to direct staff to prepare a draft Planning Report and  
33 Recommendation for consideration at the next Planning Commission meeting, the application  
34 would appear again in front of the Planning Commission and then go on to the City Council at a  
35 later date. It may be appropriate at the current step in the process to have wording in the motion  
36 on the requested impervious surface variance recommendation, asking the applicant to clarify  
37 some of the calculations discussed at the meeting, and work to lower the percentage of impervious  
38 surface, and provide updated plans reflecting the new percentage.

39  
40 Commissioner Plantan made a motion, seconded by Commissioner Parkhill, to direct staff to  
41 prepare a draft Planning Commission Report and Recommendation, with appropriate findings,  
42 reflecting a recommendation of approval of the requested variance from the impervious surface  
43 requirement with the conditions that any significant DBH of trees removed or lost due to  
44 construction would be replaced, and that the percentage of impervious surface in the final plans  
45 will have a measurement closer to 20%, factoring in credit for the access easement, for the

1 redevelopment and construction of a new house at 578 Harrington Road, for review and adoption  
2 at the next Planning Commission meeting. The motion carried unanimously.

3  
4 Planner Kieser stated that the next steps for staff would be to work with the applicant to get the  
5 impervious surface numbers updated and included in a plan to accompany the report and  
6 recommendation for consideration at the next Planning Commission meeting.

7  
8 Chair Flannigan called for a five-minute recess at 7:42 p.m. and asked Vice Chair Plantan to  
9 assume the role of chair. Chair Flannigan left the meeting.

10  
11 Vice Chair Plantan called the meeting back to order at 7:47 p.m.

12  
13 **b.) Consider Development Application for a Variance and Conditional Use Permit**  
14 **for a Detached Garage at 908 Shady Lane East**

15  
16 Assistant Planner, Nick Kieser stated that the applicant and property owner, Clifford Otten, is  
17 requesting approval of a front yard setback variance and a Conditional Use Permit for a proposed  
18 detached garage in the front yard of his property. The proposed garage would be two stories, with  
19 the second story dedicated to storage, and 30'x 30' or 900 square feet. The property is zoned R-  
20 2A Single Family Residential District. The 2030 Comprehensive Plan land use designation is  
21 Low Density Single Family Residential. The 2040 Comprehensive Plan land use designation is  
22 Low Density Residential. The property also resides in the Shoreland Overlay District. The site  
23 has an existing 4,333 square foot house with an attached garage that is able to fit one car. A side  
24 yard setback variance was approved in early 2018 for a porch addition. The exterior materials  
25 used would be stone and cedar. The garage would be constructed with a flat roof and will stay  
26 under the allowed 20' height maximum. The second story would be used for storage only and  
27 will not be able to be transformed into a living space per Code. There is an existing  
28 landscaping/buffering that the applicant maintains in between where the proposed garage would  
29 be located and the road. No trees would be removed with this project, the location of the garage  
30 would be on a grassy area.

31  
32 Mr. Kieser described the applicant's request for a conditional use permit for more than one  
33 detached or attached garage on the site and a front yard setback variance.

34  
35 At the conclusion of the staff presentation, Vice Chair Plantan opened the meeting up to  
36 questions for staff.

37  
38 Commissioner Bashioum asked what the square footage was for the three identified front yard  
39 detached garages in the neighborhood.

40  
41 Assistant Planner, Nick Kieser replied that he did not have that information but estimated that the  
42 three front yard garages were not as large as the proposed 900 square foot garage.

43  
44 Commissioner Merriam asked for clarification regarding the position of the proposed garage in  
45 relation to the driveway.

1 Planner Kieser stated the garage would be connected to the current driveway, with the front door  
2 accessing the driveway and the side garage door opening to a grassy area.

3  
4 Commissioner Parkhill asked where the existing garage was located.

5  
6 Planner Kieser referred to the proposed site plan visual and identified the location.

7  
8 Vice Chair Plantan asked if the Commission had any additional questions for Staff. There being  
9 none, she invited the applicant to speak to the Commission about the application.

10  
11 Applicant, Cliff Otten, 908 Shady Lane East, stated that there are unique features to his lot that  
12 limited the location of a new detached garage. He stated that he initially thought to put the garage  
13 next to the row of hedges and utilize the existing driveway. Upon further review he would like to  
14 consider placing the driveway access to the garage in the middle of the hedges, which would  
15 alleviate some of the grading issues discovered. He added that the access through the hedges  
16 would not impact the neighborhood due to that side facing railroad tracks.

17  
18 Commissioner Bashioum asked the applicant for clarification on access to the new garage, and  
19 whether he is now proposing it would be through the hedges and not the existing driveway.

20  
21 Mr. Otten confirmed that he would like to change the access to the new garage to go through the  
22 middle of the hedges.

23  
24 Planner Kieser stated that current application did not show this, and that each property can only  
25 have one curb cut out from the road per 125 feet of street frontage. Applicant's proposal of an  
26 additional new driveway to the garage would violate that part of the Code.

27  
28 Commissioner Parkhill asked for the reason that the garage would be located so close to the road.

29  
30 Mr. Otten explained that the majority of his property is on the lake side which makes the front of  
31 the home a tighter space to work with and creates a practical difficulty in planning a location for a  
32 detached garage.

33  
34 Commissioner Bashioum asked why the garage was proposed for 900 square foot.

35  
36 Mr. Otten responded that he wanted a 1200 square foot garage, but that size would put him over  
37 the hardcover allowed on his lot. He added that he has a number of equipment and materials that  
38 require adequate storage space. He does not feel that the 900 square feet requested is oversized  
39 for his need.

40  
41 Commissioner Bashioum asked why the upstairs of the detached garage appears to look like a  
42 residence.

43  
44 Mr. Otten stated that the architect determined that the design proposed would be more aesthetically  
45 pleasing than a solid wall. He added that he hasn't decided if he wants the number of windows



1 proposed for the storage area, and that is something he will consider when looking at applying for  
2 a building permit.

3  
4 Commissioner Iverson stated that windows will add additional cost to the project. She asked what  
5 the square footage of the upstairs storage area would be, as well as the total square footage. She  
6 added that the design looks like a residence, and she would have difficulty with the design, due to  
7 possibility that it will become a living area.

8  
9 Commissioner Parkhill asked the applicant if his neighbors have expressed opinions regarding the  
10 project.

11  
12 Mr. Otten stated that he had not spoken to his neighbors regarding the project.

13  
14 Commissioner Merriam asked if there was a size limit for accessory structures.

15  
16 Planner Kieser stated that the size requirement for accessory structures is to be less than 25% of  
17 the rear yard or 30% of the gross floor area of the principal structure. He explained that the project  
18 would be less than each of the requirements.

19  
20 There being no further questions from the Commission for the applicant and staff, Vice Chair  
21 Plantan opened the public hearing on the application at 8:05 p.m.

22  
23 There being no one wishing to comment on the application, Vice Chair Plantan closed the public  
24 hearing at 8:05 p.m.

25  
26 Vice Chair Plantan asked the Commission to provide feedback and comments on the application.

27  
28 Commissioner Bashioum asked if there were any usage restrictions other than the structure not be  
29 used as a dwelling.

30  
31 Planner Kieser stated that in addition to the restriction of uses within the zoning district,  
32 practically restricting the use of the structure as a dwelling can be addressed during the building  
33 permit phase by not allowing construction of a kitchen or restroom in the space. He is not aware  
34 of any other uses for which the structure could properly be used.

35  
36 Commissioner Iverson asked if there was a way or a process to check that plumbing or electrical  
37 was not roughed in during the construction process allowing for possible future residential usage.

38  
39 Planner Kieser stated that the mechanism for reviewing and enforcing structure usage would occur  
40 during the process of a building permit application.

41  
42 Commissioner Iverson asked if there is a history in Wayzata of turning accessory structures into  
43 livable dwellings.

44  
45 Planner Kieser stated that there are some zoning districts within Wayzata that allow for accessory  
46 dwelling units, but this is usually restricted to the larger estate lots.

1  
2 Director Goellner stated that it is problematic if a homeowner does not pull the proper permits, but  
3 this is not something the City can easily discover.

4  
5 Commissioner Parkhill asked how the neighbors will be notified of the project.

6  
7 Planner Kieser stated that specific mailings of the public hearing were sent out to property owners  
8 within a radius of 500 feet around the property. The information was also presented in a notice in  
9 the *LakeShore* weekly.

10  
11 Director Goellner stated that if the Commission had concerns regarding the size of the second story  
12 of the proposed building, it could be addressed under the applicable criteria within the conditional  
13 use permit, which allows for consideration of compatibility and the effects of the proposed  
14 structure on surrounding areas.

15  
16 Commissioner Iverson stated that she was interested to know if any of the other Commissioners  
17 had concerns regarding the size of the proposed garage. She stated that it feels larger than other  
18 similar structures in the neighborhood. She asked if the structure would reach higher than the trees  
19 in the area.

20  
21 Mr. Otten stated that the hedges between the proposed garage and the road currently reach above  
22 20 feet. He added that his neighbor's two-story detached garage is on a hill, therefore overlooking  
23 his proposed structure.

24  
25 Commissioner Iverson stated that she would prefer to have the applicant return to the Commission  
26 with a rendering that doesn't look so much like residential structure or secondary housing.

27  
28 Commissioner Merriam asked for clarification on how tall the hedge was.

29  
30 Mr. Otten stated that the hedge is around 22 to 26 feet in height and would screen the proposed  
31 structure.

32  
33 Commissioner Iverson asked if the applicant would consider designing his roof to be more in  
34 keeping with the neighbor's garage roof.

35  
36 Mr. Otten stated that his neighbors have different roof styles which makes creating a similar roof  
37 line impossible.

38  
39 Commissioner Bashioum stated that she is not against having an additional garage structure on the  
40 property due to a precedent of allowing similar front yard structures in the neighborhood. She  
41 questioned the size of the proposed structure and the residential appearing design. She agreed with  
42 asking the applicant to return with an updated design that would not look residential.

43  
44 Commissioner Parkhill stated that he would rather see a structure that appeared residential rather  
45 than straight walls with no pictures.

1 Commissioner Bashioum stated that she is not suggesting no windows.

2  
3 Commissioner Merriam stated that the structures located on both sides of the property appear to  
4 be considerably smaller. She acknowledged that moving the structure away from the hedges would  
5 create unusable and an awkward space for the property owner. She would like to see the hedge  
6 remain.

7  
8 Vice Chair Plantan asked for a motion on the application.

9  
10 Commissioner Bashioum asked if the Commission would need to vote on the application tonight  
11 or if it could be tabled and the applicant requested to reimagine the structure.

12  
13 Director Goellner stated that extending the review timeline out an additional meeting may move  
14 the application to automatic approval unless the applicant provided an extension, and they need to  
15 be mindful of that possibility. She added that the applicant can ask for the application to be tabled  
16 to allow him to update his proposal. If the Commission votes to recommend denial, the applicant  
17 can pull the application completely or allow it to continue on to the City Council for their decision.  
18 She stated that it appeared that the Commission may not have issue with one part of the application,  
19 and she recommended consideration of voting on the application's variance and CUP requests  
20 separately.

21  
22 Mr. Schelzel reminded the Commission and applicant that it was a public meeting and asked  
23 everyone to follow meeting protocol and make requests and comments through the Vice Chair,  
24 who runs the meeting.

25  
26 Vice Chair Plantan asked if the applicant would like to address the commission again.

27  
28 Mr. Otten stated that he is not intending to provide heat in the proposed structure.

29  
30 Vice Chair Plantan asked for further comments from the Commission.

31  
32 Hearing no additional comments from the Commission, Vice Chair Plantan asked for a motion on  
33 the application.

34  
35 Mr. Schezel stated that it appeared that the Commission may be split on the two components of  
36 the application, and he asked the Commission to consider voting on each component separately,  
37 as with the previous application. He added that if the Commission feels that the size of the  
38 structure was too large for the neighborhood and would have a negative effect, they could  
39 recommend denial unless the structure was reduced in size. Alternatively, an approval  
40 recommendation could be contingent on a reduction of the size of the structure or other conditions  
41 to reduce the impact and address the Commission's concerns.

42  
43 Commissioner Iverson made a motion, seconded by Commissioner, Bashioum, to direct staff to  
44 prepare a draft Planning Commission Report and Recommendation, with appropriate findings,  
45 reflecting a recommendation of approval of the front yard setback variance for the application at

1 908 Shady Lane East, for review and adoption at the next Planning Commission meeting. The  
2 motion carried unanimously.

3  
4 Vice Chair Plantan asked for a motion on the request for a conditional use permit.

5  
6 Commissioner Iverson made a motion, seconded by Commissioner, Parkhill, to direct staff to  
7 prepare a draft Planning Commission Report and Recommendation, with appropriate findings,  
8 reflecting a recommendation of denial of the request for a conditional use permit for the proposed  
9 application at 908 Shady Lane East, due to the size and use of the proposed garage not being  
10 compatible with the present and future uses in the area, for review and adoption at the next  
11 Planning Commission meeting. She added if the applicant would return with a proposed structure  
12 that had reduced footprint, the Commission would be open to reviewing the recommendation. The  
13 motion carried unanimously.

14  
15 Mr. Otten stated that he would rather give up the upstairs area than reduce the footprint.

16  
17 Commissioner Parkhill stated that the entire structure is disproportionate to the neighborhood.

18  
19 Mr. Otten asked if he were to propose a one-story building with 900 square feet area would the  
20 Commission vote denial.

21  
22 Vice Chair Plantan invited that applicant to return with a new application for a different proposal  
23 for the Commission to consider.

24  
25 **AGENDA ITEM 6. Other Items:**

26  
27 **a.) Review of Development Activities**

28  
29 Assistant Planner stated that there were no new development applications, but there will be the  
30 two applications from the current meeting on the next Planning Commission meeting's consent  
31 agenda. He further added that the Heritage Preservation Board will be bringing forward a heritage  
32 preservation site designation application for the Section Foreman House at 738 Lake Street.

33  
34 **b.) November 19 City Council Meeting Report**

35  
36 Director Goellner stated that there was a workshop that discussed health inspections that are  
37 currently contracted through the city of Minnetonka. The City of Minnetonka desires to terminate  
38 the contract but has agreed to one more year. The City Council agreed to paying the increased rate  
39 for one more year while research is completed to determine a future long-term option. The plan  
40 is to discuss the options in the spring. There was an update on the union negotiations with the public  
41 works and police. There was also discussion regarding a 24-hour parking restriction at the Mill  
42 Street parking ramp. The code limiting parking on a public street to 72 hours was discussed and  
43 it was pointed out that current code states that after 72 hours a car must be moved but does not say  
44 how far it has to move. The plan is to approve adding a 1000 feet movement requirement after 72  
45 hours. The Council also discussed a new name for Lake Effect and introduced the new name at the  
46 City Council meeting. There was an open forum to discuss allowing different types of fencing or

1 safety features around private pools. A public hearing was also held for a liquor license for the  
2 Grocer's Table, which is a new restaurant opening at Broadway place. The Council also approved  
3 a contract with Wayzata public schools for community education services and programming.  
4

5 **c.) Planning Commissioner Liaison for the December 3 City Council Meeting**  
6

7 Vice Chair Plantan noted that Commissioner Merriam was on the list to attend the meeting.  
8  
9

10 **AGENDA ITEM 8. Adjournment.**  
11

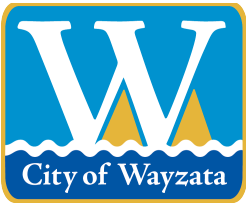
12 There being no further business on the agenda, Vice Chair Plantan asked for a motion to adjourn.  
13

14 Commissioner Bashioum made a motion, seconded by Commissioner Merriam, to adjourn the  
15 Planning Commission meeting. The motion carried unanimously.  
16

17 The Planning Commission meeting was adjourned at 8:32 p.m.  
18

19 Respectfully submitted,  
20 Jenny Groess

21 *TimeSaver Off Site Secretarial, Inc.*



## City of Wayzata Planning Commission Agenda Report

|                                                                                               |                          |
|-----------------------------------------------------------------------------------------------|--------------------------|
| <b>MEETING DATE:</b> December 16, 2019                                                        | <b>AGENDA ITEM:</b> 4.b. |
| <b>TITLE:</b> Receipt of Withdrawal Letter for Development Application at 908 Shady Lane East |                          |
| <b>PREPARED BY:</b> Nick Kieser, Assistant Planner                                            |                          |
| <b>REVIEWED BY:</b> Emily Goellner, Community Development Director                            |                          |
| <b>60 DAY DEADLINE:</b> December 27, 2019                                                     |                          |

### **BACKGROUND:**

The applicant, Cliff Otten, submitted a development application to construct a new detached garage in the front yard at 908 Shady Lane East. The applicant was requesting a front yard setback variance and a Conditional Use Permit to construct the garage.

At the Planning Commission meeting on December 2, 2019, the Planning Commission voted unanimously to approve the front yard setback variance, but voted unanimously to deny the Conditional Use Permit. On December 4, 2019, the applicant, submitted a letter to withdraw their application for development at this time. The letter is attached. The applicant stated that he will work towards another application with updated plans that will take into account the Commission's comments.

### **ACTION REQUESTED:**

Motion to Receive and File the Withdrawal Letter for the Development Application at 908 Shady Lane East.

### **ATTACHMENTS:**

1. Withdrawal Letter for 908 Shady Lane East

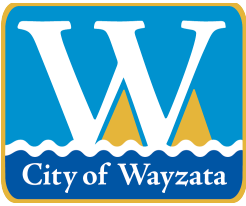
**From:** [Cliff Otten](#)  
**To:** [Nick Kieser](#)  
**Subject:** RE: Planning Commission Meeting - December 2  
**Date:** Wednesday, December 4, 2019 12:00:15 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

Nick

Thank you for your quick reply. I would like to proceed as follows.

I will withdraw my application for a conditional use permit for a detached garage and resubmit a down-sized plan for the new garage with the same request for a variance to the set back requirement.

Cliff Otten



## City of Wayzata Planning Commission Agenda Report

|                                                                                                                                                   |                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| <b>MEETING DATE:</b> December 16, 2019                                                                                                            | <b>AGENDA ITEM:</b> 4.c. |
| <b>TITLE:</b> Report and Recommendation of Approval of Variances and a Conditional Use Permit for a New Single-Family Home at 578 Harrington Road |                          |
| <b>PREPARED BY:</b> Nick Kieser, Assistant Planner                                                                                                |                          |
| <b>REVIEWED BY:</b> Emily Goellner, Community Development Director                                                                                |                          |
| <b>60 DAY DEADLINE:</b> January 19, 2020                                                                                                          |                          |

### **BACKGROUND:**

The applicant, Murphy Co. & Design, has submitted a development application to remove an existing house and construct a new house at 578 Harrington Road. The applicant is requesting a shoreland setback variance, impervious surface variance and a Conditional Use Permit for additional chimney height to allow for the construction of the new house.

This development application went to the December 2, 2019 Planning Commission meeting and a public hearing was held. At this meeting, the Planning Commission reviewed the plans and voted six (6) in favor of the shoreland setback variance and the impervious surface variance. The Commission voted five (5) in favor and one (1) opposed to the Conditional Use Permit for additional chimney height.

Since the last Planning Commission meeting, the applicant has provided updated impervious surface calculations. The total hardcover without any stormwater management techniques is 27.22%. With the use of permeable pavers and grass pavers the total impervious surface is 22.16%. Without the shared impervious surfaces for the adjacent neighbors, the impervious surface comes to 19.2% which includes the credit for the permeable pavers and grass pavers. The applicant has provided a new plan and calculation table that show these calculations.

### **ACTION REQUESTED:**

City staff has drafted the attached Planning Commission Report and Recommendation with conditions which recommends approval of the development application based on the findings discussed by the Commission.

### **ATTACHMENTS:**

1. Draft Report and Recommendation Approving Variances and Conditional Use Permit at 578 Harrington Rd





## WAYZATA PLANNING COMMISSION

December 16, 2019

### REPORT AND RECOMMENDATION OF APPROVAL OF SHORELAND SETBACK AND IMPERVIOUS SURFACE VARIANCES AND A CONDITIONAL USE PERMIT FOR CHIMNEY HEIGHT FOR NEW RESIDENCE AT 578 HARRINGTON ROAD

DRAFT

---

#### SUMMARY OF RECOMMENDATION

1. Approval\* of Variance for Impervious Surface Coverage
2. Approval\* of Variance from Shoreland Setback Requirement
3. Approval\* of Conditional Use Permit for Height of Chimney

*\* subject to certain conditions noted in Section 4 of this Report*

---

#### REPORT AND RECOMMENDATION

##### **Section 1. BACKGROUND**

- 1.1 Project. Murphy & Co. Design, and property owner, Lookout Point LLC, (collectively, the “Applicant”) have submitted a development application (the “Application”) requesting approval of (i) a variance from the Shoreland setback requirement; (ii) a variance from the impervious surface coverage limit; and (iii) a conditional use permit (CUP) for additional chimney height, all in connection with the redevelopment and construction of a new house (the “Project”) on the property located at 578 Harrington Road (the “Property”).
- 1.2 Application Requests. As part of the Application, the Applicant is requesting approval of the following:
  - A. Impervious Surface Variance: A variance from the impervious surface coverage limitation of 20% in the R-1A Zoning District to allow for total impervious surface of up to 27.22% of the Property area as reflected in the

plans attached to this Report at Exhibit B (the “Impervious Surface Variance”). The stormwater management for the impervious surfaces also include the use of permeable and grass pavers that reduce the total impervious surface to 22.16%.

- B. Shoreland Setback Variance: A variance from the Shoreland setback requirement of the Shoreland Overlay District to allow for a 75 foot minimum setback from Lake Minnetonka (the “Shoreland Setback Variance”).
- C. Conditional Use Permit for Chimney Height: A conditional use permit for chimney height of up to 2 feet 10 inches above the applicable height limit of 40 feet (the “Height CUP”).
- 1.3 Property. The street address, property identification number and owner of the Property are:

|                     |                   |                   |
|---------------------|-------------------|-------------------|
| 578 Harrington Road | 12-117-23-13-0010 | Lookout Point LLC |
|---------------------|-------------------|-------------------|

- 1.4 Land Use. The Property is zoned and guided as follows:

|                    |                                                  |
|--------------------|--------------------------------------------------|
| Zoning:            | R-1A / Low Density Single Family Estate District |
| Comp Plan:         | Estate Single Family                             |
| Overlay Districts: | S / Shoreland Overlay District                   |

- 1.5 Notice and Public Hearing. Notice of the public hearing on the Application was published in the *Lakeshore Weekly News* on November 22, 2019 and mailed to all property owners located within 500 feet of the Property on November 20, 2019. The public hearing on the Application was held at the December 2, 2019 Planning Commission meeting, where there was no public comment on the Application.

## Section 2. STANDARDS

- 2.1 Impervious Surface Variance. The impervious surface coverage limit in the Shoreland Overlay District is 25% of the lot area, though such coverage may exceed 25% if the City Engineer/Public Works Director finds the site has satisfactory stormwater management requirements. § 991.11. Impervious surface coverage limit in the R-1A Zoning District may not exceed 20% of the lot area. § 951.07 A. The criteria for granting a variance from the standards of the Zoning Ordinance are:
- A. Variances shall only be permitted when they are:
- (i) in harmony with the general purposes and intent of the Zoning Ordinance; and
  - (ii) consistent with the Comprehensive Plan.

- B. Variances may be granted when the Applicant for the variance establishes that there are practical difficulties in complying with the Zoning Ordinance.
- C. "Practical difficulties," as used in connection with the granting of a variance, means that:
  - (i) the property owner's proposal for the property is reasonable but not permitted by the Zoning Ordinance;
  - (ii) the plight of the landowner is due to circumstances unique to the property, and not created by the landowner; and
  - (iii) the variance, if granted, will not alter the essential character of the locality.
- D. Economic considerations alone do not constitute practical difficulties. Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems.
- E. Variances shall be granted for earth sheltered construction as defined in Minnesota Statutes, § 216C.06, subdivision 14, when in harmony with the Zoning Ordinance.
- F. The City Council shall not permit as a variance any use that is not allowed under the Zoning Ordinance for property in the zoning district where the affected person's land is located, except the City Council may permit as a variance the temporary use of a one family dwelling as a two family dwelling.
- G. The City Council may impose conditions in the granting of variances. A condition must be directly related to and must bear a rough proportionality to the impact created by the variance.
- H. An application for a variance shall set forth reasons that the variance is justified under the criteria of this section in order to make reasonable use of the land, structure or building.

City Code § 905.01.C.

- 2.2 Shoreland Setback Variance. The Shoreland Overlay District's lakeshore setback is required to be the greatest of three different setback measurements. § 991.09.D.2. Staff has calculated that for this Property, the greatest setback measurement would be a line drawn between the two closest riparian principal structures, resulting in a setback of approximately 150-160 feet. Variances from the standards of the Shoreland Overlay District may be granted by the City Council in accordance with § 905 of the Zoning Ordinance in extraordinary cases, but only when the proposed use is determined to be in the public interest. The following additional limitation criteria shall apply within shoreland areas (some of which are superseded by applicable provisions of state law and City Code):

- A. Result in the placement of an artificial obstruction which shall restrict the passage of storm and flood water in such a manner as to increase the height of flooding, except obstructions approved by the U.S. Army Corps of Engineers in conjunction with sound floodplain management.
- B. Result in incompatible land uses or which shall be detrimental to the protection of surface and ground water supplies.
- C. Be not in keeping with land use plans and planning objectives for the City of Wayzata or which shall increase or cause danger to life or property.
- D. Be inconsistent with the objectives of encouraging land uses compatible with the preservation of the natural land forms, vegetation and the marshes and wetlands within the City of Wayzata.
- E. Shall constitute a "practical difficulties" as defined in § 905 of the Zoning Ordinance.
- F. No permit or variance shall be issued unless the applicant has submitted a Shoreland Impact Plan as required and set forth in the Zoning Ordinance. In granting any variance, the City Council may attach such conditions as they deem necessary to insure compliance with the purpose and intent of this Section.

City Code § 991.20.

2.3 Conditional Use Permit for Chimney Height. In the R-1A District, no structural element of a building may exceed 40 feet in total height or exceed the maximum height of the building by more than five feet, whichever is greater, except by Conditional Use Permit. § 919.02.B. To grant a CUP, the provisions of § 904.02.F of the Zoning Ordinance must be considered and satisfactorily met.

- A. The Planning Commission and City Council shall consider possible adverse effects of the proposed conditional use. Their judgment shall be based upon (but not limited to) the following factors:
  - 1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.
  - 2. The proposed use's compatibility with present and future uses of the area.
  - 3. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).
  - 4. The proposed use's effect on the area in which it is proposed.

5. The proposed use's impact upon property values in the area in which it is developed.
6. Traffic generated by the proposed use is in relation to capabilities of streets serving the property.
7. The proposed use's impact upon existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity.

City Code § 904.02.F.

### Section 3. FINDINGS

Based on the Application materials, staff reports, public comment presented at the public hearing, and Wayzata's Zoning Ordinance, the Planning Commission of the City of Wayzata makes the following findings of fact:

- 3.1 Impervious Surface Variance. Based on the evaluation of the City Engineer/Public Works Director, the site will have satisfactory stormwater management features in place under the applicable requirements of the Shoreland Overlay District. The Impervious Surface Variance requested from the requirements of the R-1A District is in harmony with the general purposes and intent of the Zoning Ordinance and is consistent with the Comprehensive Plan.
  - A. The Property's unique shape, topography, proximity to adjacent lake and bluff area, location at the end of the road, and access easements benefiting adjacent properties, all create practical difficulties in complying with the impervious surface coverage limits.
  - B. The Impervious Surface Variance requested is reasonable, due to circumstances driven by the unique shape, topography and position of the lot layout, location at the end of the road, the access easements, and a desire to preserve and significantly enhance the existing character of the Property, and if granted would not alter the essential character of the locality.
  - C. The practical difficulties necessitating the Impervious Surface Variance are not economic in nature. The unique shape, topography and position of the lot layout, location at the end of the road, the access easements, and a desire to preserve and significantly enhance the existing character of the Property, are all significant factors in the practical difficulty with meeting the ordinance requirements.
  - D. The proposed uses for the Property are permitted within the R-1A District.

- E. The Applicant has provided the reasons, listed above, that the Impervious Surface Variance is justified under applicable criteria in order to make reasonable use of the land, structures and buildings on the Property.
- 3.2 Shoreland Setback Variance. The following conditions are met for the setback requested in the Shoreland Variance (the "Setback"):
- A. The conditions of § 905 of the Zoning Ordinance have been met as noted in Section 3.1 of this Report. The conditions of § 991.20 of the Zoning Ordinance are also satisfactorily met:
1. This is an extraordinary case and in the public interest, given the location of the Property on a point, and unique layout on the edge of Lake Minnetonka.
  2. The Setback will not adversely impact views of the shoreline or lake for adjacent neighboring principal structures. The Project will setback the house at a greater distance than the existing house which will improve views from neighboring properties.
  3. The Project will preserve the bluffs and natural land forms that exist on the Property.
  3. The Setback is based upon a specific need or circumstance which is unique to the Property in question and will not set a precedent which is contrary to the intent of the Zoning Ordinance.
  4. A shoreland impact plan has been submitted and approved as required and set forth in § 991.19 of the Zoning Ordinance.
- 3.3 Conditional Use Permit for Chimney Height. The provisions of § 904.02.F of the Zoning Ordinance have been considered and are satisfactorily met with respect to the requested Height CUP.
- A. The Project is compatible with the specific policies and provisions of the official City Comprehensive Plan.
- B. The Project is compatible with present and future uses of the area, which are single family residential.
- C. The Project conforms with all performance standards contained in the Zoning Ordinance, except those for which variances and a CUP are requested.
- D. The Project and associated uses will not have a negative effect upon the surrounding area. The Project will be of similar residential use as the surrounding properties.

- E. The Project and associated uses will not have a negative impact upon surrounding property values. The house is of similar size to the existing house and the chimney height will add to the architectural character of the house.
- F. The Project and associated uses will not increase traffic.
- G. The Project and associated uses will not negatively impact existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity.

#### **Section 4. RECOMMENDATION**

4.1 Planning Commission Recommendation. Based on the findings in Section 3 of this Report, the Planning Commission recommends approval of the (i) Shoreland Setback Variance, (ii) Impervious Surface Variance, and (iii) Height CUP as listed in Section 1.2 of this Report, subject to the following conditions:

- A. The Applicant must construct the impervious surfaces in accordance with the plans by Travis Van Liere Studio Landscape Architecture, dated December 12, 2019, and labeled sheet number L102, which is attached to this Report as Exhibit B. This plan shows a reduction in impervious surface from the original plan submittal.
- B. The Applicant must replace any trees lost within one (1) year of the completion of Project in conformance with City Code § 936.08.
- C. 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, and City Code and policies applicable to days and times of work, and construction management.
- D. The Applicant must build and complete the Project in conformance, in all material respects, with the plans depicted in the Application.
- E. 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 Planning Commission this 16<sup>th</sup> day of December 2019.

---

Gregory Flannigan  
Chair, Planning Commission

Request 1: Shoreland Setback Variance

Voting For Approval Recommendation: Merriam, Parkhill, Iverson, Flannigan, Plantan, and Bashioum

Voting Against Approval Recommendation: None

Request 2: Impervious Surface Variance

Voting For Approval Recommendation: Merriam, Parkhill, Iverson, Flannigan, Plantan, and Bashioum

Voting Against Approval Recommendation: None

Request 3: Height CUP

Voting For Approval Recommendation: Merriam, Parkhill, Iverson, Flannigan, and Plantan

Voting Against Approval Recommendation: Bashioum

Abstaining: None

Absent: Douglas

Attachments:

Exhibit A: Legal Description of Property

Exhibit B: House Placement Overlay Diagram by Travis Van Liere Studio Landscape Architecture, dated December 12, 2019



**Exhibit A**  
**Legal Description of Property**

|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Address                | 578 Harrington Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| PID                    | 12-117-23-13-0010                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Legal Description      | <p>Par 1: Lot 4, Auditor's Subdivision No. 99, Hennepin County, Minn.</p> <p>Lot 3, Auditor's Subdivision No. 99, Hennepin County, Minnesota excepting therefrom that part of said Lot 3 described as follows: Beginning at a point in the Northeasterly line of said Lot 3 distant 70.75 feet Southeasterly from the most Northerly corner of said Lot 3; thence Southwesterly parallel to the Northwesterly line of said Lot 3 a distance of 58.7 feet; thence Southerly to a point in the Southwesterly line of said Lot 3 distant 242.65 feet Southeasterly from the Southwesterly corner thereof; then Southeasterly along the Southwesterly line of said Lot 3 to the Southeast corner thereof; thence Northeasterly along the shore of Lake Minnetonka to the Northeast corner of said Lot 3; thence Northwesterly along the Northeasterly line of said Lot 3 to the point of beginning, according to the plate thereof on file or of record in the office of the Register of Deeds in and for said County.</p> |
| Abstract or<br>Torrens | Torrens                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Certificate No.        | 1434224                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

creation date: 12/12/2019  
filename: L120190101\_LandscapeProject\CONCEPT POINT\HARRINGTON OVERLAY DIAGRAM\HARRINGTON OVERLAY DIAGRAM.dwg  
user: TRAVIS  
document: 12/12/2019 10:18 AM



1 HOUSE PLACEMENT OVERLAY DIAGRAM

#### GENERAL NOTES

1. SEE SHEET L101 FOR GENERAL NOTES.
2. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING INFO.
3. ELECTRICAL CONTRACTOR, MECHANICAL CONTRACTOR, AND IRRIGATION CONTRACTOR TO COORDINATE WITH PAVING, CONCRETE, AND WALL CONTRACTORS ON SLEEVE LOCATIONS UNDER DRIVEWAYS, WALKS, AND WALLS.
4. REFER TO SHEET L101 FOR EXISTING CONDITIONS PLAN FOR BOUNDARY INFORMATION. ALL CONSTRUCTION STAKING MUST BE PERFORMED BY A REGISTERED LAND SURVEYOR.
5. DO NOT SCALE THE DRAWINGS. WRITTEN DIMENSIONS ARE TO BE USED FOR ALL LAYOUT WORK.
6. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE LANDSCAPE ARCHITECT OF ANY LAYOUT DISCREPANCIES.
7. ALL SITE ELEMENTS SHALL BE STAKED IN THE FIELD AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
8. AUTOCAD FILE AVAILABLE TO CONTRACTOR UPON REQUEST FOR FIELD LAYOUT.

#### LEGEND:

|  |                           |  |                         |
|--|---------------------------|--|-------------------------|
|  | EXISTING TREE TO BE SAVED |  | PROPOSED NEW TREE       |
|  | PROPOSED NEW SHRUB        |  | PROPOSED NEW PERENNIAL  |
|  | EXISTING CONTOUR          |  | PROPOSED CONTOUR        |
|  | EXISTING SPOT ELEVATION   |  | PROPOSED SPOT ELEVATION |
|  | DRAINAGE FLOW             |  | PROPOSED CATCH BASIN    |
|  | PROPOSED DRAIN TILE       |  | PROPOSED POP-UP EMITTER |
|  | PROPOSED LIGHT FIXTURE    |  | PROPOSED BUILDING ENTRY |

#### KEYNOTES

1. EXISTING NEIGHBORING PROPERTY SITE FEATURE - SAVE AND PROTECT
2. EXISTING CITY STREET ALLEY - SAVE AND PROTECT, REPAIR ANY DAMAGED AREAS PER CITY STANDARDS
3. EXISTING OVERHANG - SAVE AND PROTECT
4. EXISTING DRIVEWAY ENTRANCE TO NEIGHBORING PROPERTY - SAVE AND PROTECT
5. EXISTING SIGNIFICANT TREE, TYPICAL - SAVE AND PROTECT

#### HARDCOVER TABLES

|                  |             |
|------------------|-------------|
| AREA OF PROPERTY | 77,387 s.f. |
|------------------|-------------|

|                             |            |
|-----------------------------|------------|
| PROPOSED LOT COVERAGE       |            |
| EXISTING GUEST HOUSE        | 1,930 s.f. |
| PROPOSED HOUSE              | 5,674 s.f. |
| PROPOSED LOT COVERAGE RATIO | 9.2%       |

|                                          |             |
|------------------------------------------|-------------|
| EXISTING HARDCOVER                       | 5,674 s.f.  |
| EXISTING HOUSE                           | 1,930 s.f.  |
| EXISTING GUEST HOUSE                     | 567 s.f.    |
| EXISTING DRIVE                           | 1,777 s.f.  |
| EXISTING DRIVEWAY                        | 5,171 s.f.  |
| EXISTING PAVING                          | 4,134 s.f.  |
| EXISTING WALLS                           | 180 s.f.    |
| TOTAL EXISTING HARDCOVER                 | 21,899 s.f. |
| EXISTING HARDCOVER / PROPERTY AREA RATIO | 27.8%       |
| EXISTING LOT COVERAGE RATIO              | 9.2%        |

|                                          |             |
|------------------------------------------|-------------|
| PROPOSED HARDCOVER                       | 1,930 s.f.  |
| PROPOSED HOUSE                           | 5,674 s.f.  |
| PROPOSED DRIVE                           | 1,777 s.f.  |
| PROPOSED DRIVEWAY                        | 5,171 s.f.  |
| PROPOSED PAVING                          | 4,134 s.f.  |
| PROPOSED WALLS                           | 180 s.f.    |
| TOTAL PROPOSED HARDCOVER                 | 18,879 s.f. |
| PROPOSED HARDCOVER / PROPERTY AREA RATIO | 19.2%       |

|                                                 |             |
|-------------------------------------------------|-------------|
| PROPOSED SHARED HARDCOVER                       | 1,488 s.f.  |
| PROPOSED SHARED DRIVE                           | 1,777 s.f.  |
| PROPOSED SHARED DRIVEWAY                        | 5,171 s.f.  |
| PROPOSED SHARED PAVING                          | 4,134 s.f.  |
| PROPOSED SHARED WALLS                           | 180 s.f.    |
| TOTAL SHARED HARDCOVER                          | 12,940 s.f. |
| PROPOSED SHARED HARDCOVER / PROPERTY AREA RATIO | 16.7%       |

|                                                                                          |             |
|------------------------------------------------------------------------------------------|-------------|
| PROPOSED PERVIOUS SERVICE DRIVE SERVING 576 s.f. (1,930 s.f. / 3.33) (1,930 s.f. / 3.33) | 191 s.f.    |
| PROPOSED HARDCOVER + PROPOSED SHARED DRIVEWAY + PERVIOUS PAVING                          | 17,152 s.f. |
| PROPOSED HARDCOVER + PROPOSED SHARED DRIVEWAY + PERVIOUS PAVING                          | 22.16%      |

#### TRAVIS VAN LIERE STUDIO LANDSCAPE ARCHITECTURE

211 1ST STREET NORTH, SUITE 380  
MINNEAPOLIS, MN 55401

1 612 348 4275

#### LOOKOUT POINT

578 HARRINGTON ROAD, WAYZATA

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

TRAVIS VAN LIERE  
license no: 43728  
date: 12/23/2019

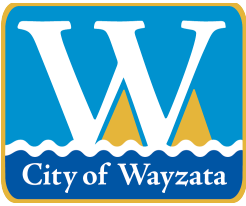
NOTE:

| Rev # | Description                               | Date       |
|-------|-------------------------------------------|------------|
| 1     | ISSUED FOR VARIANCE APPLICATION           | 08/15/2019 |
| 2     | REVISED FOR VARIANCE APPLICATION COMMENTS | 08/23/2019 |
| 3     | REVISED FOR VARIANCE APPLICATION          | 10/15/2019 |
| 4     | UPDATED FOR VARIANCE APPLICATION          | 12/12/2019 |

#### HOUSE PLACEMENT OVERLAY DIAGRAM

Drawn by: BVL  
Date: 12/12/2019  
Scale: 1" = 20'

Sheet: L102



## City of Wayzata Planning Commission Agenda Report

|                                                                                                                     |                          |
|---------------------------------------------------------------------------------------------------------------------|--------------------------|
| <b>MEETING DATE:</b> December 16, 2019                                                                              | <b>AGENDA ITEM:</b> 5.a. |
| <b>TITLE:</b> Consider Heritage Preservation Site Designation for the Section Foreman House at 738 Lake Street East |                          |
| <b>PREPARED BY:</b> Nick Kieser, Assistant Planner                                                                  |                          |
| <b>REVIEWED BY:</b> Emily Goellner, Community Development Director                                                  |                          |
| <b>60 DAY DEADLINE:</b> N/A                                                                                         |                          |

### **BACKGROUND:**

One of the seven responsibilities and duties of the Heritage Preservation Board is to survey historically significant sites to advise property owners on ways to preserve, restore and rehabilitate such a site that is found to be historical. The Section Foreman House has long been a historic symbol for the City of Wayzata and a focus for the Heritage Preservation Board. The Heritage Preservation Board is requesting that this site be designated as a Heritage Preservation Site in accordance with § 911.04 of Wayzata City Code. This requires a public hearing with Planning Commission and approval by City Council. Additional information is provided in the attached reports.

### **ACTION REQUESTED:**

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

### **ATTACHMENTS:**

1. Staff Report, Application, and Reports - Section Foreman House



**Staff Report**  
**Wayzata Planning Commission**  
**December 16, 2019**

**Address:** 738 Lake Street East – Section Foreman House  
**Requests:** Heritage Preservation Site Designation  
**Property Owner:** City of Wayzata  
**Prepared by:** Nick Kieser, Assistant Planner

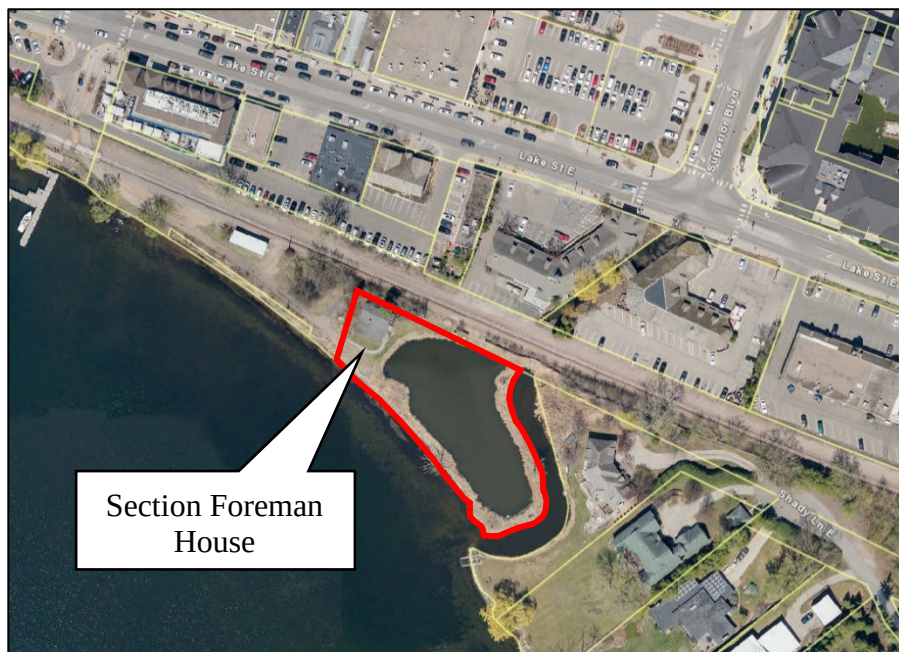
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**Background:**

One of the seven responsibilities and duties of the Heritage Preservation Board is to survey historically significant sites to advise property owners on ways to preserve, restore and rehabilitate such a site that is found to be historical. The Section Foreman House has long been a historic symbol for the City of Wayzata and a focus for the Heritage Preservation Board. The Heritage Preservation Board is requesting that this site be designated as a Heritage Preservation Site in accordance with § 911.04 of Wayzata City Code. This requires a public hearing with Planning Commission and approval by City Council.

**Site:**

The Section Foreman House is located at 738 Lake Street East. The site is located in between the Burlington Northern Sante Fe (BNSF) railroad line and Lake Minnetonka, just south of the existing Starbucks building at 740 Lake Street East.



The Section Foreman House was built in 1902 to support the section foremen and their families as they worked on James J. Hill's Great Northern Railway. This railway has made a significant impact on how the City of Wayzata has formed throughout the years. It is believed that this is one of the last remaining foreman houses standing in Minnesota. There have been additions to the House over the years, but the original structure has stayed intact. The City of Wayzata has owned the Section Foreman House since 1988.

Analysis:

A task of the Heritage Preservation Board is to provide recommendations for sites that could be designated as a Heritage Preservation Site (HPS). The establishment of a HPS requires at least one of the following:

1. National Register of Historical Places,
2. Preservation Easement, and/or
3. Historical Planning Report.

The attachments provided show that multiple historical planning reports have been completed for the Section Foreman House. At this time, a grant is also being considered to fund the development of a National Register application.

The effect of a HPS Designation is that the property/structure will receive an identification plaque (which Section Foreman House already has), the Designation will be recorded with the Hennepin County Recorder, and if specific changes are to be made to the site, a Site Alteration Permit (SAP) will need to be approved by the City Council.

A SAP will be needed if any of the following changes are made to the site:

1. Remodel, alter or repair in any manner, including paint color, which will change the exterior appearance of the Heritage Preservation Site
2. New exterior construction
3. Signs
4. Moving of Buildings
5. Demolition in whole or in part. This does not apply to structures required to be demolished in accordance with Minn. Stats. Ch. 463.

Approval of a SAP would require a public hearing at a Planning Commission meeting and the Planning Commission would make a recommendation to the City Council. The main reason for a SAP is to preserve the historical structure and to ensure that no changes will be made that will impair the historical integrity of the structure. This process will allow for more public input and transparency around proposed changes to the historical Section Foreman House.



Even if the property is sold to a new owner, the SAP requirement will stay with the property. The owner can petition to have the HPS Designation removed for various reasons, but would still need approval from the City Council for removal.

For context, the Depot and a single-family residence at 936 Shady Lane East are also designated as Heritage Preservation Sites.

Criteria to Consider for Heritage Preservation Site Designation (§ 911.04):

In considering the designation of a Heritage Preservation Site, the following criteria shall apply regarding the proposed site:

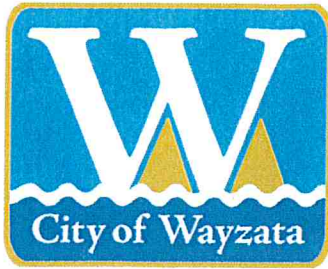
1. Its character, interest, or value as part of the development heritage or cultural characteristics of the City of Wayzata or the State of Minnesota;
2. Its location as a site of significant historic event;
3. Its embodiment of distinguishing characteristics of an architectural style, period, form or treatment;
4. Its identification with a person or persons who have significantly contributed to the culture and development of the City of Wayzata or the State of Minnesota;
5. Its identification as work of an architect or master builder whose individual work has influenced the development of the City of Wayzata or the State of Minnesota;
6. Its embodiment of elements of architectural design, detail, materials, or craftsmanship which represent a significant architectural innovation; and
7. Its unique location, natural attributes or singular physical characteristic representing an established and at one time or now familiar visual feature of a neighborhood, a community, the City, a region, or the State of Minnesota.

Action Steps:

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

Attachments:

2011 Historical Report  
2019 Historical Report Update



Application for Designation as Heritage Preservation Site in accordance with city code, PART IX – ZONING, Chapter 911.

Date Filed: 7/9/19

Property Owner: City of Wayzata

Address: 738 Lake St. E.

Applicant (if different than owner) \_\_\_\_\_

Address (if different than owner): \_\_\_\_\_

Responsible contact person: Nick Kieser

Telephone: 952-404-5313 Fax: \_\_\_\_\_ E-Mail nkieser@wayzata.org

Address of Property Involved: 738 Lake St. E

Legal Description:

Wayzata Section Foreman House  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Property Identification Number: 061172240032

Type of Property: ☒ Building

☒ Site

☐ Other: (Specify) \_\_\_\_\_

Is applicant giving the City a Preservation Easement to provide the highest possible legal protection? Yes ☒ No

(If yes, please attach a signed Preservation Easement.

Wayzata Heritage Preservation Board  
600 Rice Street  
Wayzata, MN 55391

Wayzata Planning Commission  
Chair Greg Flannigan, et al  
600 Rice Street  
Wayzata, MN 55391

RE: Designation of Section Foreman House as a Heritage Preservation Site

Chair Flannigan and Commissioners,

Please find enclosed the Wayzata Heritage Preservation Board's application to designate the property and the structure located at 738 Lake Street East in Wayzata a **Heritage Preservation Site** in accordance with the City of Wayzata's zoning ordinance, section 911.04.

This property is commonly known as the Section Foreman House, and has been owned by the City of Wayzata since 1988. Originally built in 1902, it's connection to Wayzata's heritage is significant as it was part of James J. Hill's Great Northern Railroad.

Please find enclosed two comprehensive reports for your review:

- Historic Structures Report for the Wayzata Section Foreman House prepared by Miller Dunwiddie (2015)
- Great Northern Section House, A National Register Assessment by Hess, Roise & Company (2011)

Sincerely,



Nate Leding, Chair  
Wayzata Heritage Preservation Board





**GREAT NORTHERN SECTION HOUSE  
738 EAST LAKE STREET, WAYZATA:  
A NATIONAL REGISTER ASSESSMENT  
(MHS GRANT #3989L-11-HE)**

PREPARED FOR  
**WAYZATA HISTORICAL SOCIETY**  
402 EAST LAKE STREET  
WAYZATA, MINNESOTA 55391

PREPARED BY  
**CHARLENE ROISE**  
**HESS, ROISE AND COMPANY**  
THE FOSTER HOUSE  
100 NORTH FIRST STREET  
MINNEAPOLIS, MINNESOTA 55401

**JUNE 2011**

## INTRODUCTION

The house at 738 East Lake Street is located in downtown Wayzata, on a narrow strip of land between Lake Minnetonka and a single railroad track. It is hidden from view from Lake Street, one of Wayzata's main commercial corridors, by buildings along that street and by trees and other vegetation along the tracks. The property is accessed by a lane at the southeast corner of a public parking lot between the street and the lake. The lane goes south across the tracks, then turns southeast along the shore, passing a modern storage building and a small dock. The lane ends on the south side of the residence.<sup>1</sup> Land east of the house has been excavated for a storm water management pond. A few blocks to the west is the Great Northern Depot at 402 East Lake Street. The depot was erected in 1904-1905 and listed in the National Register in 1981 under Criterion C for its architectural significance and under Criterion A for its historic role in serving commuter and resort traffic.

Bryan Gadow, a planner in the Wayzata Planning Department, prepared a draft National Register nomination in 2007. Two architecture students from the University of Minnesota, Tyler Wilfahrt and Shari Hemmingsen, conducted research and drafted a National Register nomination for 738 East Lake Street in 2009. In March 2010, Gadow sent both studies to Susan Roth, the Minnesota State Historic Preservation Office National Register historian, asking for comments on the draft nomination forms. Roth sent a letter in response on July 15, 2010, raising a number of questions about the history of the building's construction and its current condition. To address this request for more information, the Wayzata Historical Society obtained a \$7,000 grant from the Arts and Cultural Heritage Fund through the Minnesota Historical Society and hired Hess, Roise and Company to prepare a preliminary National Register assessment. Bernie Klein oversaw the project for the Wayzata Historical Society. Hess Roise historian Charlene Roise served as project manager and principal author of this report with assistance from researcher Penny Petersen.

*This project has been made possible by the Arts and Cultural Heritage Fund through the vote of Minnesotans on November 4, 2008. Administered by the Minnesota Historical Society.*

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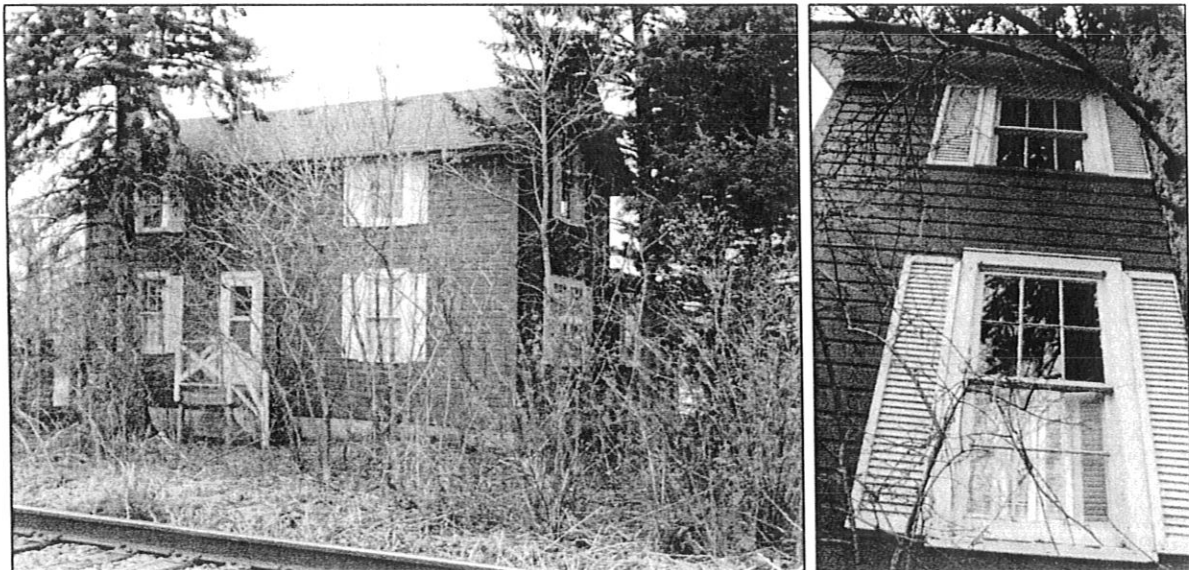
<sup>1</sup> Although the alignment of the residence is slightly off of cardinal directions, to simplify the following discussion, the side facing the lake will be assumed to be south with the other sides corresponding to this alignment.

## DESCRIPTION

The house originally faced the railroad tracks to the north. Additions have reoriented it 180 degrees to front on Lake Minnetonka. The original section, measuring about 32 feet wide by 16 feet deep, rises one-and-one-half stories and has a side gable roof. With two single-story extensions to the south, the depth is now about 36 feet. The building, including the additions, are covered with clapboard. The north facade has an off-center door, creating a slightly asymmetrical facade. One window is centered in each of the walls that flank the door. Small second-floor windows are directly above the first-floor windows. The west facade of the original building has paired nonhistoric windows on the first floor and a single window on the second floor. The east facade has a window centered on each floor and a door on the south end, which is approached by steps from the south. A small window is beneath the projecting eaves on the east end of the south side. Some of the windows appear to be original; many have newer shutters.

A porch with paired windows and a doorway is tucked into the southeast corner of the addition section. A band of casements is to the west. The east wall has two windows, and paired windows are on the west wall.

On the interior, a stair divides the first floor of the original section into two rooms, an arrangement repeated on the second floor. A hallway runs east-west to the exterior door in the east wall. The addition section is divided into several rooms. While the interior of the original section has been extensively remodeled, including the insertion of a modern kitchen in the northwest room, some doors, windows, and trim seem to be original. A more detailed physical investigation will be needed to identify original features. The basement contained a large amount of water during a May 2011 site visit and was difficult to examine as a result.

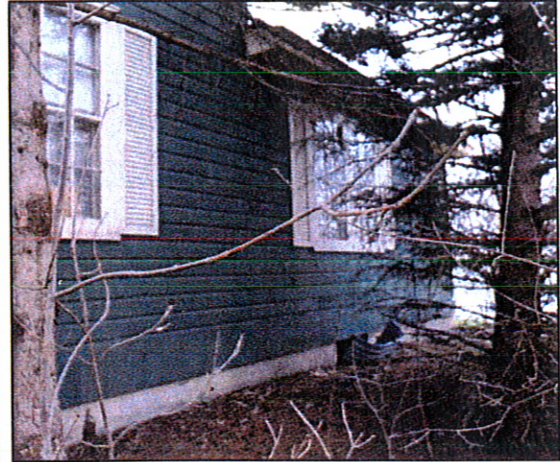


*Front (north) facade, and detail of west end of front facade.*

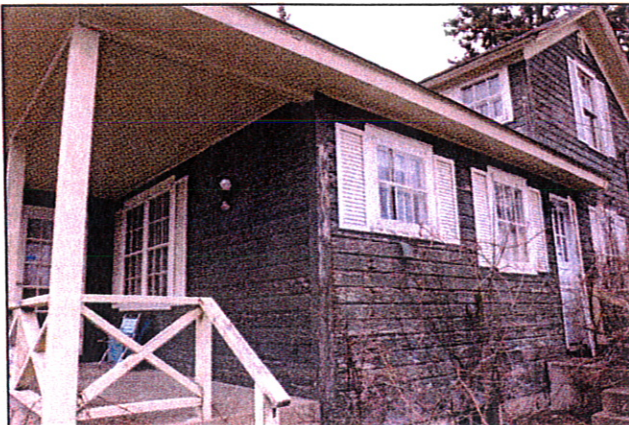




*East and south sides of original section (right) and addition (below).*



*West side of original section (left) and addition (above).*

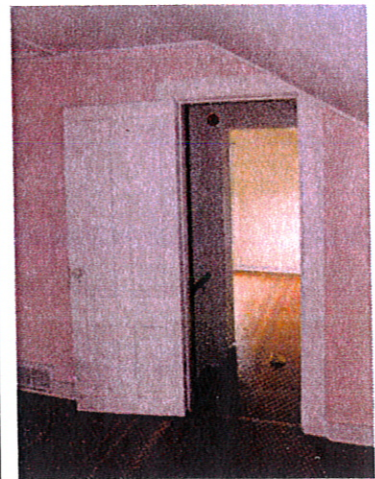






*Above: The section house in its setting, with views to the northwest (left) and southwest (right).*

*Below: The interior of the original section. The top photographs show the west (left) and east (right) rooms on the first floor. The lower photographs are of the second-floor bedrooms.*



## HISTORICAL CONTEXT

### The Depot War

The original site of Wayzata was platted in 1854. While its founders attempted to make it a local trade center, a financial panic in 1857 thwarted these ambitions. The community was revived in 1867 when the main line of the Saint Paul and Pacific Railroad Company linked it to Minneapolis some twenty-five miles to the east. This soon brought a new form of economic vitality: tourism. Wayzata, blessed with a beautiful setting on Lake Minnetonka, was one of the lakeshore communities that benefitted from an influx of seasonal visitors by the late nineteenth century.<sup>2</sup>

The Saint Paul and Pacific was acquired by the Saint Paul, Minneapolis and Manitoba Railway in 1879. The operations of that company were transferred to the Great Northern Railway Company in 1890. Wayzata was part of the company's Willmar Division, which extended west from Saint Louis Park. These communities were fortunate in being in the orbit of the Great Northern, which was under the guiding force of James J. Hill, the "Empire Builder." Hill's vision for the railroad's future extended to the Pacific Ocean, and his work to expand the railroad was relentless. The Pacific link was completed in 1893.<sup>3</sup>

Although Wayzata was beholden to the railroad for its growth, the citizens did not always appreciate the noise, soot, and hazard associated with train traffic. In 1883, Wayzata passed an ordinance requiring the railroad to move the tracks. When the community tried to enforce it several years later, the case ended up in court. In retaliation for the affront, Hill razed the centrally located Broadway Depot. He built two smaller depots at Holdridge (near today's Bushaway Road/County Road 101) and Ferndale, less convenient locations on the outskirts of town.<sup>4</sup>

The impasse remained until the city council passed a reconciliation ordinance in 1905. It had the desired effect. Hill attended the dedication of a handsome new depot that was erected downtown in the following year. It was officially known in the railroad's records as Station No. A24. While the combination depot accommodated passengers and freight for decades, the arrival of the Twin City Rapid Transit Company's streetcar line in 1914 diverted many commuters and tourists away from the railroad. Cars and trucks were even tougher competition. This ultimately led to the discontinuation of passenger service to Wayzata in 1958 and the transfer of the depot property to the city in 1972.<sup>5</sup>

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<sup>2</sup> Richard Prosser, *Rails to the North Star: A Minnesota Railroad Atlas* (Minneapolis and London: University of Minnesota Press, 2007), 135, 160; Ralph Hidy, Muriel Hidy, Roy Scott, and Don Hofsommer, *The Great Northern Railway: A History* (Minneapolis and London: University of Minnesota Press, 1988), 72-73.

<sup>3</sup> Hidy et al, *Great Northern Railway*, 72-73, 85.

<sup>4</sup> Robert Vogel, "Historical and Architectural Resources of Wayzata, Minnesota," July 2003, Appendix J, page 13, prepared for the Heritage Preservation Board, Wayzata Historical Society; *History of Wayzata, 1854-2004* (Wayzata: Wayzata Historical Society and City of Wayzata 150 Year Celebration Committee, 2004), 19-20.

<sup>5</sup> Vogel, "Historical and Architectural Resources," Appendix J, page 13; *History of Wayzata, 1854-2004*. Data on many of the company's authorizations for expenditures (AFE) are included in a joint archive website maintained by the Great Northern Railway Historical Society and the Northern Pacific Railway Historical Association ([http://www.gn-npjointarchive.org/Lists/AFE\\_List/](http://www.gn-npjointarchive.org/Lists/AFE_List/)), hereafter cited as GNRHS/NPRHA Archives. The original



## Railroad Operations in Wayzata

Railroad operations required a large staff and a variety of buildings and other facilities. A sense of the scale of the latter is provided by Great Northern records of construction and maintenance associated with Wayzata in the early twentieth century. In 1901, a storage house for hand cars was relocated to Saint Anthony Park. In the following year, the railroad moved a privy from Ferndale to Wayzata and erected a 16-foot by 32-foot section house with a 14-foot by 16-foot kitchen. The budget for the house was \$775. This is apparently the building at 738 East Lake Street. On May 17, 1902, the *Minneapolis Journal* reported that “the Great Northern railway is building a house at Wayzata.”<sup>6</sup>

The return of the depot to Wayzata a few years later also entailed removing the old stations and erecting a 16-foot by 150-foot dock just east of the new depot. The building was connected to the city water supply and a well was retired. During the same period, the railroad installed a 400-gallon steel tank with a brick structure, as well as a 50,000-gallon wood water tank on a 30-foot-tall wood tower with a 12-foot by 14-foot pump house. (Sanborn maps and a photograph in the collections of the Wayzata Historical Society indicate that the wood water tower was near the section house.) In 1907, a coal shed was relocated, and in 1910 the railroad built an 8-foot by 15-foot wood septic tank and a 16-foot by 32-foot freight depot. A “box car body bunkhouse” was placed in the vicinity in 1912, presumably to house maintenance crews. (This structure was sold to a private party in 1933 after being condemned.) Railroad property also included a signal maintainer’s building.<sup>7</sup>

In addition, major and minor adjustments were made to the track over time. The railroad installed a crossover for the main line between Wayzata and Ferndale in 1904, for example, and removed a 202-foot-long main-line crossover from the Peoples Ice Company the next year. Track had to be relocated when the depot was erected in 1905, and a new 1,120-foot side track accompanied the freight depot in 1910.<sup>8</sup>

The pedestrian dock, car body repair shop, and tool house were “retired” in 1943, signifying a major change in the railroad’s operations in Wayzata.<sup>9</sup>

## Maintenance of Way

Given their extensive holdings and nonstop operation in all seasons, railroad facilities were costly to maintain. According to an early twentieth-century source, “experience shows that over 23 per cent of all the expense of operating the road is required for maintaining the track, bridges, culverts, buildings, fences, gates and crossings, and over 15 per cent for maintaining the

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source for this information is the Great Northern Railway Company Archives at the Minnesota Historical Society. Box 133-F-11-8-F contains index cards for AFEs at the Wayzata station from 1917 to 1974; these are cited as Index Cards, GNRCA-MHS. An entry on a card dated November 1, 1972, documents the transfer of the depot: “Retire and donate in place depot facilities to the City of Wayzata, relocate telephone.”

<sup>6</sup> This information is from entries in the GNRHS/NPRHA Archives and the *Minneapolis Journal*, May 17, 1902.

<sup>7</sup> GNRHS/NPRHA Archives; Index Cards, GNRCA-MHS.

<sup>8</sup> GNRHS/NPRHA Archives.

<sup>9</sup> Index Cards, GNRCA-MHS.

equipment in good order so that operations may be continued with economy and safety.” It added: “The problem of maintenance of track is constantly becoming more and more difficult by reason of the increased weight of rolling stock and the heavier loads hauled.”<sup>10</sup> Indeed, tracks were one of the most critical components of the system, requiring day-to-day maintenance and repair. Despite the best diligence, emergencies were inevitable, and personnel had to be available twenty-four hours a day, seven days a week, to address any problems that came up.

A book published in 1915 explained: “The territory covered by a railway is divided into districts or divisions each of which is further subdivided and each subdivision placed in charge of a roadmaster or supervisor of track. Each subdivision is in turn subdivided into sections. The section-foreman is in charge of the section and is assigned a force of men varying in number according to the location and length of the section, density of traffic, equipment of track, season of the year, etc.”<sup>11</sup>

The person directly responsible for keeping the track in good operating condition was the section foreman. This position was the highest some men attained, while others used it as a stepping stone to other management jobs. A 1901 text noted that fieldwork provided critical training for young engineers, who are placed “in section gangs where they can learn the practical work and are then advanced to section foremen, supervisors of several gangs of section men, and then to roadmasters.”<sup>12</sup>

Sections were a very small unit in a vast railway system. “On our more important lines,” a 1901 book reported, “a section of single track should not exceed six miles, and section-houses should be placed as near a telegraph office or station as possible.” Double-track sections were shorter, around four miles in length. (Separate bridge crews had special equipment and training and covered a larger territory.) “The foreman should have the care of track and property of the company on his section, and should be held accountable for their proper care and maintenance.” They used handcars to inspect all of the tracks within their purview, usually twice a week. The size of a section gang related to the scale and use of the track: “On roads having a large traffic, each section gang should consist of a foreman and one and one-half men per mile of double track, with an additional allowance of one man for every two miles of sidings. On single track each gang should consist of a foreman and one man per mile of track, with an additional allowance of one man for every two miles of sidings.” Maintenance work required specialized equipment, so “each section should have a tool house large enough to accommodate a hand car and a full complement of tools.”<sup>13</sup>

Convenient housing was not always readily available for trackmen, who typically led a rather transient life, so railroads provided “section houses” for these workers. Standardization was required for the operation of a rail system, and this approach was extended into ancillary structures including section houses. Situated in the right of way, “the houses are usually framed structures, and are built single or double”—the latter to hold two crews—according to a book on

---

<sup>10</sup> Marshall M. Kirkman, *Building and Repairing Railways—Supplement to the Science of Railways* (New York and Chicago: World Railway Publishing Company, 1901), 323.

<sup>11</sup> William C. Willard, *Maintenance of Way and Structures* (New York: McGraw-Hill Book Company, 1915), 23.

<sup>12</sup> Kirkman, *Building and Repairing Railways*, 325.

<sup>13</sup> *Ibid.*, 327, 331-332.



railroad structures published in 1918. “The character of these houses varies to suit the class of labor and the accommodation necessary or desirable to provide under different conditions.”<sup>14</sup>

Another book from the same period explained that “section dwelling-houses are of three kinds: Section-houses, in which both foreman and laborers live; section-foreman’s houses and section-laborers’ houses. The plans of these vary greatly on different railways.” Costs could vary greatly as well—from \$600 to \$5,000, with around \$2,000 said to be the norm.<sup>15</sup>

“The general plans are based on climatic conditions and adaptability to different nationalities of laborers.” One of the biggest challenges that section foremen faced—one that seemed to loom larger than the relatively straightforward task of keeping the rails in service—was training and managing crew members. “The ordinary wages paid section-laborers are not enough to attract reliable men,” one writer complained. The first chapter of another early twentieth-century book on *Practical Track Maintenance* was headed “The Big Problem—Labor,” and the third chapter covered “Handling Laborers of Different Nationalities.” Rather surprisingly, “outside of the American or northern European trackmen who used to be available for section work, the American hobo is conceded to be the best all around trackman. . . . A foreman could come nearer [to] treating such men as equals than he could men of foreign nationalities. It is a much easier and pleasanter job to handle men who not only understand the English language but who understand track work thoroughly.”<sup>16</sup>

To retain crews, the foreman often had to share lodging and food. “Under such circumstances the foreman’s wife generally has charge of the house and boards the men of the gang.” A contemporary source confirms that “in order to have the trackmen live on their sections it is often necessary to provide houses for them, the foremen very generally boarding the single men.”<sup>17</sup> It appears that residences designed to include borders were larger as the illustrations on the next page suggest. More illustrations on the following pages show some typical station house designs.

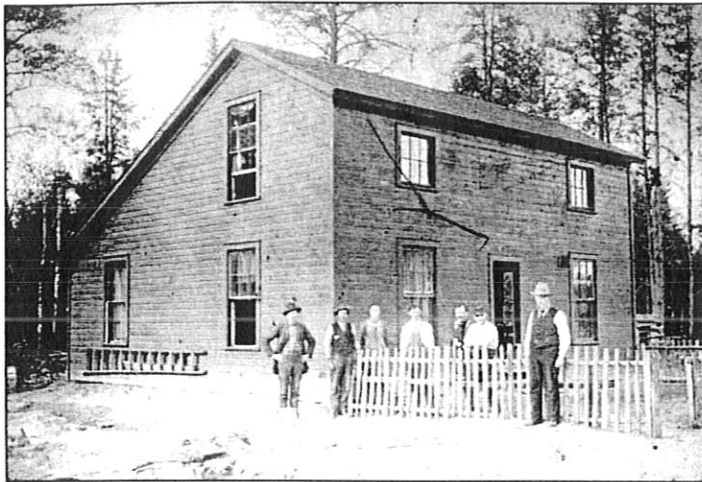
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<sup>14</sup> J.W. Orrock, *Railroad Structures and Estimates*, 2d ed. (New York: John Wiley and Sons, 1918), 343.

<sup>15</sup> Willard, *Maintenance of Way and Structures*, 23.

<sup>16</sup> *Ibid.*, 23, 272-273; Kenneth L. Van Auken, *Practical Track Maintenance*, 2<sup>nd</sup> ed. (Chicago: Railway Educational Press, 1921), 13, 52.

<sup>17</sup> Willard, *Maintenance of Way and Structures*, 23, 272-274; E. E. Russell Tratman, *Railway Track and Track Work*, 3d ed. (New York: Engineering News Publishing Company, 1908), 213.

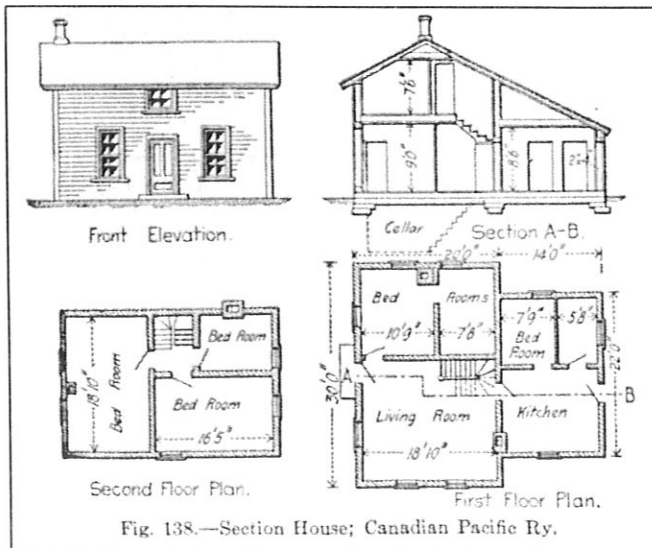


The photograph to the left, dated 1900, depicts a large section house for the Eastern Minnesota Railroad in Ball Club, Minnesota.



The front and side (left photograph) and back (right) of a section house of similar design in Henricks, Minnesota, in 1900. It has suffered a number of alterations since its construction in the late nineteenth or early twentieth century.

(All photographs from Minnesota Historical Society Collections)



These drawings from a book published in 1908 show a section house of the Canadian Pacific Railway that was designed to accommodate a number of workers. The text describes the structure as "a very plain house." (Tratman, Railway Track and Track Work, 213-214)

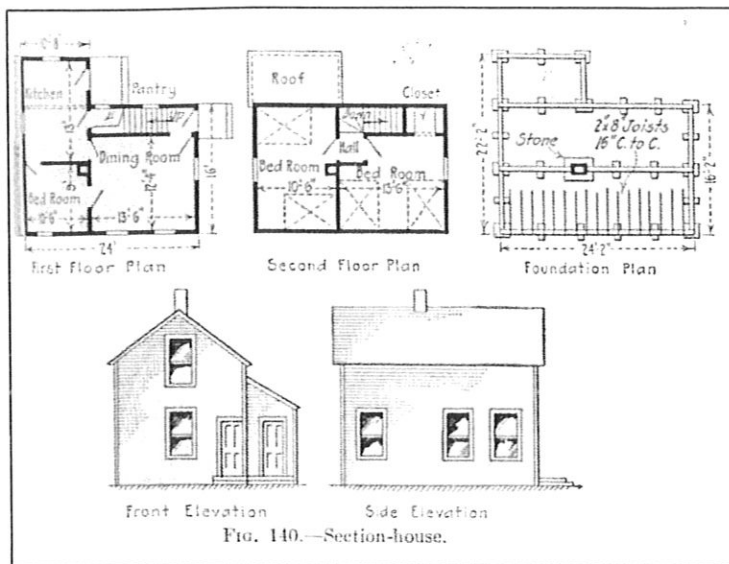


FIG. 140.—Section-house.

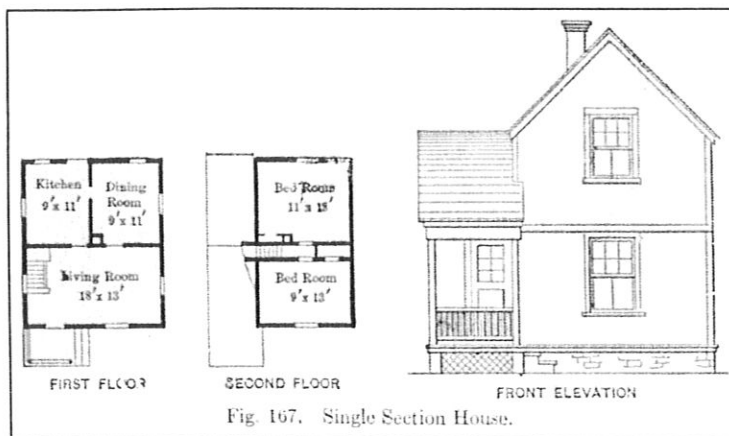
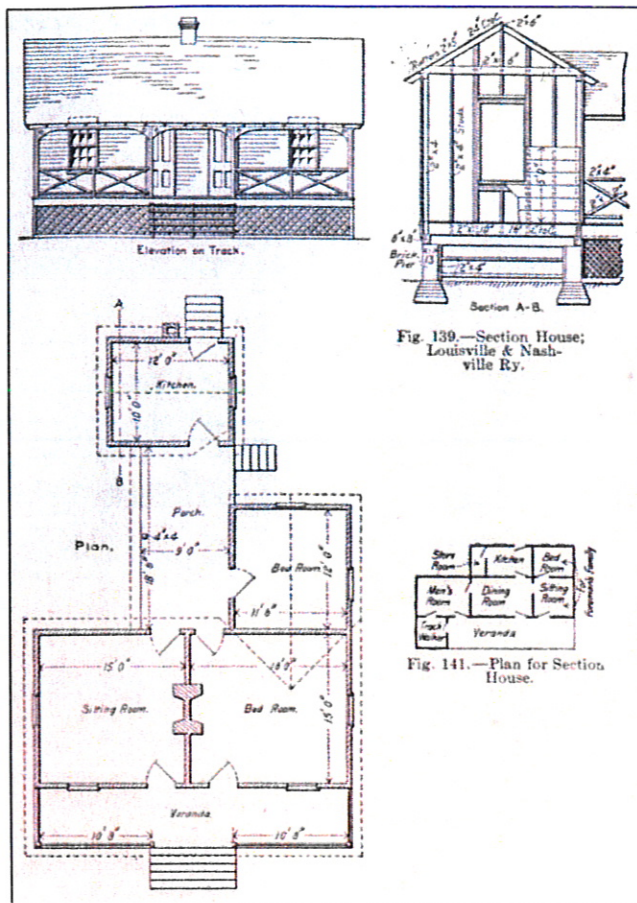


Fig. 167. Single Section House.

Both of the section houses illustrated on this page are similar, with gable-front designs. One has a projecting front entry porch; the kitchen extends from the side of the other plan. The main mass of the upper house is 16 wide by 24 feet deep; the lower house is about 2 feet wider and of the same depth.

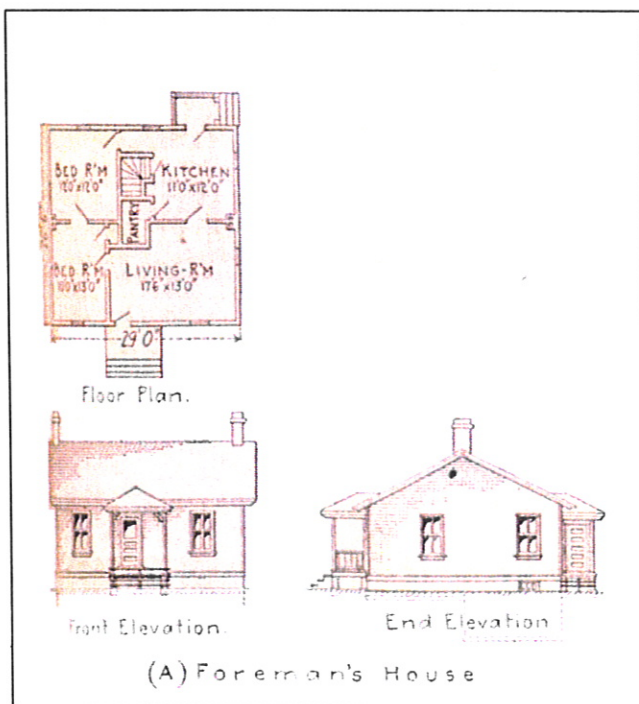
The top drawings are from a 1915 publication and depict "a typical wooden section-house." This was apparently a standard design of the Lehigh Valley Railroad, and it was also used by the Northern Pacific. "The outside painting is Indian red with bottle green trimmings, and is sanded to a height of 6 ft. The inside is sealed." The text notes that "bridge-gangs are housed in old passenger-cars converted into living quarters. Floating gangs are housed in old box cars converted into bunk-cars." (Willard, Maintenance of Way and Structures, 273-274)

According to a 1918 publication, the section house in figure 167 (bottom drawing) is "an ordinary single section house" that "can be built for \$750, wood foundation, or \$900 with concrete foundation." It provides further details of the construction: "Frame and partitions, spruce; rough boarding, floors, clapboards, outside and inside finish, frames, etc., good quality native spruce or pine; shingles, pine or cedar; all mouldings, doors, windows, and inside finish, stock pattern." "Cedar sills or posts about 5-ft. centers, or when it can be done cheaply, concrete, stone, or brick foundation with cellar. Frame, 2" x 3" studs at 16-in. centers, 2" x 10" joists at 16-in. centers, ceiling roof joists and rafters 2" x 6" at 16-in. centers, 4" x 3" wall plates and runners, outside walls 7/8-in. rough boarding, with 7/8-in. ship lap, siding, or shingles, with building paper between, and 1" x 5" trim around windows, doors, porch, eaves, etc. All inside walls lathed and plastered. Shingle roof, 7/8-in. boards with building paper between. Floors 7/8-in. rough boards and 7/8-in. finished floor with building paper between for ground floor, and 7/8-in. finished floor only for upper story." (Orrock, Railroad Structures and Estimates, 343-344)



The drawings on the left depict two section houses of the Louisville and Nashville Railway. The single-story plan and the inclusion of verandas is a sign that section house designs sometimes responded to particular regional conditions.

(Tratman, Railway Track and Track Work, 213, 215)



This house is for a section foreman of the Lehigh Valley Railroad. It has a larger footprint than many of the plans—29 feet by 26.5 feet, plus projecting entries on the front and back—but is only a single story.

(Willard, Maintenance of Way and Structures, 273-274)

## Great Northern Standard Plans

The Engineering Department records in the substantial Great Northern archives, which are located at the Minnesota Historical Society, have standard plans for some section houses. None have been found, however, that could have provided the design for the Wayzata structure. Design 8324, for example, which is dated 1899, is for a two-story, 30-foot by 30-foot structure with eight rooms. Other standard plans are for smaller, single-story houses. By 1918, the railroad had adopted a bungalow style (the 8141 series) for cottages with four to six rooms.<sup>18</sup>

Although standard plans that match the design of the Wayzata section house have not been located, an 1890 photograph (below) of a Great Northern section house in Askov, Minnesota, suggests that other buildings shared the same design.

*Askov section house (below),  
and detail of Wayzata section house (right).  
(Historic photograph from Minnesota Historical Society Collections)*



<sup>18</sup> The drawings were in GNRCCR-MHS, Chief Engineer, Structures Drawings Code #0012, 1882-1964.



## The Wayzata Section House

Although some sources give a construction date of 1914, it appears that the house was erected in 1902, based on the Great Northern's records. The 1905 federal census listed only one person in Wayzata whose occupation was given as "railroad": Thomas Gannon. The twenty-nine-year-old man was born in Minnesota to Irish parents and had a twenty-year-old wife, Julia, who was born in "Dakota." Her parents were from Wisconsin. Although his position with the railroad is not provided, they presumably occupied the section house.<sup>19</sup>

Two people associated with the railroad appear in the 1910 census. Maurice Carmody was a "towerman." The thirty-three-year-old single man was a border with the family of Lars Pederson, a sail maker. The second railroad employee, Ole Stafney, was a railroad section foreman. The forty-nine-year-old man emigrated from Norway in 1888, as did his wife, Anna, who was forty-five years old in 1910. By 1910, she had produced nine babies, and six survived. Five lived with them in Wayzata: sons Olaf (age 19, a grocery wagon teamster), Jalmer (age 12), Custer (age 7), and Lowell (age 2), and daughter Olga (age 15). They presumably occupied the building at 738 Lake Street, and the size of the family apparently prohibited them from taking in borders.<sup>20</sup>

An index of the railroad's authorizations for expenditure occasionally mention the section house, and other entries might also relate to the property. An order on December 8, 1926, was for "installing electric lights in section house," a project apparently done by railway employees. A payment approved May 23, 1938, covered an "assessment for five year period 1933 to 1937 incl. levied against railway co. property for cost of construction of water main." On September 26, 1938, an expenditure of \$190 was approved to "install 100 ft. pipe line between City water main and the section house and install cesspool." Other payments to the city for assessments related to water main construction were approved June 6, 1939, and June 13, 1941. An entry on August 10, 1942, is to "furnish and place 725 cu yds riprap and slope bank of Lake Minnetonka from sta. 765+75 to 766+60" for \$825.<sup>21</sup>

On June 12, 1943, work was authorized to "place section house on concrete foundations, etc., \$2175." An entry on December 8 of the next year was to "install toilet facilities in section house and place sewer line" at a cost of \$550. (Wayzata did not have a municipal sewer system until the 1930s; before that, according to a local history, "The Lake was both water supply and sewage receptacle!")<sup>22</sup>

One of the main sources of information about the building is a 1959 article in the *Minnetonka Herald* entitled "Wayzata Section House among Last of Those that Once Lined Railroad." Written only a few years before the house was sold by the Great Northern, the article has

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<sup>19</sup> U.S. Census enumeration records for the Village of Wayzata from the Fifth Decennial Census of Minnesota (1905), Sheet 4.

<sup>20</sup> U.S. Census enumeration records for the Village of Wayzata from the Thirteenth Census (1910), sheets 19 and 20. The Minnesota birth certificates index on the Minnesota Historical Society website ([www.mnhs.org](http://www.mnhs.org)) lists a Custer Gerald Stafney born on December 27, 1902, in Meeker County and a Lowell Russell Stafney born on November 21, 1907 in Hennepin County.

<sup>21</sup> Cards for Wayzata in Box 133-F-11-8-F, GNRCR-MHS.

<sup>22</sup> Ibid; *History of Wayzata, 1854-2004* (Wayzata: Wayzata Historical Society and City of Wayzata 150 Year Celebration Committee, 2004), 31.



information about both the house and the lives of its occupants, Mr. and Mrs. Gustave Frederick Ehrreich. Gustave, who was born in about 1900, had started working for the railroad at the age of fifteen and had become a foreman by the time he was twenty-five. He got married about a decade later, and the couple had lived in railroad housing their entire wedded life. The article noted that although they had moved numerous times, Mrs. Ehrreich “never once . . . experienced the frustration of trying to make the old curtains fit windows in the new place. The reason is quite simple. The houses have all been identical.” The paint color was always grey, inside and out, and the layout was “austere, simple with two rooms upstairs and two down.”<sup>23</sup>

According to the article, the section houses were built by carpenters employed by the railroad and situated at about ten-mile intervals on the Willmar line. The railroad did not charge rent, but the occupants were responsible for paying for their own utilities. Assignments for sections were based on seniority, and “Wayzata has been a high ranking location for many years, perhaps because of its ideal location on a perfect stretch of beach with a million-dollar view across the bay.”<sup>24</sup>

As more rental housing became available, it was no longer essential to provide quarters for the section men, and the railroad sold off most of the houses. The article claimed that the section house “in Wayzata is the only one in Minnesota,” but also reported that “the house in the St. Boni sector on Lake Waconia was purchased by the section foreman . . . when he retired. He remodeled the house and his wife still lives there. The section house in Willmar was sold recently.” This contradiction suggests that the article is not altogether reliable, but it seems likely that few houses are extant and that the survivors have been altered.<sup>25</sup>

By the mid-twentieth century, the railroad apparently loosened its requirements for conformity. The 1959 article reported that “about five years ago Wayzata broke with the old custom, and the section house was painted white with green trim. Two rooms were also added to the first floor facing the lake.”<sup>26</sup>

The final mention of the section house in the railroad’s authorizations for expenditures comes on October 8, 1962: “Sale of approximately .11 acres land and section house to Dr. Charles N. Brooks at Wayzata, Minnesota.”<sup>27</sup>

The new owner received a permit from the city to “remodel front” in the following year, a project estimated to cost \$3,800. The existing building dimensions shown on the permit are 32 feet wide and 30 feet deep, so the project apparently produced the southernmost section of the building.<sup>28</sup>

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<sup>23</sup> “Wayzata Section House among Last of Those that Once Lined Railroad,” *Minnetonka Herald*, July 23, 1959.

<sup>24</sup> Ibid.

<sup>25</sup> Ibid.

<sup>26</sup> Ibid.

<sup>27</sup> Ibid; *History of Wayzata, 1854-2004*, 31.

<sup>28</sup> A copy of the building permit application, dated June 12, 1963, is included in Bryan Gadow, “Roadmaster’s Cottage,” draft National Register of Historic Places Nomination Form, 2007, 7-1, prepared for the City of Wayzata.

In 1984, the building was repaired after storm damage. The work is described on the building permit: "Replace damage[d] framing on roof/walls. Interior/exterior painting, replace brick chimney."<sup>29</sup>

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<sup>29</sup> Ibid.

## NATIONAL REGISTER EVALUATION

### Wayzata 2003 Survey

A survey of Wayzata's historical and architectural resources was completed in July 2003 by historian Robert Vogel. The survey classified properties into three categories related to potential local "Heritage Preservation Site" designation: 1) properties that were individually eligible; 2) properties that were not individually eligible but that contributed to one of three potential historic neighborhood heritage preservation districts—South Wayzata ("Bluff"), North Wayzata, and Old Holdridge; and 3) "old buildings and sites . . . [that] were evaluated as nonsignificant and therefore ineligible for Heritage Preservation Site designation because of their lack of architectural distinction or compromised historic integrity due to alterations, additions, or deterioration."<sup>30</sup>

The survey identified several buildings in addition to the Great Northern Depot that were associated with the railroad. Two were classified as being contributing features in potential local historic districts, although neither was flagged as "pivotal" in those districts:

- The O'Laughlin House, 507 Rice Street East: "Four-Square Style suburban cottage; historically associated with the Great Northern Railroad (station master's residence). . . . Built in 1915." The study found that it "contributes to the historic character of the [Bluff Neighborhood] district."
- House, 337 Reno Street: "Gabled Ell Style suburban cottage; historically associated with the Great Northern Railroad (station master's residence). . . . Built in 1904." Even though the property was altered, it was determined to contribute to the historic character of the proposed Old Holdridge Historic District.<sup>31</sup>

The survey also mentioned the Wayzata Section House, which was identified as "House (Roadmaster's Cottage)" and described as a "vernacular suburban cottage on Wayzata Bay." The report gave a construction date of 1914, and noted the property's association with the Great Northern Railway. The building was placed in the third category as "nonsignificant."

The designations of "station master's residence" for 337 Reno and "roadmaster's cottage" for 738 Lake are questionable. While the 1904 construction date of the house at 337 Reno coincides with the construction of the new depot, the house is located about a mile to the east, near the Wayzata Yacht Club, not a convenient location for a station master. It is, though, very close to the tracks. The house at 507 Rice Street, on the other hand, is only two blocks from the depot, making it a more logical location for someone in that position, but it was built a decade later, if the construction date is correct. The label of "roadmaster's cottage" for the residence at 738 Lake Street is also suspect. As discussed above, the roadmaster was at the apex of field workers; the modest building at 738 Lake seems more likely a section foreman's residence.

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<sup>30</sup> Vogel, "Historical and Architectural Resources of Wayzata," Appendix J, page 98.

<sup>31</sup> Ibid., Appendix J, pages 88 and 98.

## National Register Multiple Property Listing

A National Register of Historic Places Multiple Property Documentation Form has been prepared for “Railroads in Minnesota, 1962-1956.” Section F, “Associated Property Types,” includes a discussion of section houses and provides registration requirements. It outlines registration requirements for individual section houses by criteria:

- Criteria A and B: “If the railroad corridor does not retain integrity as a historic district, a section house will not convey its function as a specialized railroad building.”
- Criterion C: “A railroad section house will meet Criterion C if it meets one of the following conditions: it embodies the distinctive architectural design or construction methods associated with significant railroads, including the use of standard company designs; it embodies the work of a significant architect, engineer or builder; or it represents historically important trends in the evolution of standardized railroad company architecture.”
- Criterion D: “The structure or its ruin itself must be, or must have been, the principal source of . . . important information” regarding “a significant aspect of the standardized architecture developed as part of the evolution of its class of railroad-related properties.”<sup>32</sup>

### Evaluation of Wayzata Section House

The Wayzata Section House is most likely to qualify for the National Register under Criterion C for embodying the standard design of a significant railroad, the Great Northern. More research should be done to verify that the Wayzata house is a rare survivor of a once common property type. Assuming this is the case, however, the property appears likely to meet the registration requirement for Criterion C.

Although some information has been discovered about the property, there are many gaps—for example: Who occupied the house over time and what were their backgrounds? Did it sometimes shelter laborers as boarders in addition to the foreman’s family? Do standard plans survive anywhere? What other railroad structures (e.g., tool house) were associated with the house, and where were they located? Information to fill these gaps might be obtained from in-depth research that was beyond the scope of this project (e.g., a more intensive probe of the archives of the Great Northern Railway Company, a detailed examination of local newspapers and other publications, interviews with individuals knowledgeable about the Great Northern’s history).

The period of significance begins with the building’s construction in 1902. Further research is needed to establish the ending date. There are at least three options: 1943, the mid-1950s, or 1962. The early to mid-1940s appear to be a turning point for the railroad’s operations in Wayzata. As mentioned above, the pedestrian dock, car body repair shop, and tool house were “retired” in 1943. The section house was placed on a concrete foundation and had other work performed in the same year. In the following year, a sewer line and toilet facilities were installed in the house. In 1945-1946, the tracks were shifted towards the lake so that Lake Street could be

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<sup>32</sup> Andrew Schmidt, Daniel Pratt, Andrea Vermeer, and Betsy Bradley, “Railroads in Minnesota, 1962-1956,” National Register of Historic Places Multiple Property Documentation Form, prepared by Summit Envirosolutions, Saint Paul, F-243 – F-246.

widened—a project that cost the railroad over \$100,000. Further change occurred in 1953 when the railroad logged a work order to convert a “public crossing to private crossing on Broadway st. and construct fence and gate.” This might refer to the access road to the section house, which is at the foot of Broadway. Around the same time, two rooms were added to the south side of the section house. Finally, the railroad sold the house in 1962. There does not appear to be a reasonable argument for extending the period of significance beyond that date.<sup>33</sup>

## Issues of Integrity

As is apparent from the description earlier in this report, the Wayzata Section House has been subjected to many alterations. These have affected its integrity.

Some alterations to the building are minor in nature and easily reversible. Nonhistoric shutters could be removed and the location of the attachments repaired. The exterior paint scheme, now green and cream, could be returned to the original gray color. The modern asphalt-shingle roofing could be replaced by something more appropriate to the early twentieth century.

Some of the alterations might date from the building’s period of significance and could be significant in their own right. One addition is clearly later. On June 12, 1963, the Dahl and Baldus Construction Company applied to the City of Wayzata for a building permit to remodel the property. At that time, the dimensions of the house were given as 32 feet across the front, 30 feet in depth, and 20 feet (1.5 stories) high. The project was estimated to cost \$3,800.<sup>34</sup>

The remodeling apparently produced a single-story extension to the south holding a recessed entry porch. The south facade clearly reflects its 1960s origin and is visually jarring. This further reinforced the building’s reorientation to the south, which began with the 1950s addition, detracting from its relationship to the railroad tracks to the north.

Another strike against the building’s integrity is the replacement of the chimney in 1984. The chimney, a functional necessity, would have been of little visual interest on a more ornate structure. Because the building’s design was so utilitarian, however, the chimney was a pivot point, reinforcing the symmetry and serving as the building’s apex.

The setting has also experienced alteration. In about 1988, the City of Wayzata installed a storm water treatment pond directly east of the building. This is a modern intrusion, and changes the relationship the house had to a small creek that emptied into the lake in that vicinity.<sup>35</sup>

The growth of vegetation on the north side of the house makes it difficult to imagine that as the front facade. The vegetation is overgrown on the other sides as well, particularly to the west. This, however, would be easy to reverse.

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<sup>33</sup> Index Cards, GNRCA-MHS.

<sup>34</sup> Dahl and Baldus Contracting Company, Application for Building Permit to City of Wayzata, June 12, 1963, reprinted in “Railroad Section House,” draft National Register of Historic Places Registration Form for 738 Lake Street East, Wayzata, prepared by Shari Hemmingsen and Tyler Wilfahrt, December 8, 2009.

<sup>35</sup> Hemmingsen and Wilfahrt, “Railroad Section House,” 3.

## Recommendations

The building, constructed from a standard Great Northern plan, once had numerous contemporaries. Few if any are known to survive in Minnesota, the company's headquarters. While a comprehensive inventory of this property type has not been completed, it seems likely that the attrition rate for this utilitarian building type is high. As such, the building is significant under Criterion C in the area of transportation as a representative example of a once common building type that was an important component in the operation of a main line of a major American railroad, the Great Northern.

The building's integrity is greatly compromised. A historic structures report conducted by architects and historians who meet the Secretary of the Interior's Professional Qualifications Standards would be extremely helpful in answering questions about the original design that might not be provided by archival sources.

Given the building's poor integrity, it is probably necessary to undertake some restoration before the property could be successfully nominated to the National Register. It is imperative that any surviving historic materials and elements, such as windows, be retained. The case for designation would be strengthened by the restoration of some components, such as interior window trim, and removal of the 1963 addition. Moving the building to a different location would further harm its integrity and is not recommended.





# NEW HISTORY

## WAYZATA SECTION HOUSE:

### 2019 CONDITIONS ASSESSMENT UPDATE

October 31, 2019



## 2019 CONDITIONS ASSESSMENT UPDATE

Of the

2015 Historic Assessment for  
The Wayzata Section House

*Miller Dumwiddie Architecture, Inc., dated 4/27/2015*

738 Lake Street  
Wayzata, MN 55391

October 31, 2019

Prepared for:

City of Wayzata

600 East Rice Street

Wayzata, MN 55391

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## EXECUTIVE SUMMARY

The purpose of this report is to update the conditions assessment report developed by Miller Dunwiddie Architecture in 2015 to reflect current site conditions in advance of the stabilization scope development and construction documents<sup>1</sup>. The exposure of the building to extreme weather, adjacent site elements such as the lake and railroad, and vandalism may have accelerated the deterioration of the building. This report is an update of the 2015 report section entitled *Description, Assessment and Recommendations* (see 2015 report pp. 7-27). This report format is developed based on the 2015 conditions assessment and updated with on-site observations performed by Quentin Collette and Lauren Anderson on August 15, 2019.

*The plain text in the following section of this report has been copied verbatim from the 2015 Miller Dunwiddie Architecture report. For each exterior and interior building feature, the section beginning with “Current Condition” was developed by New History to reflect any changes in the existing conditions since 2015. New History’s text is differentiated in bold and italic throughout this document. Unless noted otherwise, all photographs were taken by New History and reflect current conditions.*

Major findings of this report include:

- The CMU (concrete block) foundation walls at the crawlspace are generally in fair to poor condition with large cracks at two locations where the foundation has most likely settled in the southwest corner of the house.
- The wood columns at the basement level are in fair condition with notable wood deterioration at the base due to standing water. The wood joists of the first-floor framing are in fair condition with evidence of joist rotation and lack of connectivity at the supports.
- Based on observations made from the ground, the asphalt shingles appear to be in good to fair condition with warping where metal flashing is deteriorated or fascia is loose at the north end of the 1940s roof addition and along the west and east ends of the 1902 building. The wood fascia is in fair to poor condition at the north, west and east sides of the 1902 building where it is loose or missing.
- The wood shiplap siding is generally in fair condition in most locations with some checking, warping, holes, loose or missing boards, recessing nails, peeling paint, and staining and surface deterioration caused by moisture and corroded fasteners. A few boards are missing or rotten at the east and south façades.
- All windows and exterior doors are boarded up with plywood sheathing at the exterior. Doors are generally in good to fair condition. Windows are typically in poor condition at the lower level, fair condition at the first level, and fair to poor condition at the second level. Some door and window sills are in poor condition with evidence of rot.
- Floor finishes are typically in good to fair condition at the wood flooring and fair to poor condition at the linoleum or vinyl sheet flooring.
- Wall finishes are generally in good condition, and fair condition where cracking was observed.

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<sup>1</sup> Christenson Ekman M., Kelly E., and Liddy C., “Historic Structures Report for the Wayzata Section House,” April 27, 2015, prepared by Miller Dunwiddie Architecture, Inc. for the Wayzata Historical Society and the City of Wayzata.

- Ceiling finishes are in good to fair condition with minor cracking, holes, and missing acoustic ceiling tiles.
- The lower-level stair is in poor condition with wood splitting and wood deterioration at the stair base due to standing water.

## DESCRIPTION AND CONDITION



Fig. 1.1 Portion of north façade showing the original, two-story house



Fig. 1.2 East façade showing addition on left and original house on right

### General Building Description:

The Section House is rectangular in plan and originally faced the railroad tracks to the north. Based on investigation at the interior, it is evident that there were three significant phases of construction. The first was the original one-and-one-half story house built in 1902, the second, a 1940's era one-story addition to the south, and the third an extension of the one-story addition to the south, enlarging the living room and adding a porch.

The northern section of the house is one-and-one-half stories tall with a side gable roof. The southern section of the house is a single-story with a front gable facing south towards Lake Minnetonka.

The original front entrance faces the railroad tracks to the north, which is slightly off center with two stacked single windows flanking each side. The east and west ends of the building also have centrally located windows on each level of the taller northern section. On the east side, there is a centrally located door with two additional windows to the south at the main level. There are two pairs of double windows located at the main level on the west side. The south side has two small windows located in the corners of the second level, directly below the roof eave, in addition to a pair of windows at the main level porch on the east end and a row of four windows on the west end.

The description of the interior as stated by one of the Section House's occupants, Mr. Gustave Frederick Ehrreich, is that section houses were all identical, "the paint color was always grey, inside and out, and the layout was austere, simple with two rooms upstairs and two down."<sup>2</sup> The original layout was simple: a main entrance opening directly to stairs. To the west of the stairs was the kitchen and on the

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<sup>2</sup> Roise, Charlene, "Great Northern Section House 738 East Lake Street, Wayzata," A National Register Assessment, June 2011, prepared by Hess, Roise and Company for the Wayzata Historical Society. p. 14





Fig. 1.3 South façade of house (addition) as seen from Lake Minnetonka



Fig. 1.4 Portion of west façade showing the original, two-story house



Fig. 1.5 View of house from approaching driveway

east end, a living room or bedroom. Upstairs were two more bedrooms. This description accurately describes the current room layout within the north section of the house, where there are two rooms upstairs, likely bedrooms, and two rooms on the main level with a stair hall, in line with the front entry door, separating the two spaces. At the main level, the room on the west currently has a kitchen and dining room. The kitchen was likely updated in the 60's, after the house was purchased by Dr. Brooks, and retains much of the original equipment from that era.

There is a hallway that runs from east-west along the south side of the northern section, in line with the door on the east side. This hallway separates the original two rooms on the north from the added rooms to the south. There is a living room at the southwest corner, a bedroom at the center, and bath and laundry rooms on the east end. The living room was further extended to the south on the west end and a covered porch added to the east end. This work was likely done as part of the permitted work in 1963 after the railroad sold the house.



## Exterior Elevation Drawings:

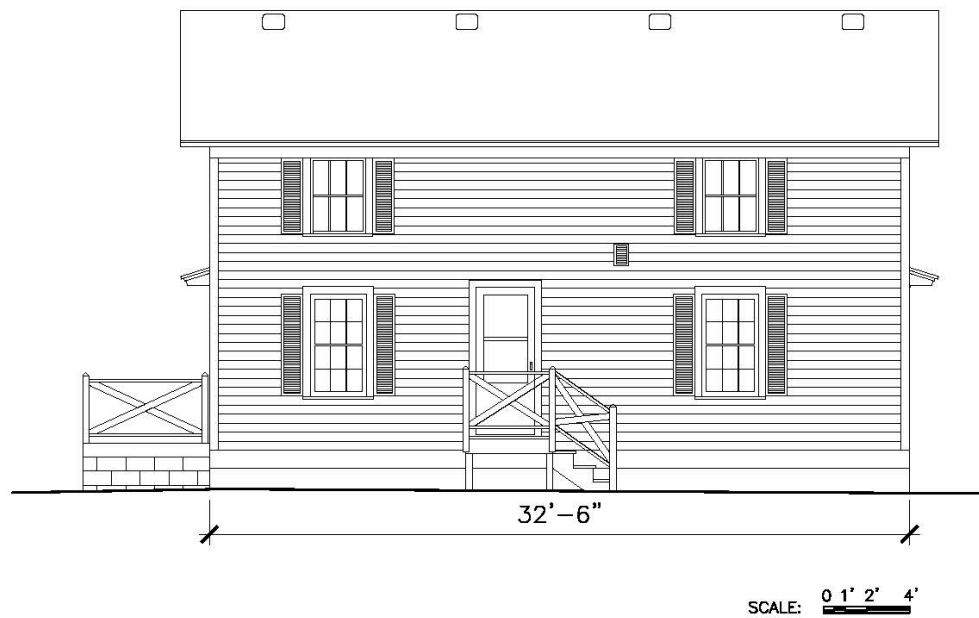


Fig. 1.6 Existing north elevation (Miller Dunwiddie Architecture 2015)

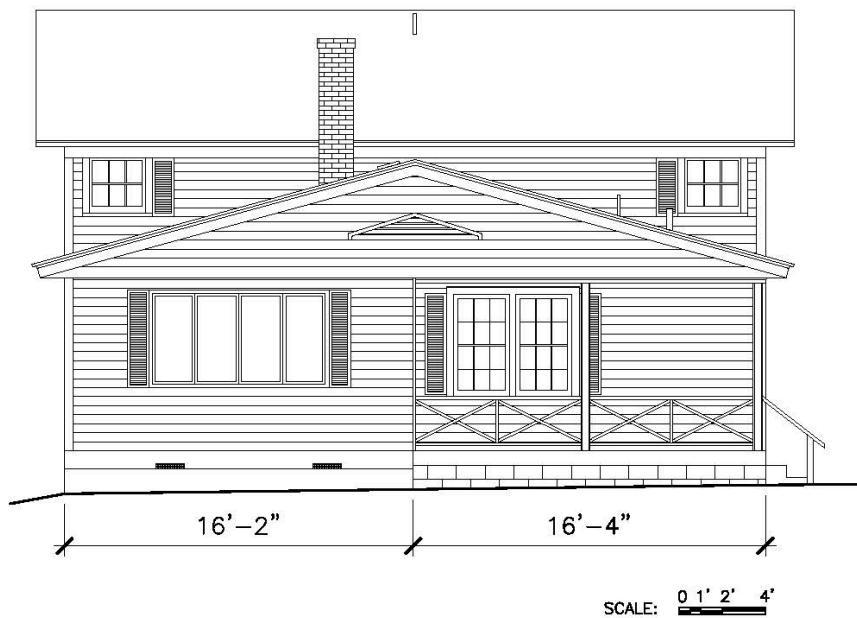


Fig. 1.7 Existing south elevation (Miller Dunwiddie Architecture 2015)

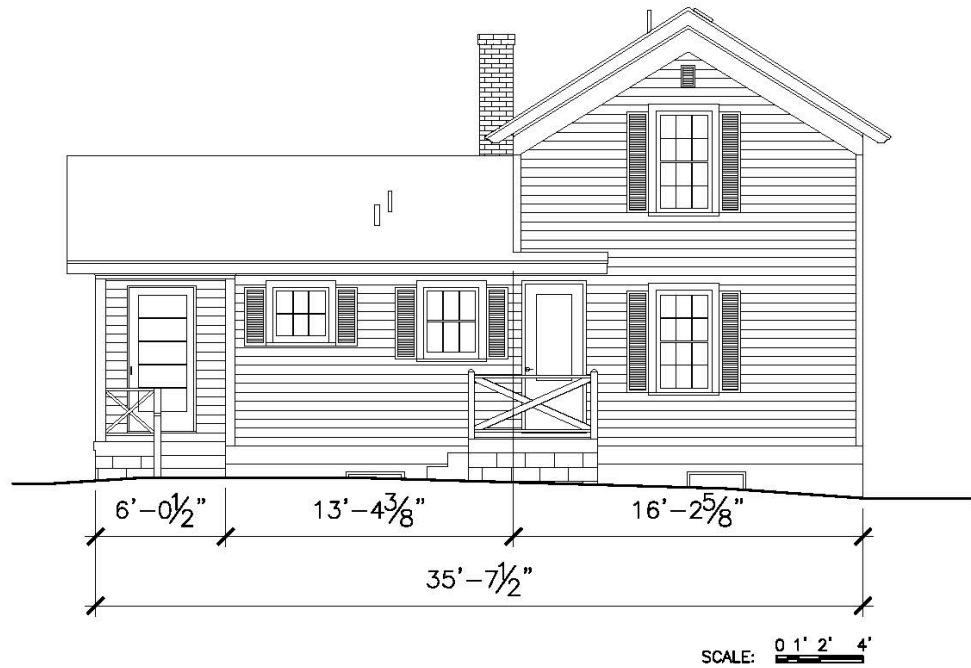


Fig. 1.8 Existing east elevation (Miller Dunwiddie Architecture 2015)

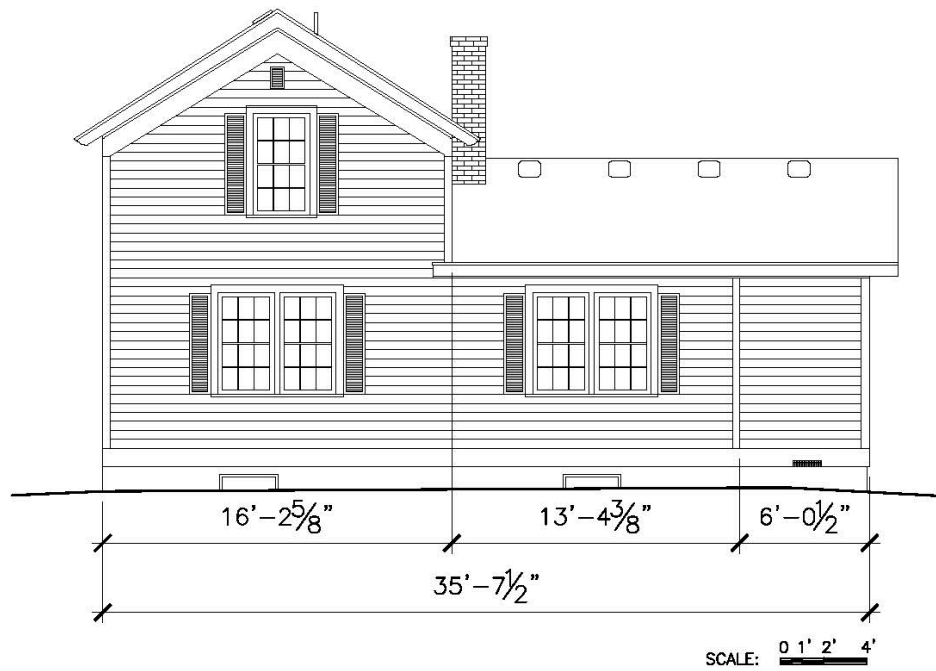


Fig. 1.9 Existing west elevation (Miller Dunwiddie Architecture 2015)



Fig. 1.10 CMU block foundation at porch and south end addition. Note crack at porch.



Fig. 1.11 Poured concrete foundation intersection with CMU block foundation on the east end at the 1960's addition



Fig. 1.12 Missing shiplap on east façade

## Exterior Foundation:

### Description:

The poured concrete foundation walls are not original to the building. In the 1940's the house was lifted and the concrete foundation was poured below at the same time of the construction of the first addition. The walls are partially exposed above grade about one to three feet, with four half windows to allow light into the basement; two windows on the east and west walls each. ***There is an exterior concrete stair and landing at the east entrance.***

At the second addition on the south end, the foundation walls are concrete masonry unit (CMU) blocks with three vents to the crawl space below. The east exterior porch is poured concrete slab that also sits on CMU blocks.

### Current Condition:

***The condition at the concrete has changed; it is in good to fair condition with minor cracking at the east exterior concrete stair. The condition at the CMU blocks has mostly remained the same. It is generally in fair to poor condition with large cracks at two locations where the foundation has most likely settled in the southwest corner of the house. There are also cracked and spalled CMU blocks at the east exterior stair. The west foundation wall could not be assessed due to the vegetation.***

## Exterior Siding and Trim:

### Description:

The wood shiplap siding is painted dark green with 5" corner boards. The starter board at the rim joist is 10" particleboard or plywood. Because the siding is continuous from the 1902 and 1940's era addition, it is likely the whole house was re-sided at the time of construction and new windows were added. There is a vertical board marking the location of the 1960's era addition on the west façade (see Figure 1.9). At this addition, there are also three vents in the lower starter board to ventilate the crawlspace below.



Fig. 1.13 Southern wood clapboard siding with significant peeling paint and weathering

#### *Current Condition:*

*The condition has mostly remained the same. The painted surface is however more significantly weathered. Overall the wood shiplap siding is in fair condition with checking, warping, holes, loose or missing boards, recessing nails, and staining and surface deterioration caused by moisture and corroded fasteners. Peeling paint can be found on all facades, but is most prominent on the east and south-facing facades. In some areas the paint is completely worn away. The northern façade facing the tracks and the western façade are generally in the best condition. A few boards are missing or rotten at the east and south façades. Nails are typically corroded. The starter board in the southwest corner is sagging or missing, most likely due to settlement after the 1960's addition.*





Fig. 1.14 East entrance original opening



Fig. 1.15 South addition entrance at porch

## Exterior Doorways and Doors:

### Description:

*There is a wood stair and landing with railing leading to the north entrance. There is a wood railing at the south porch.*

At the north and east entrances, the interior wood paneled doors with glass and wood trim appear to be original to the 1902 structure. It appears that the original divided lights on the north interior door were replaced with a single pane of glass. The wood storm door with glass at the east side may also be original; however, it is unlikely the glass would have been that large and would have been divided similarly to the windows and door. The storm door to the north appears to be a replacement aluminum door and frame within the original wood trim.

The interior door at the south porch is wood with 15 glass panels. The door appears to be original to the date of the 1960's construction.

### Current Condition:

*The condition has changed. At the north entrance, the wood stair and landing are in fair condition with wood deterioration. The wood railing failed and is damaged. The wood railing at the east entrance is missing. The wood railing at the south porch is in fair condition with failed connections, staining, and surface deterioration.*

*All doors are boarded up with plywood sheathing at the exterior. The north wood door appears to be in good condition with minor peeling paint. The east and south wood doors appear to be in fair condition with broken glass, peeling paint, and minor surface deterioration. One muntin is missing at the east door. The condition of the north aluminum storm door could not be assessed due to be plywood sheathing. The east and south storm doors are missing. These doors were likely removed for the installation of the plywood sheathing.*



Fig. 1.16 Interior view of smaller wood window in upstairs east bedroom



Fig. 1.17 Deteriorating glazing compound at window in upstairs west bedroom



Fig. 1.18 Window at south addition – bedroom



Fig. 1.19 Window at south addition – living room

*The wood sill at the east door is in poor condition with signs of rot. The condition of other wood trim and sill at the north and east doors could not be assessed due to the plywood sheathing. The wood trim and sill at the south door is in good condition.*

## Windows:

### Description:

*There are four multi-divided lite wood windows with storms at the basement.*

There is a mix of wood, double-hung, single glazed, three-over-three windows at the north and south facades of the second level, and six-over-six windows at the main level and east & west facades of the second level. Based on the metal springs used for operating the windows, it is assumed that these windows are not original, but later added during the 1940's when this operating type commonly replaced the former pulley operators using rope sash cords and counterweights. All of the wood is painted at the interior and exterior. At the first level, the windows have lower interior wood shutters at the lower sash that are likely not original.

There is a pair of windows on the west façade that likely replaced a former single window at the time the windows were replaced. Selective demolition was done by Miller Dunwiddie Architecture in 2015 to determine if the original framing held a single window instead of a double at one time, however evidence was inconclusive as it appears framing was also modified.

There are also two wood, 6-pane, double hung windows on the east elevation of the assumed 1940's era addition at the current bathroom and laundry rooms. The windows on the west side of the south façade at the living room are a set of four single pane, fixed casement wood windows that appear to be original to the 1960's era addition.

At the original southern façade, which is now the wall south of the hallway, the wall was opened up by Miller Dunwiddie Architecture in 2015 to find evidence of original window and/or door framing. It appears that there were perhaps one or two tall windows to the east of the chimney. There may also have been a window to the west of the chimney that was expanded into a larger opening between the dining and living room areas. There is framing at the same heights and similar widths as the remaining windows at the northern section of the house. It is possible that the current door frame for the bathroom





Fig. 1.20 Selective demolition below west kitchen window



Fig. 1.21 Selective demolition at original south wall

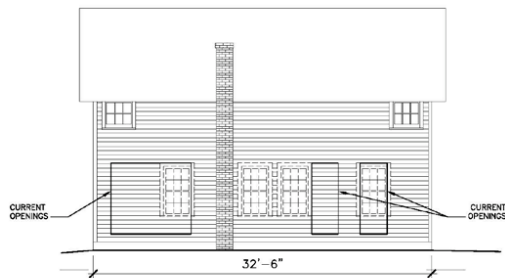


Fig. 1.22 Speculation of original 1902 southern façade. Current openings highlighted with solid dark line. (Miller Dunwiddie Architecture 2015)

was also once a window (see Figure 1.22 for speculation of original 1902 southern façade).

All of the double-hung windows have a wood storm with divided light patterns matching the interior window patterns. There are metal exterior shutters at all windows that are not original to the building.

### ***Current Condition:***

*The condition has changed. All windows are boarded up with plywood sheathing at the exterior. Based on interior observations, the windows are generally in fair condition with peeling paint, deteriorated glazing compound, broken glass, surface deterioration, and missing or broken hardware. The windows at the basement level are in poor condition with broken glass, wood deterioration, and missing wood components. The windows at the second level on the west and east facades are in fair to poor condition where the frame/muntin is deteriorated or missing. Most of the interior shutters at the first level are broken. The condition of the exterior wood storm windows could not be assessed due to the exterior plywood sheathing. Some windows are stored in the basement.*

*There is rot and deterioration at most sills with peeling paint. The second level windows on the north façade appear to be replacement sills.*



Fig. 1.23 Image of roof over addition looking east



Fig. 1.24 Roof intersects with original southern façade



Fig. 1.25 Attic of original structure with vermiculite insulation

## Roof:

### Description:

The building has two levels of gabled roofs currently covered with asphalt shingles. Based on the spacing between the roof decking boards at the second level roof as visible from within the attic space, the roof was likely originally covered with wood shingles. This spacing was important for air flow to dry the wood shingles from below and extend their useful life. There are also attic vents at both east and west gabled ends.

It is unknown how the 1940's era addition roof was constructed originally. It appears the roof framing may have been modified as part of the work to add the southern addition and porch in the 1960's. There is a large triangular louver at the south gabled end and vents near the ridge for air circulation in the attic space.

It is possible that the entire roof was re-shingled in the 1980's after a damaging storm, as that was also when the chimney was repaired. It is likely that the current shingles were more recently replaced at an unknown date as they appear to be generally in fair condition.

The wood fascia, soffit and cornice boards appear to be original on the northern section. At the 1940's and 1960's era additions, it is likely original to the 1960's remodel.

### Current Condition:

*The condition appears to have remained unchanged. (The condition of the asphalt shingles was assessed from the ground.) Overall, the asphalt shingles appear to be in good to fair condition with warping at deteriorated metal flashing and loose fascia. Deteriorated shingles were observed at the north end of the 1940s roof addition and along the west and east ends of the 1902 building. Additional site investigations should be performed by a roofing contractor to assess the condition of the asphalt shingles.*

*Overall the wood fascia, soffit and cornice boards appear to be in good to fair condition with minor areas of wood deterioration and peeling paint. The wood fascia is in fair to poor condition at the north, west and east sides of the 1902 building where it is loose or missing. The triangular louver at the south gable is in fair condition with peeling paint, surface deterioration, and missing trim. Metal flashing is in fair condition with warping and surface corrosion.*



Fig. 1.26 Replaced chimney

## Chimney: Description:

There is a masonry chimney adjacent to the original south exterior wall of the original northern section that extends above the lower roof. From the basement up to the attic level the chimney is made of cream-colored Chaska-style brick. Above the roof level it transitions to red brick. Based on the good condition of the red brick, it is possible that the full chimney might have been constructed of Chaska brick, which is significantly softer and more susceptible to damage, and the exposed brick was later replaced with red brick as a part of the 1980's repair work.

Additional evidence that the chimney was originally against the exterior of the south side of the house was discovered through selective demolition performed by Miller Dunwiddie Architecture in 2015. Within the wood frame and gypsum board chase created at the closet, clean struck joints are visible. At the inside of the hallway wall, the joints were not struck, indicating that access was restricted by the building.

## Current Condition:

*The condition has mostly remained the same. The masonry is in generally good condition and fair condition at the chimney base at the basement level where mortar joints are deteriorated due to standing water.*

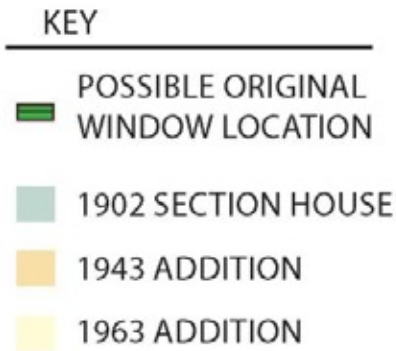


Fig. 1.27 Interior Chaska cream brick chimney at the closet demolition area showing struck joints



Fig. 1.28 Interior Chaska cream brick chimney at hallway demolition area with unfinished joints

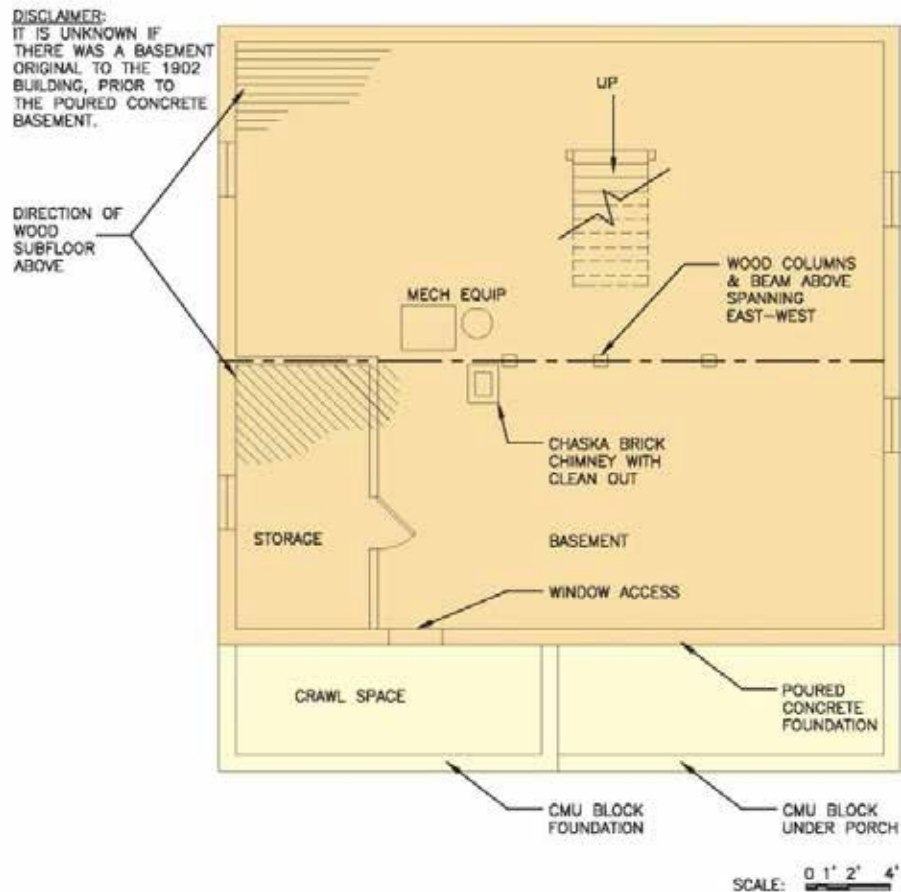




**Interior:**  
**Existing Floor Plans – Basement Level:**

The basement has one large space for storage, a smaller storage room below the 1940's addition and a crawl space below the 1960's addition.

There is one entrance to the basement from the central staircase.  
 There is no accessible access to this level.



**BASEMENT LEVEL FLOOR PLAN**

Fig. 1.29 Basement Level Floor Plan (Miller Dunwiddie Architecture 2015)



Fig. 1.30 Basement stairs below 1902 structure



Fig. 1.31 Smaller storage room below 1943 addition



Fig. 1.32 Wood columns and beam in center of basement



## KEY

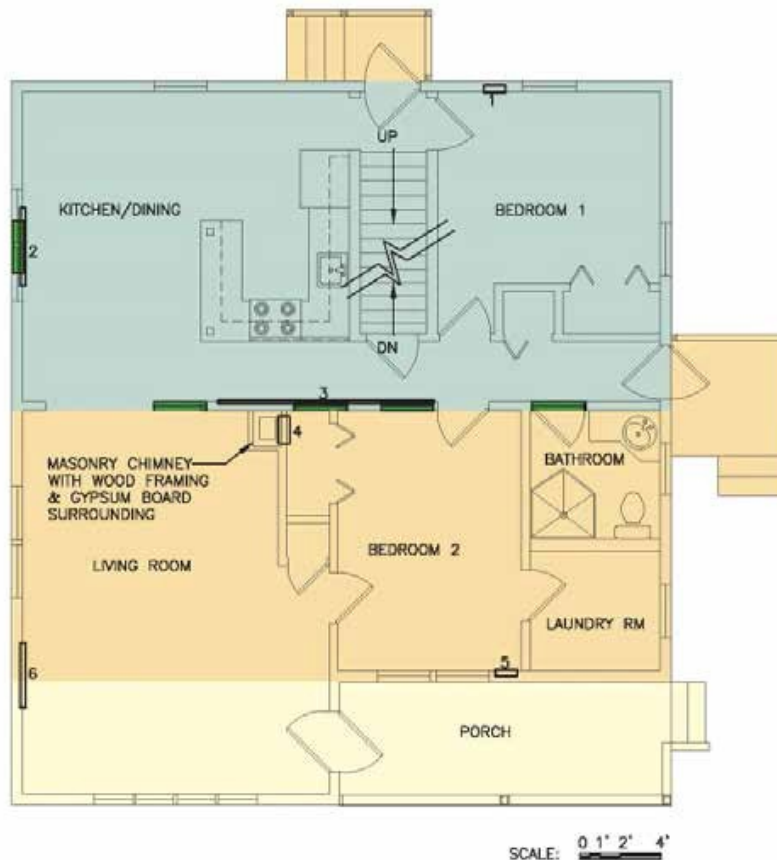
- POSSIBLE ORIGINAL WINDOW LOCATION
- 1902 SECTION HOUSE
- 1943 ADDITION
- 1963 ADDITION
- INVESTIGATIVE LOCATION

## Existing Floor Plans – First Level:

The first level was originally rectangular in shape and had two rooms; a kitchen on one side of the central stairs, and a living room or bedroom on the other side. The stairs are directly in line with the front entrance, and the east-west hallway behind the stairs is in line with the secondary east entrance.

The first addition enclosed the chimney and added the living room, another bedroom, a laundry room and a bathroom. The second addition extended the living room and added the southern porch with a third entrance.

The areas numbered below correspond with the locations where selective demolition was performed by Miller Dunwiddie Architecture in 2015 in order to determine the original construction of the wall assemblies.



FIRST LEVEL FLOOR PLAN

Fig. 1.33 First Level Floor Plan (Miller Dunwiddie Architecture 2015)



Fig. 1.34 Kitchen and Dining Room



Fig. 1.35 Bedroom 1



Fig. 1.36 Living Room



Fig. 1.37 Bathroom



Fig. 1.38 Bedroom 2



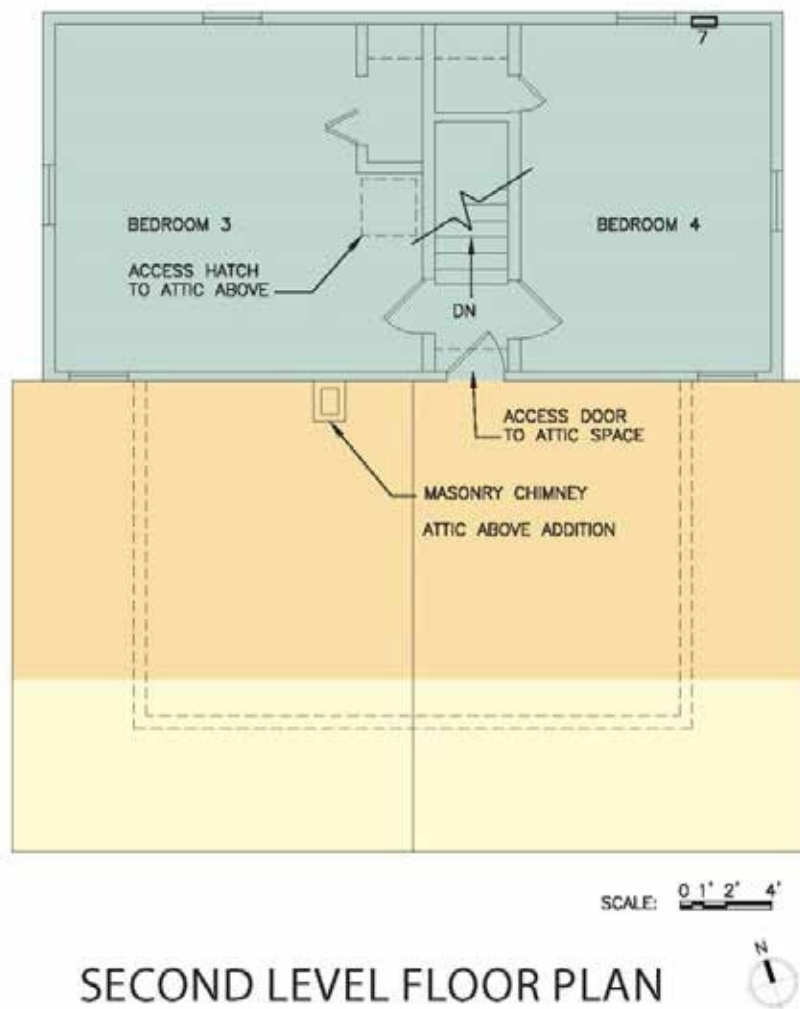
Fig. 1.39 Laundry Room

## KEY

- POSSIBLE ORIGINAL WINDOW LOCATION
- 1902 SECTION HOUSE
- 1943 ADDITION
- 1963 ADDITION
- INVESTIGATIVE LOCATION

## Existing Floor Plans – Second Level:

The second level, both originally and currently, had bedrooms with one on either side of the stairs. Each bedroom has three windows and a closet. Access to the attic is located in the west bedroom (#3). After the south addition, a knee wall door was added to the top of the stairs for access to the attic above the addition. From here, the original Chaska-style brick chimney is visible.



SECOND LEVEL FLOOR PLAN

Fig. 1.40 Second Level Floor Plan (Miller Dunwiddie Architecture 2015)





Fig. 1.41 Bedroom #4



Fig. 1.42 Bedroom #3



Fig. 1.43 Attic above bedrooms



Fig. 1.44 Attic above additions



Fig. 1.45 Stairs to second level



Fig. 1.46 Selective demolition on first level exterior wall



Fig. 1.47 Wallpaper on first level



Fig. 1.48 Cross section of tongue and groove wallboard with felt and wallpaper attached

## Walls:

### Description:

Selective demolition was previously used by Miller Dunwiddie Architecture to reveal the composition of the exterior walls to determine what may have been the original construction and what was added later. A portion of the walls were previously opened in various locations including: the north wall of Bedroom #4, the north wall of Bedroom #1, the south wall of Bedroom #2 and closet, the west wall of the Living Room, the west Dining Room wall, and the south wall of the main level hallway. The demolition in these areas helped Miller Dunwiddie Architecture to reveal the changes made to the finishes as well as the building materials used for the original versus the addition walls.

The original exterior walls of the 1902 building are composed of wood shiplap siding, (no sheathing), 4"x4" wood stud framing, and 1" thick tongue & groove horizontal wood planks in varying depths painted green on the interior side. The interior planks are covered with felt and wallpaper and there is no insulation. At a later, unknown date, the wallpapered exterior walls were covered with non-adhesive foil and either a ¾" fiberboard or ¾" gypsum board. The fiberboard is only located in the upstairs rooms and the gypsum board is on the main level and stairway. Since the selective demolition was only done from the interior, it is not certain if there is sheathing, but based on overall measurements and what is visible from the interior demolition, Miller Dunwiddie Architecture assumed that there was no sheathing.

The exterior walls of the additions are similar to the original walls with some minor differences. The walls consist of shiplap siding, (possibly no sheathing), wood stud framing, tar paper attached to the interior side of the wood framing, 1" lapped wood wallboards, foil, and ¾" gypsum board. Demolition performed by Miller Dunwiddie Architecture only removed up to the tar paper, so it is only a speculation that there is no insulation or sheathing.



*Current Condition:*

*The condition has mostly remained the same. Walls are generally in good condition and fair condition with holes, cracking, and missing shiplap siding. Cracking was observed at the southwest corner of the 1960s addition, which likely results from the differential settlement observed. Cracking is also present at the chimney at the main level, and some window and door openings throughout the house. Shiplap siding is missing at locations where selective demolition was performed.*



Fig. 1.49 Exterior wall composition at south Living Room first and second additions



Fig. 1.50 Fiberboard wall and ceiling at second level



Fig. 1.51 Acoustic ceiling tile in kitchen



Fig. 1.52 Ceiling of Laundry Room



Fig. 1.53 (left) crack at second addition



Fig. 1.54 (right) cracks in gypsum board around chimney

## Wall and Ceiling Finishes:

### Description:

It is likely that the original interior appearance at the 1902 building was the green painted tongue and groove wood planks or wallpaper, and later, the foil and gypsum board were added. The gypsum board at the main level is continuous from the 1902 building to the 1960's era addition and likely completed at the same time.

With the exception of the tile wainscot in the bathroom, all walls have painted fiberboard finish on the second level, and a gypsum board finish on the first level. The basement is unfinished concrete and CMU walls at the crawl space. The small storage room in the basement has two walls of 1'-0" wide horizontal wood planks on the interior only. The exposed wood framing is outside of the storage room.

As discussed in the previous section, it appears the original interior finish was painted wood planks followed by wallpaper, which was later covered with gypsum or fiber boards.

The ceilings on the first level are approximately 8'-0" above the finish floor (AFF) and consist of flush acoustic ceiling tile throughout the original 1902 section *and bedroom of the 1940 addition, and gypsum board ceilings elsewhere*. The ceilings of the second level are sloped at the north and south walls and are approximately 7'-5" AFF in the center of the room and 5'-5" AFF at the lowest ceiling point. The ceilings are assumed to be of similar construction as the exterior second level walls. The basement ceiling has exposed wood floor joists and the underside of the main level wood sub-floor is also exposed. The height to the bottom of the joist is approximately 6'-7 $\frac{3}{4}$ " AFF and 7'-4 $\frac{1}{4}$ " AFF to the top of the joists.

### Current Condition:

*The condition has mostly remained the same. Wall finishes are generally in good condition and fair condition where cracking was observed (see Walls section for more details). The wood planks of the storage room are in poor condition at the base due to water damage.*

*Ceiling finishes throughout the building are in good to fair condition with minor cracking, holes, and missing acoustic ceiling tiles. The laundry room ceiling has some peeling paint.*



Fig. 1.55 Hardwood floor upstairs bedroom



Fig. 1.56 Linoleum in laundry room



Fig. 1.57 Transition line in hardwood floor in living room at area of second addition



Fig. 1.58 Horizontal floor boards of original building as seen from basement

## Floors:

### Description:

The house has hardwood floors throughout, with the exception of carpeted stairs to the second level, which likely have hardwood treads below; the concrete basement floor; and linoleum or vinyl sheet in the laundry room and bathroom.

At the first level, the hardwood floor is continuous from the 1902 building into the 1940's addition and is therefore likely a replacement hardwood from the 1940's. There is a prominent butt joint in the living room floor at the area of the second addition indicating that the hardwood floor in only that area is likely original to the 1960's era construction date.

The second level hardwood floors do not match the first level hardwood flooring and could be original to the 1902 building. The in-floor metal heat transfer grates at the second level may also be original to the 1902 building.

The original subflooring can be seen from the basement. Below the original building the floorboards run horizontally, but below the addition the floor boards are narrower and run diagonally. ***Floor boards are supported by wood joists, beams, and columns at the basement.*** Floor boards are painted white in areas and likely reclaimed wood from an unknown source. It is possible these might have originally been exterior siding.

The basement is unfinished with exposed concrete at the floors or dirt in the crawl spaces. The laundry room and bathrooms are covered with linoleum or vinyl.

### Current Condition:

***Additional conditions were observed at the basement. The concrete basement floor is in fair condition with evidence of standing water, dirt, and cracking. The wood columns at the basement level are in fair condition with wood deterioration at the base due to standing water. The wood joists of the first-floor framing are in fair condition with evidence of joist rotation and lack of connectivity at the supports. Additional investigations should be performed by a Structural Engineer to assess the structural integrity and capacity of the floor framing.***

***The condition of floor finishes has mostly remained the same. Overall the wood floors are in good to fair condition with staining and minor areas of wear. The linoleum or vinyl sheet***





Fig. 1.59 Diagonal floor boards of addition as seen from basement



Fig. 1.60 Painted wood door at second level



Fig. 1.61 Folding wood door at second level



Fig. 1.62 Stained/painted wood doors on first level

*flooring is in fair to poor condition with staining, water damage, and deterioration. The carpeted areas are in fair condition with visible wear.*

## Doorways and Doors:

### Description:

The basement door to the small storage room is a wood paneled door painted green then white. This may date from the 1902 construction and may have been relocated from another location on the house.

The first level has stained wood or possibly manufactured doors throughout. The bathroom door is painted on the inside and stained facing the hallway. Addition doors match the doors in the original section indicating they may have all been replaced at a later date.

At the second level, the solid wood stile and rail doors and 4" wood trim are painted white. The west bedroom has a folding door to the closet which is not original. There is a wood knee-wall door added during the 1940's addition which leads to the attic above the first level addition.

### Current Condition:

*The condition has mostly remained the same; however, the door is missing at the kitchen and laundry room. The wood doors and associated trim are typically in good condition with some minor areas of peeling paint or other worn surfaces. Most doorknobs appear to be contemporary brass knobs. The basement storage door has water damage from standing water.*



Fig. 1.63 Original painted solid wood door in basement may have been relocated



Fig. 1.64 Stair at basement level



Fig. 1.65 Stair looking up to the second level landing from the first level entrance



Fig. 1.66 Baseboard in second level bedrooms



Fig. 1.67 Baseboard at living room near chimney

## Stairways:

### Description:

There are two interior stairways in the house. One is centrally located at the first level and faces the main north entrance. It is covered with green carpeting which is assumed to be covering the original wood treads and risers. It does not meet current code requirements for riser and tread dimensions nor does it meet requirements for handrails, as they are not the correct height and do not have adequate extensions at the top and bottom.

The second stair is located directly below to access the basement level. This stair was added during the 1940's era addition when the basement was built. The stair has a straight run of open wood stringer and tread construction with two square posts at the bottom. The treads are very narrow and almost equal to the rise. This stair also does not meet current code requirements.

### Current Condition:

*The good condition of the first-level stair has remained the same with evidence of wear at carpeted treads. However, the lower-level stair is in poor condition with wood splitting and wood deterioration at the stair base due to standing water.*

## Decorative Features and Trim:

### Description:

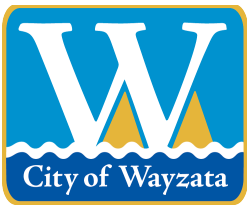
There is simple wood base with quarter round trim at the floor. All base is solid wood and painted white.

Door and window trim in the 1902 section is a simple squared 1x while the trim in the additions is more contemporary, appearing to have a "ranch" profile. All wood trim is painted white.

### Current Condition:

*The condition has mostly remained the same. The majority of the wood trim is in good to fair condition with staining, minor surface deterioration, and holes, and poor condition where it is loose.*





## City of Wayzata Planning Commission Agenda Report

|                                                                    |                          |
|--------------------------------------------------------------------|--------------------------|
| <b>MEETING DATE:</b> December 16, 2019                             | <b>AGENDA ITEM:</b> 6.a. |
| <b>TITLE:</b> Review of Development Activities                     |                          |
| <b>PREPARED BY:</b> Nick Kieser, Assistant Planner                 |                          |
| <b>REVIEWED BY:</b> Emily Goellner, Community Development Director |                          |
| <b>60 DAY DEADLINE:</b> N/A                                        |                          |

**BACKGROUND:**

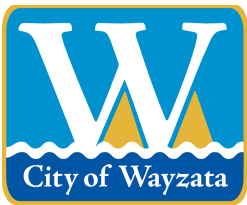
Staff will provide a verbal update at the meeting.

**ACTION REQUESTED:**

N/A

**ATTACHMENTS:**

None



## City of Wayzata Planning Commission Agenda Report

|                                                                    |                          |
|--------------------------------------------------------------------|--------------------------|
| <b>MEETING DATE:</b> December 16, 2019                             | <b>AGENDA ITEM:</b> 6.b. |
| <b>TITLE:</b> December 3 City Council Report                       |                          |
| <b>PREPARED BY:</b> Nick Kieser, Assistant Planner                 |                          |
| <b>REVIEWED BY:</b> Emily Goellner, Community Development Director |                          |
| <b>60 DAY DEADLINE:</b> N/A                                        |                          |

**BACKGROUND:**

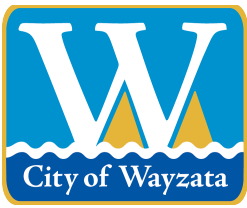
Commissioner Merriam and staff will provide an update at the meeting.

**ACTION REQUESTED:**

N/A

**ATTACHMENTS:**

None



## City of Wayzata Planning Commission Agenda Report

|                                                                                    |                          |
|------------------------------------------------------------------------------------|--------------------------|
| <b>MEETING DATE:</b> December 16, 2019                                             | <b>AGENDA ITEM:</b> 6.c. |
| <b>TITLE:</b> Planning Commissioner Liaison for the January 7 City Council Meeting |                          |
| <b>PREPARED BY:</b> Nick Kieser, Assistant Planner                                 |                          |
| <b>REVIEWED BY:</b> Emily Goellner, Community Development Director                 |                          |
| <b>60 DAY DEADLINE:</b> N/A                                                        |                          |

### **BACKGROUND:**

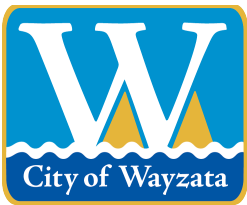
There are currently two Planning Commission appointments to be made by the City Council for terms ending on December 31, 2019. Interviews and appointments are scheduled for Tuesday, December 17. The schedule of Planning Commissioner Liaisons for City Council meetings in 2020 will be finalized on Wednesday, December 18. Staff will notify Commissioners of the schedule at that time.

### **ACTION REQUESTED:**

N/A

### **ATTACHMENTS:**

None



## City of Wayzata Planning Commission Agenda Report

|                                                                    |                          |
|--------------------------------------------------------------------|--------------------------|
| <b>MEETING DATE:</b> December 16, 2019                             | <b>AGENDA ITEM:</b> 6.d. |
| <b>TITLE:</b> Review of the 2020 Meeting Calendar                  |                          |
| <b>PREPARED BY:</b> Nick Kieser, Assistant Planner                 |                          |
| <b>REVIEWED BY:</b> Emily Goellner, Community Development Director |                          |
| <b>60 DAY DEADLINE:</b> N/A                                        |                          |

### **BACKGROUND:**

The City Council has approved the 2020 Meeting Calendar. Please note changes to the regularly scheduled meeting dates for January, February, March, September, and November. The changes are due to national holidays, the primary election, and the general election.

### **ACTION REQUESTED:**

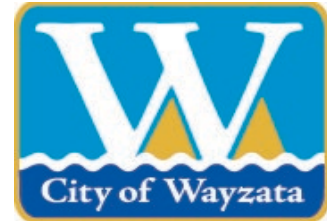
N/A

### **ATTACHMENTS:**

1. City of Wayzata 2020 Meeting Calendar

# City of Wayzata

## 2020 Meeting Calendar



| January 2020 |    |    |    |    |    |    |
|--------------|----|----|----|----|----|----|
| S            | M  | T  | W  | Th | F  | S  |
|              |    |    | 1  | 2  | 3  | 4  |
| 5            | 6  | 7  | 8  | 9  | 10 | 11 |
| 12           | 13 | 14 | 15 | 16 | 17 | 18 |
| 19           | 20 | 21 | 22 | 23 | 24 | 25 |
| 26           | 27 | 28 | 29 | 30 | 31 |    |

| February 2020 |    |    |    |    |    |    |
|---------------|----|----|----|----|----|----|
| S             | M  | T  | W  | Th | F  | S  |
|               |    |    |    |    |    | 1  |
| 2             | 3  | 4  | 5  | 6  | 7  | 8  |
| 9             | 10 | 11 | 12 | 13 | 14 | 15 |
| 16            | 17 | 18 | 19 | 20 | 21 | 22 |
| 23            | 24 | 25 | 26 | 27 | 28 | 29 |

| March 2020 |    |    |    |    |    |    |
|------------|----|----|----|----|----|----|
| S          | M  | T  | W  | Th | F  | S  |
| 1          | 2  | 3  | 4  | 5  | 6  | 7  |
| 8          | 9  | 10 | 11 | 12 | 13 | 14 |
| 15         | 16 | 17 | 18 | 19 | 20 | 21 |
| 22         | 23 | 24 | 25 | 26 | 27 | 28 |
| 29         | 30 | 31 |    |    |    |    |

| April 2020 |    |    |    |    |    |    |
|------------|----|----|----|----|----|----|
| S          | M  | T  | W  | Th | F  | S  |
|            |    |    | 1  | 2  | 3  | 4  |
| 5          | 6  | 7  | 8  | 9  | 10 | 11 |
| 12         | 13 | 14 | 15 | 16 | 17 | 18 |
| 19         | 20 | 21 | 22 | 23 | 24 | 25 |
| 26         | 27 | 28 | 29 | 30 |    |    |

| May 2020 |    |    |    |    |    |    |
|----------|----|----|----|----|----|----|
| S        | M  | T  | W  | Th | F  | S  |
|          |    |    |    |    | 1  | 2  |
| 3        | 4  | 5  | 6  | 7  | 8  | 9  |
| 10       | 11 | 12 | 13 | 14 | 15 | 16 |
| 17       | 18 | 19 | 20 | 21 | 22 | 23 |
| 24       | 25 | 26 | 27 | 28 | 29 | 30 |
| 31       |    |    |    |    |    |    |

| June 2020 |    |    |    |    |    |    |
|-----------|----|----|----|----|----|----|
| S         | M  | T  | W  | Th | F  | S  |
|           | 1  | 2  | 3  | 4  | 5  | 6  |
| 7         | 8  | 9  | 10 | 11 | 12 | 13 |
| 14        | 15 | 16 | 17 | 18 | 19 | 20 |
| 21        | 22 | 23 | 24 | 25 | 26 | 27 |
| 28        | 29 | 30 |    |    |    |    |

| July 2020 |    |    |    |    |    |    |
|-----------|----|----|----|----|----|----|
| S         | M  | T  | W  | Th | F  | S  |
|           |    |    | 1  | 2  | 3  | 4  |
| 5         | 6  | 7  | 8  | 9  | 10 | 11 |
| 12        | 13 | 14 | 15 | 16 | 17 | 18 |
| 19        | 20 | 21 | 22 | 23 | 24 | 25 |
| 26        | 27 | 28 | 29 | 30 | 31 |    |

| August 2020 |    |    |    |    |    |    |
|-------------|----|----|----|----|----|----|
| S           | M  | T  | W  | Th | F  | S  |
|             |    |    |    |    |    | 1  |
| 2           | 3  | 4  | 5  | 6  | 7  | 8  |
| 9           | 10 | 11 | 12 | 13 | 14 | 15 |
| 16          | 17 | 18 | 19 | 20 | 21 | 22 |
| 23          | 24 | 25 | 26 | 27 | 28 | 29 |
| 30          | 31 |    |    |    |    |    |

| September 2020 |    |    |    |    |    |    |
|----------------|----|----|----|----|----|----|
| S              | M  | T  | W  | Th | F  | S  |
|                |    | 1  | 2  | 3  | 4  | 5  |
| 6              | 7  | 8  | 9  | 10 | 11 | 12 |
| 13             | 14 | 15 | 16 | 17 | 18 | 19 |
| 20             | 21 | 22 | 23 | 24 | 25 | 26 |
| 27             | 28 | 29 | 30 |    |    |    |

| October 2020 |    |    |    |    |    |    |
|--------------|----|----|----|----|----|----|
| S            | M  | T  | W  | Th | F  | S  |
|              |    |    |    | 1  | 2  | 3  |
| 4            | 5  | 6  | 7  | 8  | 9  | 10 |
| 11           | 12 | 13 | 14 | 15 | 16 | 17 |
| 18           | 19 | 20 | 21 | 22 | 23 | 24 |
| 25           | 26 | 27 | 28 | 29 | 30 | 31 |

| November 2020 |    |    |    |    |    |    |
|---------------|----|----|----|----|----|----|
| S             | M  | T  | W  | Th | F  | S  |
| 1             | 2  | 3  | 4  | 5  | 6  | 7  |
| 8             | 9  | 10 | 11 | 12 | 13 | 14 |
| 15            | 16 | 17 | 18 | 19 | 20 | 21 |
| 22            | 23 | 24 | 25 | 26 | 27 | 28 |
| 29            | 30 |    |    |    |    |    |

| December 2020 |    |    |    |    |    |    |
|---------------|----|----|----|----|----|----|
| S             | M  | T  | W  | Th | F  | S  |
|               |    | 1  | 2  | 3  | 4  | 5  |
| 6             | 7  | 8  | 9  | 10 | 11 | 12 |
| 13            | 14 | 15 | 16 | 17 | 18 | 19 |
| 20            | 21 | 22 | 23 | 24 | 25 | 26 |
| 27            | 28 | 29 | 30 | 31 |    |    |

- Energy & Environment Committee - 5:00 PM
- Planning Commission - 6:30 PM
- City Council - 7:00 PM
- Wayzata School Board
- Lake Minnetonka Conservation District (LMCD)
- Heritage Preservation Board (HPB) - 5:00 PM
- Housing & Redevelopment Authority (HRA) - 7:30 AM
- Parks & Trails Board - 6:00 PM
- Charter Commission - 9:00 AM
- Elections (see below)
- Night to Unite

Meeting dates and times are subject to change. Dates can be confirmed by calling City Hall.

- Holiday Observed  
City Offices Closed

Presidential Nomination Primary Elec - 3/3/20

Primary Election - 8/11/2020

General Election - 11/3/2020