WAYZATA PLANNING COMMISSION
Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street
Monday, December 16, 2024
6:30 PM

HYBRID MEETING INFORMATION
Click here to join Zoom Meeting
Meeting ID: 814 2288 7154 Passcode: 514894
Members of the public may attend this Planning Commission meeting in person, or watch and listen remotely by viewing the meeting on Channel 8, WCTV, and at the City's website at www.wayzata.org/WCTV.

Public comment during the Public Forum and/or Public Hearing portions of the meeting may be provided in person at the meeting, in advance, or by logging into the zoom call and raising your hand during the public hearing. **When your name is called in the meeting, you will be seen and heard in our Council Chambers and the cable channel**. You will be asked to unmute and then you may begin your comment. All public comments must include your full name and address.

The City encourages comments or questions about items on the agenda and, when possible, requests that you submit them in advance by emailing PublicComment@wayzata.org, calling City staff at 952-404-5323, or mailing Wayzata City Hall at 600 Rice St E, Wayzata, MN 55391 (Attn: Public Comment).

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Consent Agenda**
   a. Approval of Meeting Minutes of November 18, 2024
5. **Public Hearing Items**
   a. Consider Zoning Text Amendments for Chapter 909 (Design Standards)
   b. Consider Zoning Text Amendments for Chapters 955 (R-3A District) and 920 (Parking)
6. **Other Items**
   a. Review of Development Activities
   b. Planning Commission Meeting Schedule
7. **Adjournment**

Upcoming Meetings:
City Council - December 17, 2024
Planning Commission - January 6, 2025

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

City of Wayzata
Planning Commission
Agenda Report

MEETING DATE: December 16, 2024	**AGENDA ITEM:** 4.a
TITLE: Approval of Meeting Minutes of November 18, 2024	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Eric Zweber, Planning Consultant	
60 DAY DEADLINE: N/A	

BACKGROUND:
N/A

ACTION REQUESTED:
Staff recommends approval of the meeting minutes of November 18, 2024.

ATTACHMENTS:
1. Draft Planning Commission Minutes of November 18, 2024

WAYZATA PLANNING COMMISSION
MEETING MINUTES
NOVEMBER 18, 2024

AGENDA ITEM 1. Call to Order

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

Chair Stockton read a prepared statement that outlined multiple options for joining remotely or submitting comments and questions.

AGENDA ITEM 2. Roll Call

Chair Stockton asked Planner Quarles to take roll call.

Present at roll call were Commissioners: Plantan, Stockton, Cameron, Schwalbe, and Severson. Planning Consultant Eric Zweber, Assistant Planner Valerie Quarles, and City Attorney David Schelzel were also present.

Absent at roll call was Commissioner: Elg (with prior notice)

AGENDA ITEM 3. Approval of Agenda

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

Commissioner Severson made a motion, seconded by Commissioner Cameron, to approve the November 18, 2024 agenda, as presented. The motion carried unanimously.

AGENDA ITEM 4. Consent Agenda

a.) **Approval of the November 4, 2024 Planning Commission Meeting Minutes**
b.) ~~**Approval of Report and Recommendation of Approval for Zoning Text Amendments for Cannabis Business Regulations**~~ **(**moved to 5.a. for separate discussion)

Chair Stockton read the items on the consent agenda and asked if any Commissioner wished to pull an item for further discussion.

Commissioner Severson made note of some corrections in the meeting minutes where Commissioner Elg was referred to as a Councilmember instead of Commissioner.

Chair Stockton stated that she would like to pull item b. for further discussion.

Chair Stockton asked for a motion to approve item a. of the Consent Agenda with the corrections noted by Commissioner Severson.

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Commissioner Schwalbe made a motion, seconded by Commissioner Plantan, to approve item 4.a. of the Consent Agenda with the changes to the minutes as noted to correct the references to Commissioner Elg, and to pull item 4b. for separate discussion.

The motion carried unanimously.

AGENDA ITEM 5. Old Business:

a) **Approval of Report and Recommendation of Approval for Zoning Text Amendments for Cannabis Business Regulations (**formerly Consent Agenda item 4.b.)

Chair Stockton stated that the Planning Commission had a very in-depth discussion on this item but after further reflection, she had some additional thoughts that she wanted to share with the Commission. She highlighted the four things that she wanted to bring to the Commission's attention, starting with ensuring the City Council is aware there is a private school bus stop on the west side of the Colonial Square location not covered by the current buffer zone. Secondly, she suggested that the City establish criteria for changing the buffer. Thirdly, she stated that if the buffer zones were significantly altered in the future she wanted to request that City Council consider having the Planning Commission review the amended buffer zones and land use impacts. Lastly, she asked that Planning Commission be formally advised in the future when City Council workshops are held so the Commissioners could potentially sit in and listen in order to be able to hear Council's thinking for these type of larger, complex items. She asked if anyone on the Commission had any thoughts of the four additional items she had raised.

Commissioner Severson asked for clarification on where the bus stop referenced by Chair Stockton was actually located.

Chair Stockton explained that there was a public bus stop to the north on the same side of the street as Colonial Square on County Road 101, and that the private school bus stop shifts position a bit depending on snow plowing but is primarily near the Juut salon and the bagel shop.

Commissioner Severson asked if this private bus stop was located in Colonial Square, and noted that she knew that there was a bus stop for the Wayzata public school systems in the apartment building located north of there.

Chair Stockton clarified that the private school bus stop is located within the parking lot of Colonial Square. She explained that she just wanted the Council to be aware of the potential impact of their decisions in case they were not aware of this bus stop.

Planning Consultant Zweber stated that he had discussed this a bit with City Attorney Schelzel and noted that they believed that there was some merit to looking at things associated with schools, like bus stops, but want to ensure that they look at all similar uses equally. He explained that they would not just want to parse out the private school bus stops without looking also at the public school bus stops.

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Chair Stockton stated that she agreed with that observation, and explained that she was just speaking from her knowledge of that bus stop. She asked if school proximity was a criteria, and reiterated that she wanted to include a finding that recommended to the Council that they establish criteria for why the buffer is there and what would be a trigger for looking at a change.

Commissioner Schwalbe asked if Chair Stockton was referring to the future or the present.

Chair Stockton explained that she was referring to both in the sense that it was challenging to make land use recommendations related to allowed locations of cannabis businesses when there is a variable that could change, and they do not know when or why.

City Attorney Schelzel stated that he felt a good way to put it was to think about the buffer zones as a significant variable that is the basis of the Commission's findings and recommendation from its last meeting. He noted that staff had discussed this a bit and explained that the language in the findings of the draft Planning Commission report talk about that in a few places. He stated that they could make a modification to the draft report that would replace the concept of 'reasonable' buffer with the actual buffers that had been presented to the Commission at the last meeting, so that Council can see that the Commission's recommendations were based on the staff-developed buffers that were in turn based on the direction from the City Council at one of its workshop meetings. He explained that he understood that this point was just part of the point that Chair Stockton was trying to make, but noted that he felt this would alert the Council.

Commissioner Cameron asked about the buffer zones and if, at the State level, there was any requirement for any buffer zones.

City Attorney Schelzel stated that there was no requirement for buffer zones from the State but that cities could impose buffer zones within the limits of the State statute.

Commissioner Cameron asked if that meant that cannabis businesses could literally be located right next to a church or a preschool.

City Attorney Schelzel stated that was correct, and explained that the State statute allows local units of government to decide and establish those buffer zones that made sense in their community in specific places like schools, residential treatment facilities, and areas of public parks where children may gather. He noted that there is also general language in the statute about reasonable restrictions on time, manner, and place, that in his opinion, would allow the City to look at creating buffers around, for example, bus stops regularly used by school children. He noted that could equate to a lot of places so the City would have to be careful not to make it impossible for a cannabis business to locate in the City. He stated that as the Commission was told at the last meeting, staff are trying to strike a balance so that at least one cannabis retailer could locate in the City as required by the State statute, but also incorporate some reasonable restrictions on time, manner and place.

Commissioner Cameron noted that the City had not yet done that, which he felt may have been Chair Stockton's point. He stated that he thinks the Commission's recommendation was for this to be C-2, C-3, and C-3A, but if it goes forward just like that and nothing else changes, then one

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of these businesses could go anywhere within those areas, because the Council had not set any buffer areas yet.

City Attorney Schelzel stated that was correct and clarified that his earlier point was to say that the findings of the draft Planning Commission report are specific in saying that the Commission's recommendation is predicated on the fact that there would be buffer zones. But until those are established, those businesses could locate anywhere within the specified zoning areas that allow them.

Chair Stockton stated that she would like to know the goal of the buffer zones in order to ensure that there is a common understanding as to why they exist, for example, safety.

City Attorney Schelzel noted that the State statute allows cities to adopt reasonable restrictions on the time, manner, and place of the operation of a cannabis business, including buffers specified in the statute. He stated that there are no specific criteria that cities need to apply when adopting the buffers, but they should have a reasonable basis and explained that the buffer zones developed by staff with the Council's direction were essentially at the maximum allowed under the State statute, with a caveat on how they are measured.

Commissioner Severson asked if the City could apply a time restriction for hours of operation.

City Attorney Schelzel explained that it could be part of the regulations, but that would be something that the Council would look at.

Planning Consultant Zweber noted that the State statute outlines the hours that the business must be closed and within the hours that remain, they give the City a bit of a buffer but noted that the State had provided a set of hours that the community must allow the business to be open.

Chair Stockton stated that she assumed that had been discussed at the workshop meeting and felt it was an example of why the Commission would have been able to make their recommendations with more certainty if they had learned what had been under consideration. She explained that the decision becomes more challenging when these types of parameters are unknown by the Commission when it comes to land use. She gave the example of the bus stop issue and noted that for the private schools, there are only 1 or 2 pick-up points throughout the City which she felt was worth noting. She asked the Commission what they felt about her idea to ask the Council to consider that, if the buffer zones do change significantly, they have it come before the Planning Commission.

Planning Consultant Zweber stated that his understanding was that Chair Stockton's fourth point on notification was that it was not necessarily cannabis-specific in nature. He noted that because it was not specific to cannabis, he was not sure if would be appropriate for it to be in this cannabis report and recommendation. He noted that he had spoken with City Manager Dahl about this and shared some of their ideas.

Chair Stockton stated that she agreed that her comment was probably not cannabis-specific, but the degree to which cannabis has a lot of unknowns that fall under policy brought this to her

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attention. She stated that she did not want to request attendance at every Council workshop, but felt that this particular topic and discussion at the workshop would have been a good one for the Commission to attend.

Commissioner Schwalbe asked if Chair Stockton was suggesting that in addition to the buffer zones that the Commission had already recommended that there also be some mini buffers where the bus stops are located.

Chair Stockton stated that she was not making that type of suggestion, but she wanted to highlight it as a supportive findings that wouldn't be lost within all of the notes, that would touch on whether or not the buffers should include the bus stops or not and how that would impact the overall recommendation.

Commissioner Plantan asked if the Commission could make a recommendation of approval with the findings that they would have to have included or mentioned to the Council, for example, the consideration of bus stops.

Chair Stockton gave an additional explanation of criteria that she would like to see and noted that if there is a variable, she would also like to know what would be the basis for changing the variable.

City Attorney Schelzel stated that he believes it would be the same criteria under which the Council would adopt those buffers in the first place. He explained that the direction the Council had given to staff was to take advantage of the full extent to which a City can adopt those buffers under the State statute.

Chair Stockton explained that the reason she was getting hung up on the criteria is because she didn't understand all of the criteria, but noted that it sounded like some of those things were already there that go back to the workshop discussion. She noted that she would also like to see the Commission include in their motion a request to see if there is a significant change in the buffers.

Commissioner Severson asked if Chair Stockton was asking that the Council, in that situation, bring it back to the Commission.

Chair Stockton gave what she described an extreme example, where there were no buffers and instead of it just being approved, it would come back to the Commission to look at appropriate land uses. She noted that this would just be a request for the Council.

City Attorney Schelzel stated that the suggested changes that were reflected on the screen before the Commissioners will get them halfway there because it makes it clear to Council that the Commission's recommendations are based on the buffer zones that had been presented by staff at the last Commission meeting. He noted that the Commission could also add a finding at the end that says, should Council adopt buffer zones that are significantly different than what was presented, the Commission would request that they revisit that issue.

Chair Stockton confirmed that was what she was trying to say.

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Chair Stockton asked for a motion. Commissioner Cameron made a motion, Commissioner Severson seconded, recommending approval of Report and Recommendation of Approval for Zoning Text Amendments for Cannabis Business Regulations, with the addition of item h - a consideration of the bus stops as they are today as well as how they may change, and the addition of item i - if there are significant changes to the buffers that, if it affects land use, that the Council consider bringing it back before the Commission. The motion carried unanimously.

AGENDA ITEM 6. Other Items:

a) Review of Development Activities

Planning Consultant Zweber stated that the former Wells Fargo site has had the old building pretty much demolished in preparation for the new apartment building. He stated that the City has approved the development agreement for Westway Condominiums but are still in process on their building permit. He stated that the City was also currently negotiating the development agreement for Moments of Wayzata.

Planner Quarles stated that regarding the R-3A study, there was currently a survey out to the community. She noted that they have already gotten around 50 responses and encouraged additional responses. She stated that the responses will be summarized at the December 16, 2024 Commission meeting along with code changes.

b) Planning Commission Meeting Schedule

Planner Quarles stated that she would have the 2025 meeting calendar attached to the packet for the next meeting.

Planning Consultant Zweber stated that the December 2, 2024, Commission meeting has been canceled, so their next meeting will be on December 16, 2024.

AGENDA ITEM 7. Adjournment.

There being no further business on the agenda, Chair Stockton asked for a motion to adjourn.

Commissioner Plantan made a motion, seconded by Commissioner Schwalbe, to adjourn the Planning Commission meeting. The motion carried unanimously.

The Planning Commission meeting was adjourned at 7:10 p.m.

Respectfully submitted,
Kayla Atkins Rokosz
TimeSaver Off Site Secretarial, Inc.

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City of Wayzata
Planning Commission
Agenda Report

MEETING DATE: December 16, 2024	**AGENDA ITEM:** 5.a
TITLE: Consider Zoning Text Amendments for Chapter 909 (Design Standards)	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Eric Zweber, Planning Consultant	
60 DAY DEADLINE: N/A (City-initiated Text Amendment)	

BACKGROUND:

The City's Design Standards underwent a significant rewrite as one of the first items in the Zoning Study, culminating in their adoption in June 2021. Since then, staff have been administering the Standards on many types of projects and learning where there is room for improvement and clarification to the existing Standards. The proposed amendments are meant to address common administrative questions and integrate the most current best practices in order to make adhering to the Standards easier for all participants. The Planning Commission reviewed a draft of the changes at their November 18 workshop.

ACTION REQUESTED:

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

ATTACHMENTS:

1. Design Standards Update - Draft Ordinance
2. Design Standards Update - Draft Ordinance

CITY OF WAYZATA

HENNEPIN COUNTY, MINNESOTA

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 909 OF THE WAYZATA ZONING ORDINANCE (PART IX OF CITY CODE) TO UPDATE CERTAIN SECTIONS OF DESIGN STANDARDS

WHEREAS, City staff, working with the Planning Commission, has drafted certain amendments to the Design Standards of the Zoning Ordinance to provide clarifications and improvements to existing language (the "Zoning Ordinance Amendments");

WHEREAS, the Planning Commission reviewed the Zoning Ordinance Amendments, and recommended their approval and adoption as detailed in the Report and Recommendation of the Planning Commission, dated _____, 2024; and

WHEREAS, City Council concurs with and hereby adopts the findings and recommendation of the Report and Recommendation of the Planning Commission on the Zoning Ordinance Amendments.

NOW THEREFORE, THE CITY OF WAYZATA ORDAINS:

Section 1. Amendments to Sections 7, 8, 10, 14, 24 and 29 of Chapter 909. Sections 7.A.2, 8.A, 10.A and B., 14, 24.C.1, and 29.B and C. of Chapter 909 of the Wayzata City Code (Design Standards) are hereby amended (~~struck~~ text deleted; underlined text added):

909.07 Building Width

A. New Buildings—All Districts.

2. Proposed development located between Lake Street and the shoreline of Wayzata Bay shall provide any required significant massing breaks as midblock connections, to provide pedestrian views of Lake Minnetonka where possible and/or allow for potential future access to the lake.

909.08 Upper Story Building Stepbacks

A. New Buildings—All Districts.

1. Building height shall conform to the height standards of the applicable zoning district. Every proposed multifamily and commercial facade exceeding 60 feet in façade length and fronting a public right-of-way shall provide an upper story stepback ~~at the highest occupiable story~~ third story.

…

6. The upper story stepback standard shall ~~apply to the upper floors of buildings as follows:~~ begin at the third floor. Two-story buildings are not required to have a stepback.

~~a) Lake Street and Bluff District: the upper story stepback shall apply to the third floor.~~

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~~b) Wayzata Boulevard District: the upper story stepback shall apply to the uppermost floor of a building that is above the ground level.~~

909.10 Rooftop Equipment Location and Screening

A. Lake Street and Bluff Districts.

1. No portion of mechanical equipment shall be located ~~on~~ at or above the level of the roof deck. All mechanical equipment must be located ~~either~~ (i) in the building interior; (ii) on the exterior of the building but below the level of the roof deck; or (iii) on grade, at the side or rear yard, and concealed from view. Mechanical equipment must not be visible from street level.

B. Wayzata Blvd District.

1. Mechanical equipment items less than ~~three~~ five feet in height ~~and nine square feet in area~~ may be located on the roof surface, provided: (i) the total roof area covered by such equipment is less than 25 percent of roof area; and (ii) the equipment is fully concealed by 42-inch parapets or compatible architectural elements.

2. All other mechanical equipment items must be located ~~either~~ (i) in the building interior; (ii) on the exterior of the building but below the level of the roof deck; or (iii) on grade, at the side or rear yard, and concealed from view. Mechanical equipment must not be visible from street level.

909.14 – Building Materials and Quality – All Districts.

J. Masonry Materials and Detailing.

1. Masonry Materials shall be defined as:

a) Modular, Roman, Norman, or clinker Face brick in buff, grey, purple, and red hues;

b) Natural stone or cast stone evoking Minnesota native granite, limestone, or sandstone;

c) Porcelain or ceramic tile;

d) Adhered Modular, Roman, Norman, or clinker brick in buff, grey, purple, and red hues exceeding ~~one and one-half inches~~ three quarters of an inch in thickness;

e) Adhered granite, limestone, or sandstone exceeding ~~one and one-half inches~~ one inch in thickness.

2. Face brick and stone shall provide full units or custom corner modules at outside corners.

3. Adhered ~~masonry and~~ tile ~~should~~ shall provide mitered joints at outside corners to create the appearance of a corner block.

4. Adhered masonry shall provide corner modules at outside corners.

~~4.~~5. All Masonry Materials shall provide three-eighths-inch maximum concave or v-joint mortar or grout joints in colors matching the color of the block or tile material.

~~5.~~6. Individual masonry modules must be scaled appropriately to the building massing.

a) Brick and tile modules or veneers less than one and one-half inches in height shall be prohibited.

b) Stone block or veneer modules less than six inches in height shall be prohibited.

~~6.~~7. Where masonry spans an opening, masonry units shall be oriented to provide an arch, jack arch, masonry lintel, or soldier row extending beyond the opening.

~~7.~~8. Trim shall be provided from materials defined in the Masonry Materials palette.

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~~8.~~9. Board Siding Materials shall also be allowed for use as masonry trim in the Bluff District with proportions approximating dimensional wood.

909.24 – Parking Lot, Building and Site Lighting – All Districts.

C. Lighting fixtures shall minimize glare and light pollution through all of the following means:

1. Specified lighting fixtures shall demonstrate a maximum Backlight/Uplight/Glare (BUG) rating of B2 ~~U2~~U0 ~~G0~~G2.

909.29 Deviations from the Design Standards – All Districts.

B. Minor Deviations shall be defined as a deviation from any of the following Standards and portions thereof:

1. Sections 909.05B(1) and (3), ~~909.10,~~ 909.12(B), 909.13(B) and (C), and 909.22(C).

C. Minor Deviations may ~~only~~ be approved by City Staff based upon the criteria of Section 909.29.A. Applicants may request approval of a minor deviation that has been denied by City Staff by submitting a request for the deviation as a significant deviation under Section 909.29.A.

Section 3. Effective Date. This Ordinance will become effective upon passage and publication.

Adopted by the City Council this ___ day of _____, 2025.

_____
Andrew Mullin
Mayor

ATTEST:

_____
Jeffrey Dahl
City Manager

First Reading:
Second Reading:
Publication:

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Staff Report
Wayzata Planning Commission
December 16, 2024

Project Name:	Design Standards Update
Request:	Zoning Ordinance Text Amendment
Addresses of Request:	Citywide
Applicant:	City of Wayzata
Prepared by:	Valerie Quarles, Assistant Planner Eric Zweber, Interim Community Development Director

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Application Introduction

The City's Design Standards underwent a significant rewrite as one of the first items in the Zoning Study, culminating in their adoption in June 2021. Since then, staff have been administering the Standards on many types of projects and learning where there is room for improvement and clarification. The proposed amendments are meant to address common administrative questions and integrate the most current best practices to improve adherence. The Planning Commission reviewed a draft of these changes at their November 18 workshop and provided feedback.

Application Requests

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

A. Zoning Ordinance Text Amendments (§903.02.F): The City proposes to make amendments to the following chapters:
    1. Chapter 909 – Design Standards

Public Hearing Notice and Neighborhood Notification

Notice of the public hearing on the Application was published in the *Sun Sailor* on December 5, 2024. The proposed Zoning Ordinance Text Amendments would apply to all properties within the City and therefore do not require notification to a specific neighborhood.

Proposed Changes and Analysis

909.07 – Building Width

2. Proposed development located between Lake Street and the shoreline of Wayzata Bay shall provide any required significant massing breaks as midblock connections, to provide

pedestrian views of Lake Minnetonka where possible and/or allow for potential future access to the lake.

The parcels that the added language applies to are at elevations that may not facilitate views of the lake even with a significant massing break included. “Pedestrian” is a clarification intended to align the code with the Design Standards Handbook guidance. “Where possible” is intended to provide future applicants the opportunity to prove whether views of Lake Minnetonka are possible from their potential massing break locations on their site. The “and/or” was added because some massing breaks may provide views and some may provide access but it is not necessary to provide both.

909.08 – Upper Story Building Stepbacks

A. New Buildings—All Districts.

1. Building height shall conform to the height standards of the applicable zoning district. Every proposed multifamily and commercial facade exceeding 60 feet in façade length and fronting a public right-of-way shall provide an upper story stepback ~~at the highest occupiable story~~ third story. [...] Two-story buildings are not required to have a stepback.

The original regulation notes that buildings on Wayzata Boulevard should have a stepback on the uppermost floor. Staff proposed a clarification to the code to note that the uppermost floor should not include the second story. This would mean that the stepback would apply to the third or fourth floor, whichever is higher. While four-story buildings are not permitted on Wayzata Boulevard today, they may be in the future.

At their November 18 workshop, the Planning Commission desired to additionally clarify that stepbacks should always start at the third story, rather than the uppermost floor above the ground level. This means that future four story buildings will have more than one floor affected by the stepback.

909.10 – Rooftop Equipment Location and Screening

A. Lake Street and Bluff Districts.

1. No portion of mechanical equipment shall be located ~~on~~ at or above the level of the roof deck. All mechanical equipment must be located ~~either~~ (i) in the building interior; (ii) on the exterior of the building but below the level of the roof deck; or (iii) on grade, at the side or rear yard, and concealed from view. Mechanical equipment must not be visible from street level.

B. Wayzata Blvd District.

1. Mechanical equipment items less than ~~three~~ five feet in height ~~and nine square feet in area~~ may be located on the roof surface, provided: (i) the total roof area covered by such equipment is less than 25 percent of roof area; and (ii) the equipment is fully concealed by 42-inch parapets or compatible architectural elements.

2. All other mechanical equipment items must be located ~~either~~ (i) in the building interior; (ii) on the exterior of the building but below the level of the roof deck; or (iii) on grade, at the side or rear yard, and concealed from view. *Mechanical equipment must not be visible from street level.*

The original intent of the Lake Street and Bluff District standard appears to have been to protect the view of Lake Minnetonka for residents who live uphill from Lake Street. However, the current mandate to completely enclose mechanical equipment inside buildings is only a practical solution in limited circumstances. Smaller buildings and buildings without parking areas (where mechanical equipment may be tucked in with less impact to the building interior) are the most impacted.

Staff proposes to amend the rooftop equipment language to allow for upper-floor "notches" that allow mechanical equipment to be open to the air. This solution allows for greater flexibility in building use over time, as these areas can be more easily reconfigured. This solution also has a smaller impact on total interior floor area when placed above occupiable space. The "at or above the level of the roof deck" language is intended to imply that mechanical equipment may not exceed the elevation of the roof deck, respecting the original purpose of the restriction. Some buildings on Lake Street have already effectively used this method to house mechanical equipment. At their workshop, the Planning Commission requested that staff clarify the allowed notch condition further by expanding the list of locations equipment is allowed.

Regarding the Wayzata Boulevard District, the proposed changes are designed to accommodate buildings with portions of the roof that are not visible from the street, particularly commercial buildings that are more likely to use a larger, central HVAC unit rather than individual units for residential dwellings. Design deviations processed since 2021 for this condition appear to point to a willingness from the Planning Commission and City Council to allow larger units, so long as they are not visible from the street.

The restriction keeping the total area of mechanical units under 25% of the total roof area is proposed to remain. The five-foot restriction is in keeping with existing mechanical equipment regulations in Chapter 919, including items like elevator penthouses. The street-level note is intended to clarify the intent of the standard, which is to reduce the visual impact of rooftop mechanical equipment.

The mechanical equipment changes are proposed in conjunction with an amendment to how mechanical equipment deviations are treated in code, which is discussed under 909.29.

<u>909.29 – Deviations from the Design Standards – All Districts</u>

B. Minor Deviations shall be defined as a deviation from any of the following Standards and portions thereof:

1. Sections 909.05B(1) and (3), ~~909.10~~, 909.12(B), 909.13(B) and (C), and 909.22(C).

C. Minor Deviations may only be approved by City Staff based upon the criteria of Section 909.29.A. An application to appeal City staff's ruling shall follow the same procedure as defined in Section 909.29.A.

Section 909.10, proposed to be removed from the list of minor deviations, is "Rooftop Equipment Location and Screening". Minor deviations may be approved by City staff based on upon the same criteria the Planning Commission and City Council use for significant deviations. Significant deviations are approved by City Council. Removing mechanical equipment from the list of minor deviations, in conjunction with relaxing the

dimensional standards, is intended to make it so that the only mechanical equipment deviations requested are those that are significant enough to warrant public review.

909.29.C has been edited to add a process for applicants to appeal minor deviation determinations from staff. The purpose of this change is to clarify that an appeal of a minor deviation should be treated as a major deviation be subject to those standards and process, rather than the default public process for zoning appeals, which is a variance.

Full Chapter – Minor Clarifications

The lighting standard “B2 U2 G0” is proposed to be updated to “B2 U0 G2”. “BUG” ratings (backlight, uplight, glare) regulate how individual lighting fixtures cast light on their surroundings and the original standard contained a typo.

Some of the current regulations on masonry thickness and treatment are proposed to be amended to account for actual building material availability and recent updates to the state energy code. The attached redlined code provides more detail.

Standards of Planning Commission Review of Application Requests
The City’s Zoning Ordinance Text Amendment request is a legislative review and decision, meaning that the Planning Commission acts like a legislative body and has wide discretion on whether to recommend approval or denial if it has a rational basis for its decision.

The Planning Commission should recommend approval of the Zoning Ordinance Text Amendment if the Commission determines that there are no substantial adverse effects of the amendment as outlined in City Code §903.02.F.

Primary Questions to Consider

- Is the zoning amendment consistent with the Comprehensive Plan?
- Do these changes create any additional conflicts with other portions of the Zoning Ordinance?
- Do the amendments clarify their own intent better than the existing language, where applicable?

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

Attachments

1. Chapter 909 Proposed Redlines (draft ordinance)

Applicable Code Provisions for Review
While several criteria appear to be met, **staff has highlighted in bold** the criteria that may require additional discussion with the Planning Commission.

Zoning Amendment (§903.02)
The Planning Commission shall consider possible adverse effects of the proposed amendment. Its 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 conformity with present and future land 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 value in the area in which it is proposed.
6. Traffic generation by the proposed use 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 of Wayzata
Planning Commission
Agenda Report

MEETING DATE: December 16, 2024	**AGENDA ITEM:** 5.b
TITLE: Consider Zoning Text Amendments for Chapters 955 (R-3A District) and 920 (Parking)	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Eric Zweber, Planning Consultant	
60 DAY DEADLINE: N/A (City-initiated Text Amendment)	

BACKGROUND:

The City Council raised the issue of changing neighborhood character due to redevelopment in the R-3A district over the summer. Since then, staff has discussed the issue with the Council and Planning Commission through workshops, engaged residents through an online survey and open house, and consulted local developers to determine what concerns are most important and what zoning solutions can best address those concerns. The resulting proposed code changes, staff report, and engagement summary are attached for the Planning Commission's review.

ACTION REQUESTED:

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

ATTACHMENTS:

1. R-3A Amendments - Staff Report
2. R-3A Amendments - Community Engagement Summary
3. R-3A Amendments - Draft Ordinance

Staff Report
Wayzata Planning Commission Meeting
December 16, 2024

Project Name:	R-3A Zoning District Amendments
Approval Requests:	Zoning Ordinance Text Amendment
Applicant:	City of Wayzata
Prepared by:	Valerie Quarles, Assistant Planner
	Eric Zweber, Interim Community Development Director

Application Introduction

The City has submitted an application requesting zoning text amendments to City Code Chapters 920 (Off-Street Parking and Loading) and 955 (R-3A Single and Two Family Residential District) to support code changes meant to address changing neighborhood character due to redevelopment.

Application Requests

A. Zoning Ordinance Text Amendments (§903.02.F): The City proposes to make amendments to the following chapters:
    1. Chapter 920 – Off-Street Parking and Loading: The City is requesting changes to the portions of code describing side yard driveway and curb cut setbacks.
    2. Chapter 955 – R-3A Single and Two Family Residential District: The City is requesting changes to the portion of code describing structure setbacks.

Public Hearing Notice and Neighborhood Notification

Notice of the public hearing on the application was published in the Sun Sailor on December 5, 2024. The public hearing notice, along with information for resident survey and open house, was sent to all owners and residents who rent in the R-3A District on November 14, 2024.

Public Comments

Many public comments were received as part of the community engagement process. These comments are summarized in the attached R-3A Community Engagement Summary.

Background
The City Council raised the issue of changing neighborhood character over the summer, noting that the area bounded by Wayzata Boulevard, Chicago Avenue, Highway 12, and Barry Avenue appeared to be experiencing a high rate of redevelopment and that the resulting homes were incongruous with their surroundings. This area is generally within the northern portion of the R-3A zoning district. Staff prepared a memo summarizing potential issues and the history of the R-3A district. The memo was discussed by the Council at their September 17 workshop, where they directed staff to prepare a proposal for a moratorium on redevelopment activity in the neighborhood. The moratorium was considered by the Council in October and failed to pass. Council then directed staff to expand their evaluation of potential issues of character to the entire R-3A district and to bring code changes forward for the Planning Commission and City Council to review.

Community Engagement
Planning Commission
Staff prepared a list of potential zoning solutions and brought them to the Planning Commission for a preliminary workshop discussion on October 21. The Commission discussed each solution and raised questions for staff to address throughout the rest of the engagement process.

Residents and Developers
R-3A residents were engaged through an online visual preference survey and an open house, with the goal of understanding both what issues are perceived by residents and what feedback is available for zoning solutions. Local developers were engaged through direct outreach and an open house, with the goal of reviewing solutions only. More details and specific results of these efforts are summarized in the attached Community Engagement Summary.

Summary of Concerns
Residents are generally concerned about the perceived size of new homes from the street, their location at or near the minimum front yard setback of 20 feet, a perceived dominance of garages and driveways rather than front doors and porches, and reduced landscaping in comparison to older homes.

Proposed Changes and Analysis
Staff is recommending approval of the following proposed changes. Because more changes than these were reviewed by the Planning Commission and community during the engagement process, the changes not recommended for approval are included in this staff report in the next section, with explanations as to why they are not recommended at this time.

Reduce Side Yard Driveway and Curb Cut Setbacks
The proposed code change reduces the side yard driveway setback and required curb cut side yard setback from 10 feet to 3 feet. Staff is proposing to have this change apply to all residential districts except R-5 – Multiple Family Residential.

This solution is designed to better accommodate driveways in the side yard, which allows for garages to be placed behind the home on standard lots in this district, which are narrow. Making side yard driveways easier to create promotes a wider variety of options for garage locations on each lot. Retaining a small setback of 3 feet allows for practical spacing between curb cuts and driveway surfaces on adjacent lots, snow piling, fences, and landscaping. Residents, developers, and staff all gave positive feedback on this solution. Expanding possible locations for driveways also brings more existing driveways into conformity with City Code.

Garage Setback

The proposed code change sets a garage-specific front yard setback of 25 feet for the R-3A district only, which is an increase from the current principal and accessory structure front yard setback of 20 feet. The purpose of this change is to promote one of two façade design scenarios:

1. A home with its façade at the minimum setback of 20 feet must have its garage face pushed back to 25 feet, reducing the perceived dominance of the garage from the street and bringing other elements like front doors and living spaces forward.
2. A home with its front façade and garage face in alignment is at least 25 feet from the street, reducing the perceived dominance of the garage and the rest of the house from the street.

Feedback from residents showed that these conditions would be desirable. Feedback from developers noted that this regulation appears in some other communities in the metro area.

Because this solution is an increased restriction, some existing garages will become nonconforming. Properties that already have their garage within the 25-foot setback are protected by the City and State's regulations, which allow for repair and replacement of nonconforming structures, but not expansion. Garages within the setback today may continue.

Summary of Rejected Changes

The following changes are those that were reviewed by staff, the Planning Commission, residents, and developers, but are not recommended for adoption. The purpose of including these options in the staff report is to show the Planning Commission and City Council what other solutions were evaluated through the engagement process and why they are not recommended at this time.

Impervious Surface Bonus

This solution would have instituted an impervious surface bonus for placing garages behind the home. While some members of the community and developers are in favor of this, staff cautions against using impervious surface changes as an incentive for design changes, given the environmental purpose for limiting hardcover. However, this would be a strong incentive for designers to create longer driveways for rear garages should the City ever choose to revisit the topic.

Design Standards for Single- and Two-Family Homes

This solution would have instituted a new Design Standards Overlay District in the R-3A Zoning District, allowing the City to specifically regulate items like landscaping and architectural features. While landscaping is a priority for the community, tree coverage appeared to be the largest subset of that concern and is already highly regulated by the Tree Preservation Ordinance. Further architectural regulation of home facades to mandate items like front porches would discourage variety in design. There was not sufficient support from the community to pursue this strategy further.

Tiered Height Standard for Front of Home

This solution would have limited the front of the home to one story, and then brought the limit back up to two stories at an increased setback. The purpose would be to remove two-story massing at the minimum front setback distance. However, the architectural consequences of this measure would not have addressed the community's concerns about garages, and the change received limited support.

Floor Area Ratio Requirements

This solution would have used Floor Area Ratio (FAR) to address the massing of homes. FAR is a common regulation in many zoning codes, but both residents and developers recognized that while the standard does reduce the total mass of a building, it does not sufficiently address concerns about the massing of a home as viewed from the street.

Increased Side Yard Setback

This solution would have increased the side yard setback for principal buildings to increase the distance between adjacent homes. Most of the community and developers felt negatively toward this proposal, due to the outsized impact it would have on narrow lots, for little perceived improvement in street-facing character.

Average Front Yard Setback

This solution would have created a front yard setback for new homes that is the average of the existing setbacks on either side of the lot. Staff analyzed which future home redevelopments would be most likely to be impacted by such a measure across the R-3A District and found that an average setback regulation would not be significantly effective. This is due to both a varying historic setback (many older homes are set far forward on the lot) and the effects of increased redevelopment (many newer homes are also set further forward). Both factors mean that most new homes would not be forced much further back than the current standard of 20 feet.

Limiting the Garage Portion of the Front Façade

This solution would have restricted garage faces to a certain percentage of the front façade. With wider lots, this would incentivize narrower two-car garages and side-loading garages. With narrower lots, this would likely force garages to the back of the lot, since single-stall garages are not commonly seen in Wayzata's new homes. However, the resulting potential designs for narrow lots with side yard driveways would lead to very narrow houses, prompting the need for exceptions and thus defeating the purpose of the measure. While this solution is used in some cities throughout the country, it is better suited for

neighborhoods with rear alleyways that can be used to access rear garages. This proposal received limited positive feedback from residents and developers.

Department Comments

Public Works

Regarding the proposed changes to the R-3A Zoning Ordinance, the Public Works recommendation would be to implement changes to the Ordinance allowing reduced setbacks and greater flexibility for placement of driveways and other impervious surface features rather than to increase the allowable impervious surface coverage limits. Additional hardcover would likely result in unintended consequences to downstream stormwater systems.

Should further changes to the R-3A ordinance be needed in the future, regarding impervious surface coverage, any additional hardcover (over today's requirements) should be mitigated for on-site. Mitigation would need to be approved by the City and a formal maintenance agreement with the City should be required.

Standards of Planning Commission Review of Application Requests
Primary Questions to Consider:

1. Are the proposed text amendments consistent with present and future land uses of the area?
2. Do the proposed text amendments have a positive effect on the area?
3. Do the proposed text amendments negatively impact property values in the area?

Action Steps

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

Attachments

1. R-3A Community Engagement Summary
2. Chapters 920 and 955 Proposed Redlines (draft ordinance)

Previous Meeting Materials (available for reference on the City Website)

1. September 17 City Council Workshop
2. October 8 City Council Meeting (moratorium only)
3. October 21 Planning Commission Workshop
4. October 22 City Council Meeting (moratorium only)

Applicable Code Provisions for Review
Staff has analyzed proposed changes in comparison with the criteria for approval. Staff has highlighted in **bold** the criteria that may require additional discussion with the Planning Commission.

Zoning Text Amendment Standards – City Code Chapter 903
The Planning Commission shall consider possible adverse effects of the proposed amendment. Its 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 conformity with present and future land 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 value in the area in which it is proposed.**
6. Traffic generation by the proposed use 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.

R-3A Engagement Process Summary
The goal of this engagement process was to understand the issues residents are most concerned about, to help choose what zoning solutions are brought forward to the Planning Commission and City Council, and to solicit feedback on the practicality of those solutions. Residents and developers were engaged through targeted outreach, a survey, and open houses.

Resident Feedback – Online Survey
A Google Forms visual preference survey was open from November 16 to November 27 and promoted through a targeted mailing to all R-3A homes, and through advertisement in the Wayzata Weekly email newsletter. The survey was designed to gather feedback on what design elements people did and did not want to see in their neighborhood. 87 people responded.

<u>Which home is your favorite? Why?</u>
Participants were asked to choose between three Wayzata homes. **67.9%** said House #3 was their favorite and their reasons fell into five categories, using these keywords and phrases:

- **Charming:** Classic, character, small town feel, friendly, inviting, historic, originality, relaxed, not suburban
- **Small size:** lower roof height, doesn't feel crowded
- **Pleasant front yard:** Garage in rear and driveway to the side, more grass and green space in front instead of concrete
- **Greenery present:** Mature trees, landscaping
- **Oriented to the street:** Front facing house, clear front entry, stoop
- **Larger setback:** House further from the street

<u>Which home is your least favorite? Why?</u>
65.4% said House #2 was their least favorite for the following reasons:

- **Garage stands out:** Prominent garage door, hard to see the front door
- **Driveway stands out:** Prominent/short driveway, lots of concrete
- **Suburban feel:** Modern farmhouse, generic, standard
- **Less greenery:** No mature trees, minimal landscaping
- **Larger home size:** Large compared to property

House #1 received generally neutral comments.

Generally, how do you feel about homes built in your neighborhood in the last five years? What do you want City staff to know?

The responses to this question are broken out into a few categories, with differing viewpoints summarized.

- **Mixed feelings on large home size:**
  - Homes take up too much of the lot
  - Larger homes are only bad if their design is insensitive to the neighborhood
- **Concerns about a change in overall feel:**
  - Neighborhoods feel more crowded than they used to, setbacks feel smaller
  - Loss of mature trees has changed the neighborhood
  - Certain houses are more detrimental to neighborhood character than others
  - Concerns about the character of rental properties
  - Living among frequent construction is difficult
  - Stormwater concerns
- **Mixed feelings toward developers:**
  - A hot housing market appears to lead to cheaply built homes
  - Increased developer profit through larger homes hurts neighborhood character
  - Developers appear to have free rein
  - City should incentivize better designs
  - Lot prices drive bigger homes, which is unavoidable in this market
- **Positive toward new development overall:**
  - Happy with the mix, but understand others' frustration
  - Most new houses look good/great, new development is generally tasteful
  - Teardowns are homes that typically are ready to be removed anyway and it's good to have older homes replaced with new ones
  - Investment in neighborhoods is good and home values are up
  - Good to have new families
- **Ambivalent toward new development overall:**
  - The ship has already sailed and it's too late to remedy character
  - City shouldn't dictate architecture

In your experience, which of the following elements do you believe is most important in creating the kind of neighborhood character that you want to see in future new homes? You can pick as many or as few as you want.

1. Landscaping (59%)
2. Front yard setbacks (48%)
3. Front doors visible from the street (54.2%)
4. Porches visible from the street (51.8%)
5. How much of the front of the house the garage takes up (50.6%)
6. Side yard setbacks (49.4%)
7. Impervious surface (49.4%)
8. Home height (45.8%)
9. Garage location (38.6%)
10. Garage door direction (37.3%)
11. House width (25.3%)

If you have any additional comments on your choices, provide them here.
The responses to this question are broken out into a few categories, with differing viewpoints summarized.

- **Character concerns:**
  - City should maintain small town character
  - Concerned about loss of trees
  - Consistent setbacks are needed
  - Large new houses must be getting variances
- **Change is positive:**
  - Developers are doing a great job
  - Change should be embraced
  - Modern families want larger houses
- **Concern about future impacts to property:**
  - When my house is sold in the future, it's likely to be a teardown, and future owners should have options for building rather than being restrained by new regulations
  - City should incentivize preferred construction rather than restrict design choices to achieve a certain outcome, one size does not fit all
  - City shouldn't dictate design choices, this work is an overreach
- **Ideas for zoning changes:**
  - Consider hardcover credits for side or rear garages, mandating design features
  - Side walls on new houses are monolithic and need to be broken up
  - City should continue to promote native plants and grasses
- **Day-to-day concerns:**
  - Construction impacts, short term rentals, more concerned about safety than new houses, downtown is too busy, traffic

When staff, the Planning Commission, and City Council look at zoning-based solutions to your concerns, should promoting a variety of new home types or a unified aesthetic be more important?

- **85.7%** chose **variety** – most new houses should look different from one another, even if some of them are not my preferred look.
- **14.3%** chose **unified** – most new houses should look a certain way.

Lastly, please provide your address or nearest street intersection so that staff can better understand the context of your feedback.
Out of 87 respondents, 65 (74.7%) noted that they were from the study area (R-3A district).

- R-3A district: 65 respondents
- North of Hwy 12: 7 respondents
- Peavey/Ferndale: 6 respondents
- Lake Street: 2 respondents
- Highlands: 1 respondent

Resident Feedback – Open House
An open house for residents was held November 25 from 5-6:30pm, with 12 people attending. Residents were able to comment on a slate of nine zoning solutions by speaking with staff and submitting written comments. Residents provided valuable feedback regarding:

- Different regulations' effect on unique lots, including sloped, narrow, and corner lots
- Overall preference for increased flexibility rather than increased restrictions
- Concerns about demolition frequency and management
- Creating new nonconforming conditions for existing lots
- Unintended consequences of some solutions
- Effectiveness of preferred solutions

Developer Feedback – Targeted Outreach and Open House
Local developers, defined as companies that have pulled single-family home permits in Wayzata in the last three years, were sent a memo summarizing potential R-3A zoning changes with the goal of soliciting feedback regarding each solution's effectiveness and practicality. Developers were invited to a meeting with staff on November 25 from 3-4pm, but most came to the evening open house instead. Besides discussing specific solutions, they also noted that:

- Perceived character issues may stem from today's ordinance discouraging variety in design
- The current R-3A limitation on garage size (750 square feet) should be increased to 850 square feet to allow for more spacious three car garages
- The current 35% hardcover limit in R-3A is an acceptable, but designers should be able to add stormwater management to get additional hardcover credit without a variance
- Higher-value homes typically self-regulate, meaning their design is typically good

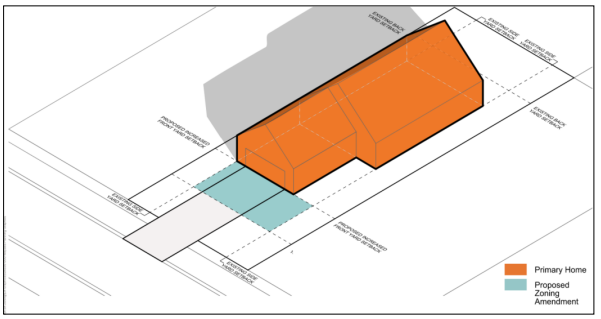
Conclusion
There was no perfect consensus when comparing all comments received, but there was an overall preference for homes that have emphasize their front door and/or porch rather than the garage, have landscaped front yards, and are part of a wide variety of homes rather than a uniform neighborhood. All relevant feedback has been considered when crafting the attached recommended zoning changes from staff.

Attachments
1. Open House Posters

Increasing Front Yard Setbacks

Garages are one of the items that have the most impact at the front of the lot. This is not an element traditionally found on historic properties. There are three options for changing the front yard setback for garages.

Increased Setback for Garages



Increase garage setback to 40-feet.

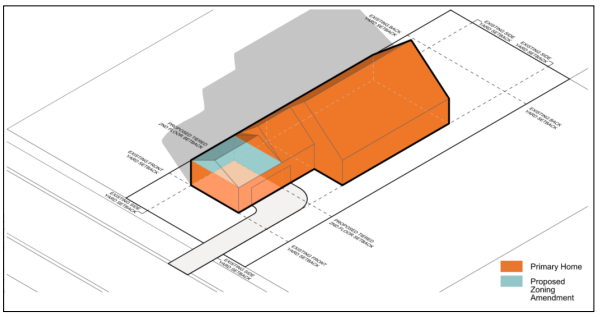
Benefits

- Lessens the impact of garages being placed in front of the home.

Considerations

- New definition of "garage" may be required.
- A new setback (if different than 40 feet) would need to be agreed upon.
- Would create a nonconforming condition for many existing homes.
- Other elements of the home (porches, etc.) could still be built up to today's setback

Increased Setback for Second Story



Require 20-foot second story setback.

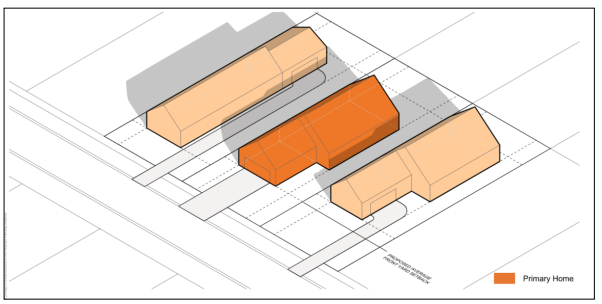
Benefits

- Addresses concerns about the tall massing at the front of the homes.

Considerations

- A front-facing garage could still be placed at the front of the home, with other architectural features further away on the second story.
- Could make the garage appear more dominant.
- Would create a nonconforming condition for many homes.

Average Setback



Require setbacks based on the average of two adjacent structures.

Benefits

- Ensures new homes are never further forward then the homes on either side of the lot.

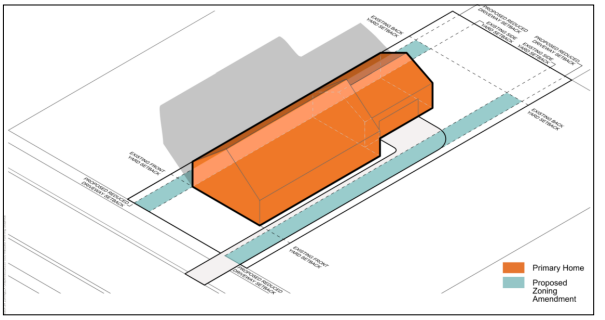
Considerations

- Could be an impractical rule to administer in other parts of the R-3A district with irregular parcels and curving streets.
- Doesn't have a significant effect in neighborhoods where the historic setbacks vary widely

Side Yard Flexibility

Reducing driveway side yard setback requirements and increasing side yard building setback requirements allows driveways to be located on the side of the home to access a garage in the rear of the lot.

Reduced Side Yard Driveway



Reduces side yard driveway setback from 10 feet to 3 feet.

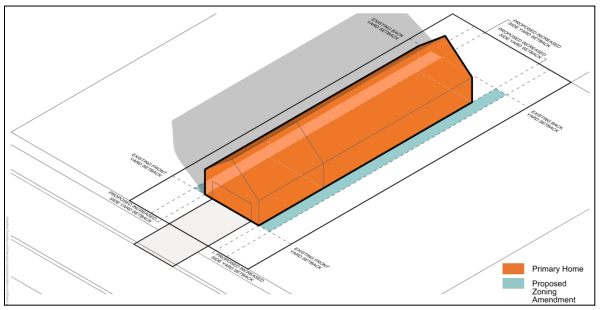
Benefits

- Ensures that issues like snow removal, fence placement, and property line disputes can still be easily addressed.
- Provides builders with more flexibility to place garages in the rear of the home.
- It would clarify the issue of inconsistent administration over time.

Considerations

- Internal combustion vehicles would idling closer to adjacent properties.
- Narrow clearance for snow piles in the winter.
- Could max out impervious surface allowance on each lot.

Increased Side Yard Building Setback



Reduce the side yard building setback from 10 feet to 15 feet.

Benefits

- Addresses concern that large homes form a less desirable line of facades when placed closer together.
- Could be used as a way *to* encourage side yard driveways leading to a garage in the rear of the home.

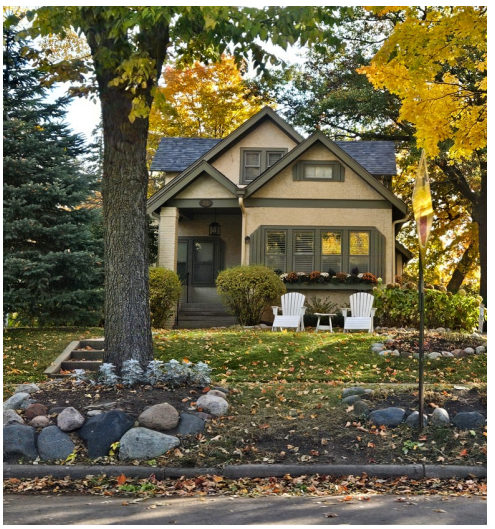
Considerations

- Would create a nonconforming condition for many homes.

Treatment of Front Façade

These options would mandate new design elements to lessen the impact of front loaded garages.

Prohibit Garages in Front



Benefits

- The issue of front facing garages is eliminated.

Considerations

- This option would limit design choices for new home builders.
- This does not address concerns about massing.
- This could create a problem for properties with significant slopes in the rear yard.
- Long, steep driveways could be a result of this option.

Dominate Garage

Non Dominate Garage

Mandate Architectural and Landscape Elements

Benefits

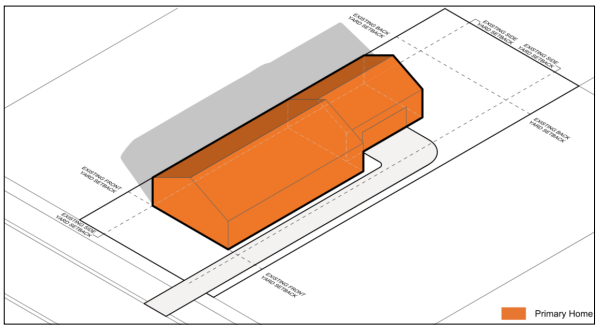
- This option addresses the character of the new homes that is desired by the existing residents.
- Rear garages would be encouraged.

Considerations

- Specific features and requirements would need to be established. (Required front porches, etc.)
- A definition of “front of home” would need to be established.
- This option does not address concerns about massing.
- Staff time for review of permits would be increased.
- This could create a problem for properties with significant slopes in the rear yard.
- Long, steep driveways could be a result of this option.

Floor Area Ratio (F.A.R.)

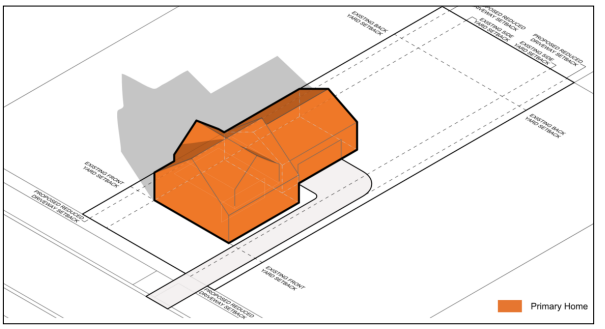
FAR regulates a building's total floor area rather than just lot coverage. This means that buildings have less mass overall than under the traditional lot coverage and height restrictions alone.



A single story home has more coverage but is shorter.

Benefits

- Regulates massing in a way that could help address the community's concerns.



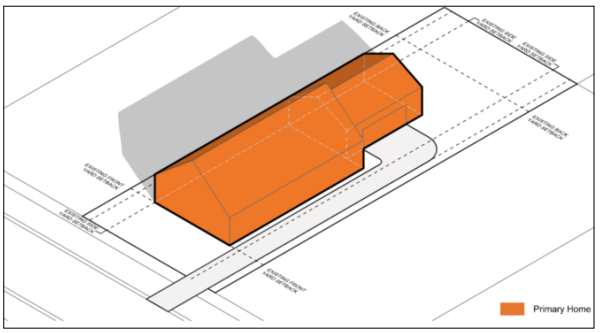
A two story home is taller but narrower.

Considerations

- Doesn't affect where the home is placed on the lot (could still be far forward).
- A tall narrow house at the minimum set-back still produces the same pedestrian experience.

Impervious Surface Bonus for Rear Garages

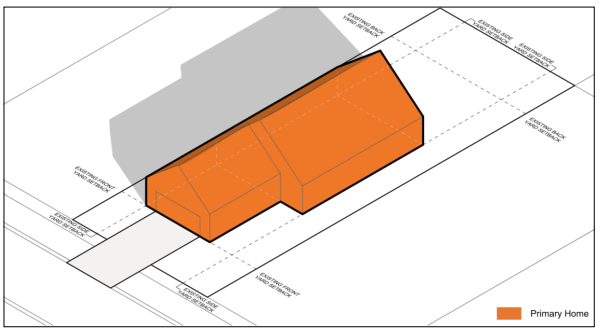
Supports rear-placed garages by allowing extra impervious surface for a longer driveway.



A longer driveway requires more hardcover.

Benefits

- Makes a desired condition (rear garages) easier to achieve.



Garages in front require shorter driveways.

Considerations

- A sufficient incentive might have to bring impervious maximums up to 50%, rather than the current 35%.
- On small lots, this could have a negative effect on stormwater management.

CITY OF WAYZATA

HENNEPIN COUNTY, MINNESOTA

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTERS 920 AND 955 OF THE WAYZATA ZONING ORDINANCE (PART IX OF CITY CODE) TO ADDRESS HOME DESIGN

WHEREAS, City staff, working with the Planning Commission, has drafted certain amendments to the Zoning Ordinance to address home design in the City's core residential neighborhoods (the "Zoning Ordinance Amendments");

WHEREAS, the Planning Commission reviewed the Zoning Ordinance Amendments, and recommended their approval and adoption as detailed in the Report and Recommendation of the Planning Commission, dated _____, 2024; and

WHEREAS, City Council concurs with and hereby adopts the findings and recommendation of the Report and Recommendation of the Planning Commission on the Zoning Ordinance Amendments.

NOW THEREFORE, THE CITY OF WAYZATA ORDAINS:

Section 1. Amendments to Chapter 920. Chapter 920 of the Wayzata City Code (Off-Street Parking and Loading) is hereby amended (~~struck~~ text deleted; underlined text added):

920.05 Parking Area Location and Design

D. Setbacks

1. Front, side and rear setbacks of at least ten feet from property lines shall be maintained from parking areas in all zoning districts, except R-1, R-1A, R-2, R-2A, R-3, R-3A, R-4, R-4A, C-4, C-4A and C-4B Districts. Setbacks of five feet in the C-4, C-4A, and C-4B Districts shall apply only to those parking areas adjacent to residentially zoned or residentially used property.

2. In addition to the setback requirements, off-street parking must be set back 15 feet from any street surface.

3. A side setback of at least three feet from property lines shall be maintained from parking areas in the R-1, R-1A, R-2, R-2A, R-3, R-3A, R-4, and R-4A zoning districts.

E. Design.

8. Curb Cut Spacing Minimum. Curb cut openings shall be located at a minimum of ten feet from the side yard lot line in all commercial districts, except for the C-4, C-4A and C-4B Districts where such setbacks shall apply only to those parking areas adjacent to residentially zoned or residentially used property. Curb cut openings shall be located at a minimum of three feet from the side yard lot line in all residential districts, except for the R-5 District where such setbacks shall be located at a minimum of ten feet from the side yard lot line.

DRAFT

Section 2. Amendments to Chapter 955. Chapter 955 of the Wayzata City Code (R-3A Single and Two Family Residential District) is hereby amended (~~struck~~ text deleted; underlined text added):

955.06 Lot Size and Setbacks.

B. Minimum Setbacks:

1. Principal Structure:

a) Front Yard: 20 feet.

b) Side Yard: 10 feet.

c) Rear Yard: 20 feet.

d) Corner Lots: Lots fronting two principal streets shall be considered corner lots, and shall have a minimum of a 20 foot setback for both the front yard and side yard which abut a principal street. For corner lots that are less than 60 feet in width, the rear yard setback shall be ten feet, and the inside side yard (non-principal street fronting) shall be five feet.

2. Accessory Structure(s):

a) Front Yard: 20 feet.

b) Side Yard: 5 feet.

c) Rear Yard: 5 feet.

3. Garage:

a) Front Yard: 25 feet.

Section 3. Effective Date. This Ordinance will become effective upon passage and publication.

Adopted by the City Council this ___ day of _____, 2025.

_____
Andrew Mullin
Mayor

ATTEST:

_____
Jeffrey Dahl
City Manager

First Reading:
Second Reading:
Publication:

DRAFT

City of Wayzata
Planning Commission
Agenda Report

MEETING DATE: December 16, 2024	**AGENDA ITEM:** 6.b
TITLE: Planning Commission Meeting Schedule	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Eric Zweber, Planning Consultant	
60 DAY DEADLINE: N/A	

BACKGROUND:

The 2024 City Calendar and City Council Liaison Schedule are attached. The next City Council meeting is scheduled for Tuesday, December 3. The next Planning Commission meeting is scheduled for Monday, December 2.

ACTION REQUESTED:

N/A

ATTACHMENTS:

1. 2024 Wayzata City Calendar
2. 2024 City Council Liaison Schedule - updated July 2024
3. 2025 Wayzata City Calendar
4. 2025 Planning Commission Liaison Schedule

City of Wayzata
2024 Meeting Calendar

January 2024

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 2024

S	M	T	W	Th	F	S
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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 2024

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31						

April 2024

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May 2024

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June 2024

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July 2024

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21	22	23	24	25	26	27
28	29	30	31			

August 2024

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18	19	20	21	22	23	24
25	26	27	28	29	30	31

September 2024

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29	30					

October 2024

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November 2024

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December 2024

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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Revised
10/24/2023

- Energy & Environment 5:00 PM
- Planning Commission - 6:30 PM
- City Council - 7:00 PM
- Charter Commission - 9:00 AM
- Lake Minnetonka Conservation District (LMCD)
- Heritage Preservation Board (HPB) - 11:30 AM
- Housing & Redevelopment Authority (HRA) - 7:30 AM
- Parks & Trails Board - 6:00 PM
- 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

2024 Election Dates

February 27—Precinct Caucus
March 5—Presidential Nominiation Primary
April 30—Special Primary Election (Hennepin Co Commissioner)
May 14, 2024—Special Election (Hennepin Co Commissioner)
August 13—State General Primary Election
November 5—State General Election

2024 Planning Commission Assignments at Council Meetings

	Meeting Date	**Commission Representative**
Tuesday	January 9	Peggy Douglas
Tuesday	January 23	Adam Elg
Tuesday	February 6	Chris Plantan
Tuesday	February 20	Bonnie Schwalbe
Tuesday	March 12	Jen Severson
Tuesday	March 26	Ken Sorensen
Tuesday	April 9	Larissa Stockton
Tuesday	April 23	Peggy Douglas
Tuesday	May 7	Adam Elg
Tuesday	May 21	Chris Plantan
Tuesday	June 4	Bonnie Schwalbe
Tuesday	June 18	Jen Severson
Tuesday	July 9	Ken Sorensen
Tuesday	July 23	Larissa Stockton
Wednesday	August 7	Blake Cameron
Tuesday	August 20	Adam Elg
Tuesday	September 3	Chris Plantan
Tuesday	September 17	Bonnie Schwalbe
Tuesday	October 8	Jen Severson
Tuesday	October 22	Ken Sorensen
Tuesday	November 12	Larissa Stockton
N/A	**No meeting November 26th**	
Tuesday	December 3	Blake Cameron
Tuesday	December 17	Adam Elg

City of Wayzata
2025 Meeting Calendar

January 2025

S	M	T	W	Th	F	S
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
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February 2025

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March 2025

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April 2025

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27	28	29	30			

May 2025

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18	19	20	21	22	23	24
25	26	27	28	29	30	31

June 2025

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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July 2025

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20	21	22	23	24	25	26
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August 2025

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17	18	19	20	21	22	23
24	25	26	27	28	29	30
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September 2025

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21	22	23	24	25	26	27
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October 2025

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November 2025

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December 2025

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Revised
9/24/2024

City of Wayzata

- Energy & Environment 5:30 PM
- Planning Commission - 6:30 PM
- City Council - 7:00 PM
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- Lake Minnetonka Conservation District (LMCD)
- Heritage Preservation Board (HPB) - 11:30 AM
- Housing & Redevelopment Authority (HRA) - 7:30 AM
- Parks & Trails Board - 6:00 PM
- Night to Unite
- Holiday Observed City Offices Closed

Precinct Caucuses - no statewide caucus in 2025

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

2025 Planning Commission Assignments at Council Meetings

	Meeting Date	**Commission Representative**
Tuesday	January 7	Blake Cameron
Tuesday	January 21	Adam Elg
Tuesday	February 4	Joe VanLoy
Tuesday	February 18	Chris Plantan
Tuesday	March 4	Bonnie Schwalbe
Tuesday	March 18	Jennifer Severson
Tuesday	April 1	Larissa Stockton
Tuesday	April 15	Blake Cameron
Tuesday	May 6	Adam Elg
Tuesday	May 20	Joe VanLoy
Tuesday	June 3	Chris Plantan
Tuesday	June 17	Bonnie Schwalbe
Tuesday	July 1	Jennifer Severson
Tuesday	July 15	Larissa Stockton
Wednesday	August 6	Blake Cameron
Tuesday	August 19	Adam Elg
Tuesday	September 9	Joe VanLoy
Tuesday	September 23	Chris Plantan
Tuesday	October 7	Bonnie Schwalbe
Tuesday	October 21	Jennifer Severson
Tuesday	November 4	Larissa Stockton
Tuesday	November 18	Blake Cameron
Tuesday	December 2	Adam Elg
Tuesday	December 16	Joe VanLoy