

WAYZATA PLANNING COMMISSION

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street

Monday, June 9, 2025

6:30 PM

HYBRID MEETING INFORMATION

[Click here to join Teams Meeting](#)

[Meeting ID: 227 108 065 937 4 Passcode: Lt2uB27b](#)

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 Teams 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).

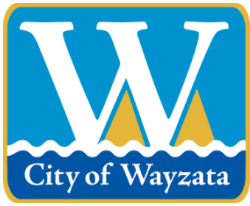
1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Consent Agenda**
 - a. Approval of Meeting Minutes of May 5, 2025
 - b. Approval of Meeting Minutes of May 19, 2025
5. **Old Business Items**
6. **Public Hearing Items**
 - a. 1022 and 1042 Wayzata Boulevard East (Lamborghini) - PUD Concept Plan
7. **Other Items**
 - a. Review of Development Activities
 - b. Planning Commission Meeting Schedule
8. **Adjournment**

Upcoming Meetings:

City Council - June 17, 2025

Planning Commission - July 16, 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: June 9, 2025	AGENDA ITEM: 4.a
TITLE: Approval of Meeting Minutes of May 5, 2025	
PREPARED BY: Haily Hedblom, Planner	
REVIEWED BY: Alex Sharpe, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

N/A

ACTION REQUESTED:

Staff recommends approval of the regular meeting minutes of May 5, 2025

ATTACHMENTS:

1. Draft May 5 2025 PC Minutes

**WAYZATA PLANNING COMMISSION
MEETING MINUTES
MAY 5, 2025**

AGENDA ITEM 1. Call to Order

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

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

AGENDA ITEM 2. Roll Call

Chair Cameron asked Community Development Director Sharpe to take roll call.

Present at roll call were Commissioners: Plantan, Schwalbe, Severson, Elg, Cameron, VanLoy, and Ankeny. Community Development Director Alex Sharpe, Planning Consultant Lori Johnson, and City Attorney David Schelzel were also present.

AGENDA ITEM 3. Approval of Agenda

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

Commissioner Schwalbe made a motion, seconded by Commissioner VanLoy, to approve the May 5, 2025, 2025 agenda as presented.

The motion carried unanimously.

AGENDA ITEM 4. Consent Agenda

- a.) Approval of the April 7, 2025, Planning Commission Meeting Minutes**
- b.) Approve Planning Commission Report and Recommendation for a Conditional Use Permit and Design Deviation at 1221 Wayzata Blvd. E**
- c.) Approve Planning Commission Report and Recommendation for Denial of a Variance at 617 Park Street E**

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

Chair Cameron asked for a motion to approve the Consent Agenda as presented.

Commissioner Schwalbe made a motion, seconded by Commissioner VanLoy, to approve the Consent Agenda as presented.

The motion carried unanimously.

AGENDA ITEM 5. Old Business Items

AGENDA ITEM 6. Public Hearing Items

a) 323 Waycliffe North Building Coverage and Impervious Surface Variance

Planning Consultant Johnson gave an overview of the variance requests for property located at 323 Waycliffe North for building coverage and impervious surface. She reviewed the project location, current zoning, zoning and land use of the surrounding neighborhood, existing conditions, and details of the variance requests. She highlighted comments received from the engineering department and explained that as of May 1, 2025, there had been no public comments received on this item.

Chair Cameron asked if the Commission had any questions for staff.

Commissioner Ankeny asked if Ms. Johnson had stated that there was already a building that had done this same thing, and if that meant there was existing precedent.

Ms. Johnson stated that she had looked through City records and found one from 2004/2005, which was processed as a PUD amendment, not a variance, but stated that the City Council had approved it. She explained that this application wants to essentially do the same thing and enclose the existing deck that was situated similarly to the deck being discussed in this application.

Commissioner Schwalbe asked if they were adding onto the deck to make this happen.

Ms. Johnson explained that they would be adding about 1-1.5 feet to the existing deck and stated that the drawings were a bit misleading in making the space being added look larger than it was.

Commissioner Schwalbe asked how close it would be to the pond and stated that this was a tight neighborhood.

Ms. Johnson stated that she believed that it would be between 50 and 60 feet to the pond.

Chair Cameron noted that what he was looking at says 27.3 feet to the property line, but he wasn't sure if that was the water. He noted that there was also a notation for 32.2 feet, which appeared to be on the back of the structure.

Ms. Johnson stated that she was looking at the wrong notation and clarified that to the proposed addition, it would be 27.3 feet and 32.2, but noted that the existing survey did not show what the distance was to the deck itself.

Mr. Sharpe stated that based on his estimates comparing the proposed survey and the existing conditions survey that he estimated the porch would extend up to 3 feet closer to the property line.

Commissioner Schwalbe asked if it would be a two-story addition.

1
2 Ms. Johnson explained that it was currently an elevated deck and would be an elevated addition,
3 and clarified that there would be nothing above it. She stated that there was a patio on the lower
4 level and an elevated deck above it, and the proposal would be to replace the deck with a 4-season
5 addition, and the patio would remain.

6
7 Mr. Sharpe clarified that the ground floor would be fully enclosed as a 4 season room.

8
9 Commissioner Severson referenced the existing versus the proposed and asked if putting on a roof
10 meant that you lost some impervious surface. She explained that she was just trying to figure out
11 where the differences were in the percentages for lot coverage and impervious surface from the
12 existing to the proposed.

13
14 Mr. Sharpe explained that the primary difference was that right now, the deck was not considered
15 an impervious surface, so water can flow through it. He stated that secondarily, it was getting
16 larger as the angles of the deck are squared off, so there ended up being additional square footage.
17 He stated that overall, it appears to be close to 1.5 to 3 feet further out and noted that all of these
18 things add up to the increase that was reflected in the staff report.

19
20 Chair Cameron asked when this was zoned R-4.

21
22 Ms. Johnson stated that the research they did showed that it was constructed in the 1990s.

23
24 Chair Cameron stated that at some point, it was rezoned to R-4 after it was constructed.

25
26 Mr. Sharpe explained that he was not confident it had been rezoned because it was a PUD, but
27 stated that it was possible that the impervious surface coverages were not in place when this was
28 initially adopted.

29
30 Commissioner Elg stated that he thought that it had been pointed out in the staff notes that the
31 impervious surface coverage amounts were not in place at that time.

32
33 Mr. Sharpe stated that he did not believe this property had been rezoned, but believed that the
34 impervious surface coverages, particularly with the shoreland, were adopted at a later date, after
35 the PUD had been adopted.

36
37 Chair Cameron asked if the City had created a non-compliance state for these homeowners.

38
39 Commissioner Ankeny stated that they were grandfathered in.

40
41 Mr. Sharpe stated that they became a legal non-conformity during that process and stated that to
42 answer his question about the City, they had done this, but they were required to pass the shoreland
43 overlay requirements by the DNR. He noted that the City was not able to choose what those
44 requirements would be at the time they were adopted.

1 Commissioner Schwalbe stated that she understood this plan had gone to their HOA and asked if
2 the Commission could assume that the neighbors were okay with what they were proposing.

3
4 Mr. Sharpe stated that was where there was a discrepancy and where the City became involved in
5 upholding association requirements. He stated that he met with members of the HOA this
6 afternoon, who informed the City that this proposed development had not been reviewed by the
7 association. He explained that this was why cities do not enforce what an association regulates
8 and what they do not. He stated that an HOA can have its private regulations that were above and
9 beyond the City, but the City was not in charge of the HOA's enforcement or its mechanisms. He
10 suggested that the Commission ask the applicant this question about whether the HOA had
11 reviewed this item or not.

12
13 Chair Cameron asked for an explanation of the Stormwater Facilities Maintenance Agreement.

14
15 Mr. Sharpe explained that they are fairly standard, albeit time-consuming, agreements. He
16 explained that they were time-consuming because staff needed to maintain them in perpetuity and
17 stated that they essentially set up an agreement with the property owner that was recorded against
18 the subject property, regardless of ownership. He stated that the agreement lives with the land and
19 ensures that the stormwater feature that was installed to mitigate the negative impacts from the
20 additional stormwater is still functioning in 5 -50 years. He stated that these types of agreements
21 are less common for single-family and duplex lots and more common in the City's commercial
22 zones.

23
24 Commissioner Elg asked how many units there were in this development.

25
26 Mr. Sharpe stated that he believed there were 22 around the pond and additional homes around the
27 lake. He explained that there were two phases of the Waycliffe development, which appear to
28 have been on the west side and the east side.

29
30 Commissioner Elg stated that there was already one home that had done this, and if this was
31 approved, there would be two in the neighborhood, and asked if that meant that eventually every
32 unit could also do the same thing and potentially create stormwater control issues that may be
33 difficult to mitigate.

34
35 Mr. Sharpe stated that was an item that the City had promised the individuals he met with earlier
36 today that the City Engineer would review and be able to respond to and noted that the Assistant
37 City Engineer's review found that, with the Stormwater Maintenance Agreements, and the
38 requirement that they be recorded against the property in perpetuity, their intent would be to offset
39 the treatment of this area. He explained that everyone around the pond could do this while still
40 maintaining the overall function of the stormwater system, as long as they had their private systems
41 that were essentially over and above the original design of the system.

42
43 John Krantz, 323 Waycliffe Drive N, stated that he brought some photographs and explained that
44 there have been a lot of porches that have been enclosed either on just the top or both the top and
45 bottom through this area, and it wasn't just the one that they had referenced. He stated that they
46 had complied with the HOA requirements and explained that in their bylaws, it says that they

1 needed to get signatures from the neighbors on each side of them and had also submitted plans to
2 the HOA management company in June of 2024.

3
4 Commissioner Elg asked if the HOA management company had taken this to the HOA Board and
5 if the HOA Board had taken any action.

6
7 Mr. Krantz stated that he did not know and explained that, according to their bylaws, that was not
8 part of the process.

9
10 Commissioner Elg stated that he had lived in an association neighborhood for 18 years and felt it
11 was Mr. Krantz's responsibility to know what the association said regarding his development
12 because he was part of the community.

13
14 Mr. Krantz stated that he did know and explained that they had replied that it was approved.

15
16 Commissioner Schwalbe asked if the HOA had any concerns or qualifications that they brought to
17 Mr. Krantz.

18
19 Mr. Krantz stated they had not expressed any concerns and had approved it as it was being
20 presented today.

21
22 Commissioner Schwalbe stated that Wayzata was a small City that was rapidly growing and knew
23 that there were concerns about the lot coverage and impervious surface, but noted that it seemed
24 like the City had gotten more strict on that over the years. She stated that they were a small
25 community that was very close to the best lake in the area and explained that she had some
26 concerns. She noted that this was a very tight neighborhood and she felt that they could only be
27 so tight and asked if making small changes to many different properties was a concern for the City,
28 as a whole.

29
30 Mr. Sharpe stated that small cumulative effects are an item of concern, but when they are fed into
31 private stormwater systems, such as this one, that mitigates some of the City's concerns. He stated
32 that, eventually, it comes down to the higher-level policy direction from the Planning Commission
33 and the City Council in terms of how to start reviewing the cumulative impacts rather than the
34 small impacts of a single property. He stated that he had spoken with the Assistant City Engineer
35 about this topic. He noted that typically the primary concern was to ensure that these systems
36 function now and into perpetuity rather than as a cumulative effect, as a whole. He explained that
37 because these systems treat the stormwater effectively, they are of less concern than if they were
38 not maintained. He then stated that during the building permit process the applicant provided
39 evidence of the association's approval of the project. He clarified that the City does not check into
40 the voracity of these and did not determine if these were official association documents or not, but
41 wanted to mention the documents since this was mentioned by Commissioner Elg, but stressed
42 that this was not a matter for the Planning Commission or City Council to weigh in on the private
43 matters of the association. He further stated that the City is not responsible for, nor does it enforce
44 private association rules and regulations.

1 There being no additional questions from the Commission for the applicant, Chair Cameron
2 opened the public hearing on the application at 7:00 pm.

3
4 Ms. Sharpe stated that there were no people who called in to the meeting that have asked to speak
5 at the public hearing.

6
7 There being no one wishing to comment on the application, Chair Cameron closed the public
8 hearing at 7:00 pm.

9
10 Chair Cameron asked the Commission to share their questions and feedback on the application.

11
12 Commissioner Severson stated that if this were a 'known' thing, she asked why they wouldn't
13 come back and ask for a PUD amendment to do this.

14
15 Ms. Johnson stated that she believed that was the goal of the development agreement change a few
16 years ago, because they did not want to come back every time they amended the PUD development
17 for small additions, such as this one. She explained that they chose to take that parameter out of
18 the development agreement, so anything that comes forward for things like additions or impervious
19 surface variances, will be treated as variances rather than a PUD amendment. She noted that she
20 did not think this would be something that they would amend a PUD development agreement for
21 because they had just amended it a few years ago to take that language out.

22
23 Chair Cameron stated that it sounded like many of these properties already were not conforming.

24
25 Ms. Johnson stated that because this was developed so long ago, it essentially had evolved into a
26 legal non-conforming situation for many of the buildings and properties, and noted that it was
27 fairly common in this neighborhood for the impervious surface coverage of lot coverage amounts
28 that were over the City requirements.

29
30 Commissioner VanLoy stated that he drove through the neighborhood and found it was very
31 difficult to see the back of the buildings, but noted that typically for these types of developments
32 the purchaser would have a list of things that could be added and wondered if some of these 3
33 season porches referenced by the applicant, weren't options that were provided at the time these
34 were built, since there was only one request to add one afterwards. He stated that there appeared
35 to be a disconnect between what the applicant had indicated was already in the neighborhood.

36
37 Mr. Sharpe stated that the City did not know whether that was an original option on these units.

38
39 A gentleman from the audience asked to address the Commission.

40
41 Chair Cameron asked him to step to the microphone and introduce himself.

42
43 John Zuber, Satin Touch Construction, explained that he was the designer for this project, and
44 before he started, he walked about the neighborhood. He stated that many of the enclosed porches
45 appear to have been done at the time of their original construction.

1 Commissioner Severson stated that she would have liked to see this be the same footprint as the
2 existing deck.

3
4 Commissioner VanLoy stated that, from his standpoint, he felt it was generally the same size and
5 would not look out of place. He noted that as long as the stormwater was taken care of, he felt this
6 was a reasonable request.

7
8 Commissioner Elg stated that he did not see an inconsistency with the Comprehensive Plan and
9 saw this request as neutral. He stated that he felt the plans were beautiful, which may make it a
10 positive, and felt the variance request was reasonable and would not alter the character of the
11 neighborhood.

12
13 Commissioner Plantan stated that she was also in favor of this application and felt that it added to
14 the character and livability of the neighborhood.

15
16 Commissioner Ankeny stated that she was also in favor of recommending approval of this variance
17 request.

18
19 Commissioner Schwalbe stated that she agreed with the comments, even though she was a bit
20 reluctant.

21
22 Chair Cameron stated that he agreed with the comments already shared by the Commission.

23
24 Commissioner Schwalbe suggested that they add a condition that this would be subject to the
25 applicant being vigilant about the Stormwater Facilities Agreement with the City, which was
26 mentioned in the staff report by the City Engineer.

27
28 Mr. Sharpe explained that for projects like this, that would be a standard condition of approval.
29 He noted that if the Commission wanted to recommend it, it would not hurt the motion to have it
30 added as a recommended condition from the Commission.

31
32 There being no further discussion, Chair Cameron asked for a motion on the application.

33
34 Commissioner Schwalbe made a motion, seconded by Commissioner Elg, to direct staff to prepare
35 a draft Planning Commission Report and Recommendation with appropriate findings reflecting a
36 recommendation of approval for 323 Waycliffe North Building Coverage and Impervious Surface
37 Variance for review and adoption at the next Planning Commission meeting, subject to the
38 applicants diligent observation of the Stormwater Facilities Agreement with the City of Wayzata.

39
40 City Attorney Schelzel stated that he appreciated the sentiments of Commission Schwalbe, but he
41 would recommend that the applicant enter into that agreement, and staff can simply note the
42 Commission's admonition to the applicant. He noted that he did not believe the motion language
43 needed to include additional language, but that it could include the condition that a stormwater
44 maintenance agreement be added to the report and recommendation.

45
46 The motion carried unanimously.

1
2 Commissioner Elg explained that he would recuse himself from discussion of the next item
3 because he was the applicant for the next agenda item.
4

5 **b) 1407 Holdridge Lane Fence Variance**
6

7 Mr. Sharpe gave an overview of the fence variance request for 1407 Holdridge Lane. He reviewed
8 the project location, guiding and land use, zoning, existing conditions, and details of the proposed
9 fence location. He highlighted some of the rationale given through the applicant's narrative that
10 was submitted with the application. He noted that the Engineering Department had no comments
11 on this proposal and that the City had received 2 public comments as of May 5, 2025, that were in
12 favor of the project, which had been left at the dais.
13

14 Commissioner Schwalbe noted that the fence looks like it was actually on the side of the home and
15 not the front.
16

17 Mr. Sharpe stated that when fences are adjacent to a roadway, they are considered a 'front' within
18 the City's code.
19

20 Commissioner Severson asked if that meant that the current fence was non-conforming.
21

22 Mr. Sharpe stated that it was an interesting nuance that he had to discuss with their planning
23 consultant. He explained that when it was technically within the full rear of the home, and because
24 of its height being significantly above, it was likely that it was deemed sufficient at the time, but
25 felt it was a worthy nuance for the Commission to note.
26

27 Commissioner Schwalbe asked if the view from the frontage road would be that a good deal of the
28 fencing would be behind the row of trees.
29

30 Mr. Sharpe stated that, according to the survey, the answer would be 'yes'.
31

32 Adam Elg, 1407 Holdridge Lane, stated that when he received his permit for the northeast fence,
33 he was told that from the back north corner of the home to the front north corner was considered
34 the side yard and could be 4 feet tall and 100% opaque. He stated that they also told him that from
35 the front corner to the front property line was considered front yard and could only be, at the time,
36 50% opaque and 4 feet tall. He stated that it was a bit different, but wasn't sure if it had something
37 to do with the street or if it was just two different interpretations. He stated that he felt the pictures
38 that were submitted spoke for themselves and explained that this request has been a long time
39 coming because the view is atrocious, and they also have very bad northwest winds during the
40 winter and summer months. He stated that they were hopeful that if the fencing variance was
41 approved that they would also see a bit of reduction in the winds on their property. He stated that
42 there was a row of evergreens and a row of lilacs that face Highway 12 and Wayzata Boulevard
43 that will block the fence. He stated that he felt the only people who would be able to see the fence
44 would be themselves and anyone driving down Holdridge Lane. He explained that they wanted to
45 do something a bit different with the design by doing horizontal cedar, which was more in line
46 with mid-century modern architecture and landscape design. He explained that he has also planned

1 on installing shrubbery and flowering areas in front of the fence because they wanted to attract
2 more bees and pollinating insects.

3
4 Commissioner Schwalbe asked if some parts of the fence would be horizontal and others vertical.

5
6 Mr. Elg acknowledged that the existing fencing would remain the same, but explained that they
7 would never see the two kinds of fencing together.

8
9 Commissioner Schwalbe asked if the dealership kept their lights on all night long.

10
11 Mr. Elg stated that they do keep the lights on all night long, which was why they had installed
12 thick blinds on their bedroom windows.

13
14 Chair Cameron asked about the property line to the retaining wall and asked if there was a
15 significant easement located behind the fence.

16
17 Mr. Elg stated that it was about 20 feet, but wasn't sure it was an easement. He explained that the
18 City used to mow one strip with their riding mower up against the wall, but they stopped doing
19 that after they had moved in. He stated that they were fine with that because they liked the wild
20 flowers and things that grow back there.

21
22 There being no questions from the Commission for the applicant, Chair Cameron opened the public
23 hearing on the application at 7:28 pm.

24
25 Mr. Sharpe stated that there were no people who called in to the meeting that have asked to speak
26 at the public hearing.

27
28 Chair Cameron noted that the Commission had received copies of the 2 public comments that were
29 submitted, which were both in favor of this request.

30
31 There being no one wishing to comment on the application, Chair Cameron closed the public
32 hearing at 7:28 pm.

33
34 Chair Cameron asked the Commission to share their questions and feedback on the application.

35
36 Commissioner Ankeny stated that she felt the request was reasonable.

37
38 Commissioner Severson stated that she agreed and did not think anyone would be able to see the
39 fence.

40
41 There being no further discussion, Chair Cameron asked for a motion on the application.

42
43 Commissioner VanLoy made a motion, seconded by Commissioner Ankeny, to direct staff to
44 prepare a draft Planning Commission Report and Recommendation with appropriate findings
45 reflecting a recommendation of approval for 1407 Holdridge Lane Fence Variance for review and
46 adoption at the next Planning Commission meeting.

1
2 The motion carried unanimously.

3
4 Commissioner Elg rejoined the Commissioner at the dais.

5
6 **AGENDA ITEM 7. Other Items:**

7
8 **a) Review of Development Activities**

9
10 Mr. Sharpe stated that 150 Broadway Avenue was under construction and explained that a portion
11 of the roadway had been blocked off because they were digging out foundations. He stated that
12 this was for a ground-floor office with upstairs residential use. He stated that 641 Lake Street had
13 received the demolition and other various permits, so the City can expect to see that work begin.

14
15 Chair Cameron asked if Xcel had withdrawn their application.

16
17 Mr. Sharpe confirmed that Xcel had withdrawn their application for the monopole but noted that
18 they intend to resubmit it sometime in the future with materials that were meant to address some
19 of the concerns raised by the Commission and the public with their initial application.

20
21 Commissioner Schwalbe stated that demolition was beginning on Lake Street and noted that she
22 felt it was unfortunate that the City would be losing the 'Love Local' mural that was done by a
23 charming young woman just a few years ago.

24
25 Mr. Sharpe stated that the mural was briefly discussed at the Art Steering Committee, but they
26 were unsure how the mural may be able to be retained. He explained that the City had let the
27 applicant know that if there was a way to pay homage to it or replicate it in some way with the
28 new development that the City would encourage that approach.

29
30 **b) Planning Commission Meeting Schedule**

31
32 **AGENDA ITEM 8. Adjournment.**

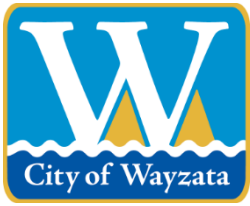
33
34 There being no further business on the agenda, Chair Cameron asked for a motion to adjourn.

35
36 Commissioner Severson made a motion, seconded by Commissioner Plantan, to adjourn the
37 Planning Commission meeting.

38
39 The motion carried unanimously.

40
41 The Planning Commission meeting was adjourned at 7:33 p.m.

42
43 Respectfully submitted,
44 Kayla Atkins Rokosz
45 *TimeSaver Off Site Secretarial, Inc.*
46



**City of Wayzata
Planning Commission
Agenda Report**

MEETING DATE: June 9, 2025	AGENDA ITEM: 4.b
TITLE: Approval of Meeting Minutes of May 19, 2025	
PREPARED BY:	
REVIEWED BY:	
60 DAY DEADLINE:	

BACKGROUND:

ACTION REQUESTED:

ATTACHMENTS:

1. PC.05.19.2025 Final

**WAYZATA PLANNING COMMISSION
MEETING MINUTES
MAY 19, 2025**

AGENDA ITEM 1. Call to Order

Vice-Chair Plantan called the meeting to order at 6:30 p.m.

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

AGENDA ITEM 2. Roll Call

Vice Chair Plantan asked Community Development Director Sharpe to take roll call.

Present at roll call were Commissioners: Plantan, Schwalbe, Elg, VanLoy, and Ankeny. Community Development Director Alex Sharpe, Planning Consultant Eric Zweber, and City Attorney David Schelzel were also present.

Absent at roll call were Commissioners: Cameron and Severson

AGENDA ITEM 3. Approval of Agenda

Vice-Chair Plantan asked for a motion to approve the agenda for the meeting.

Commissioner Elg stated that he would like to amend the agenda to pull item 4.b. from the Consent Agenda and vote on it as a separate agenda item, because he would not be voting on that item as he is the applicant.

Vice-Chair Plantan acknowledged the request and asked for a motion to approve the agenda with the proposed amendment.

Commissioner Elg made a motion, seconded by Commissioner Ankeny, to approve the agenda for May 19, 2025, with the proposed amendment.

The motion carried unanimously.

AGENDA ITEM 4. Consent Agenda

- a.) Approval of the Planning Commission Report and Recommendation for a Building Coverage and Impervious Surface Variance at 323 Waycliffe North
- b.) ~~Approval of the Planning Commission Report and Recommendation for a Fence Variance at 1407 Holdridge Lane (removed for separate discussion)~~

1 Vice-Chair Plantan read the items on the amended consent agenda and asked if any Commissioner
2 wished to pull any additional items for further discussion.

3
4 Vice-Chair Plantan asked for a motion to approve the amended Consent Agenda as presented.

5
6 Commissioner Elg made a motion, seconded by Commissioner Ankeny, to approve the amended
7 Consent Agenda as presented.

8
9 The motion carried unanimously.

10
11 **Approval of the Planning Commission Report and Recommendation for a Fence Variance**
12 **at 1407 Holdridge Lane (formerly Consent Agenda item 4.b.)**

13
14 Vice-Chair Plantan asked for a motion to adopt and approve the Planning Commission Report and
15 Recommendation for the fence variance request for 1407 Holdridge Lane, formerly item b. on the
16 Consent Agenda.

17
18 Commissioner Schwalbe asked why the Commission had removed that item and was now voting
19 on it.

20
21 Vice-Chair Plantan explained that it was pulled for separate discussion because Commissioner Elg
22 did not want to vote on his own application for a fence variance.

23
24 Commissioner Ankeny made a motion, seconded by Commissioner VanLoy, to approve the
25 Planning Commission Report and Recommendation for a Fence Variance at 1407 Holdridge Lane.

26
27 Upon a vote, the motion carried 4 ayes, 0 nays, 1 abstain (Commissioner Elg)

28
29 **AGENDA ITEM 5. Public Hearing Items**

30
31 **a) Consider Development Application for 513 Ferndale Road West Setback**
32 **Variance - WITHDRAWN**

33
34 Vice-Chair Plantan explained that the Public Hearing item for 513 Ferndale Road West had been
35 withdrawn.

36
37 **AGENDA ITEM 6. Other Items:**

38
39 **a) Review of Development Activities**

40
41 Community Development Director Sharpe stated that the older section of the building at 641 Lake
42 Street has been demolished and the reconstruction process will soon start. He noted that the public
43 has had some difficulty with the sidewalk closure, and staff have met with the applicant about
44 finding a way to open it up as early as possible, while also allowing for safety for workers and the
45 public. He explained that it was likely that the sidewalk would not be open until mid to late June.

1 Commissioner VanLoy stated that originally, they had the fence aligned with the sidewalk, and
2 they ended up moving it out to include the garden area. He asked if the City could consider
3 temporarily removing the shrubbery so people could use the parking spots that were walled off, as
4 well as that area as a walkway.

5
6 Mr. Sharpe stated that this was taken into consideration, but due to ADA required accessibility
7 within a public right-of-way, it was determined that the entire area needed to be closed off. He
8 stated that it was being used improperly, which ended up causing additional issues with people
9 stepping out into traffic and also with people getting to the end of the sidewalk and being trapped
10 in a space that had no ADA accessibility to turn around in.

11
12 Mr. Sharpe explained that plans for the update and redesign of Klapprich Park have been approved,
13 which will result in the park being closed for the summer beginning in about a week. He stated
14 that the goal is to have the ice rink and warming house open by next winter.

15
16 He invited the Commission to attend a Parks and Trails Board event for Arbor Day, on May 31,
17 2025, from 12:00 p.m. to 2:00 p.m. at Depot Park.

18
19 He noted that the step-downs were being installed along the Panoway, which would take a few
20 weeks, and stated that it would not be open until all safety signs and equipment were installed. He
21 explained that they do not have an exact date for when it would be opened yet, but would update
22 the public via the City's website and social media.

23
24 Commissioner Schwalbe asked if the boardwalk areas would still be open.

25
26 Mr. Sharpe confirmed that the Lakewalk would remain open and was not part of the closure to
27 install the step-downs.

28 29 **b) Planning Commission Meeting Schedule**

30
31 Mr. Sharpe explained that in an attempt to keep Walzer's Lamborghini application on schedule,
32 staff would like to know the Commission's availability for a meeting on June 9, 2025, rather than
33 June 2, 2025, and asked them to respond to the request that was sent out, as soon as possible.

34 35 **AGENDA ITEM 7. Adjournment.**

36
37 There being no further business on the agenda, Vice-Chair Plantan asked for a motion to adjourn.

38
39 Commissioner VanLoy made a motion, seconded by Commissioner Schwalbe, to adjourn the
40 Planning Commission meeting.

41
42 The motion carried unanimously.

43
44 The Planning Commission meeting was adjourned at 6:42 p.m.

45
46 Respectfully submitted,

1 Kayla Atkins Rokosz
2 *TimeSaver Off Site Secretarial, Inc.*
3



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 9, 2025	AGENDA ITEM: 6.a
TITLE: 1022 and 1042 Wayzata Boulevard East (Lamborghini) - PUD Concept Plan	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Alex Sharpe, Community Development Director	
60 DAY DEADLINE: 120 Day Deadline - July 30, 2025	

BACKGROUND:

The applicant, Walser Real Estate, has submitted a development application requesting approval of a Planned Unit Development (PUD) Concept Plan to combine the two lots at 1022 and 1042 Wayzata Boulevard East and to construct a new building for an automobile dealership and to modify the existing building at 1042 Wayzata Boulevard East. City Code Section 916.03.D. limits only one principal building per lot except for PUD.

ACTION REQUESTED:

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 requests in the application, for review and adoption at the next Planning Commission meeting.

ATTACHMENTS:

1. 1022 Wayzata Blvd E - Staff Report
2. 1022 Wayzata Blvd E - Applicant's Narrative
3. 1022 Wayzata Blvd E - City Response Narrative
4. 1022 Wayzata Blvd E - Survey, Civil, Architectural Plans
5. 1022 Wayzata Blvd E - Traffic Impact Study



**Staff Report
Wayzata Planning Commission
June 9, 2025**

Project Name: Lamborghini Minneapolis
Requests: Planned Unit Development (PUD) Concept Plan
Applicant: Walser Real Estate, LLC
Addresses of Request: 1022 and 1042 Wayzata Boulevard E
Prepared by: Alex Sharpe, Community Development Director
Eric Zweber, Consulting Planner
“60 Day” Deadline: 120 Day Extension to July 30, 2025

Development Application Introduction

The applicant, Walser Real Estate, has submitted a development application requesting approval of a Planned Unit Development (PUD) Concept Plan to combine the two lots at 1022 and 1042 Wayzata Boulevard East and to construct a new building for an automobile dealership and to modify the existing building at 1042 Wayzata Boulevard East. City Code Section 916.03.D. limits only one principal building per lot except for PUD.

Property Information

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

Address	PID	Owner
1022 and 1042 Wayzata Boulevard E	06-117-22-41-0225 06-117-22-41-0019	Walser Real Estate, LLC

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

	1022 and 1042 Wayzata Boulevard E
Current Zoning:	C-3 Service District
Comprehensive Plan Designation:	Mixed Use Commercial/Residential

Project Location

The properties are located on the south side of Wayzata Boulevard in between Central Avenue and Huntington Avenue.

Map 1: Project Location



Application Requests

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

- PUD Concept Plan (§ 933.05): The applicant has proposed PUD Concept Plan to combine the two properties, construct a new building for an automobile dealership and the modification of the existing building on 1042 Wayzata Boulevard East.

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on May 29, 2024. The public hearing notice was also mailed to all property owners located within 500 feet of the subject property on May 27, 2025.

Neighborhood Notification

The applicant held a neighborhood meeting on June 2, 2025, to discuss their proposed plans. The meeting was attended by 12 residents/owners of nearby properties. The following primary concerns were discussed:

- Increased traffic
- Access from Central Avenue
- Sidewalks
- Setback Variance
- Tree and brush removal
- Stairway at Huntington Avenue
- Stormwater Run-off

Previous Development Applications

In 1953, these properties were zoned for commercial development and shortly after, a gas station and repair garage was constructed.

In 1975, a request for an office building was approved and in 1976, the developer informed the City that the office building would not go forward because it was not economically feasible.

In March 2019, the City approved a site plan (other approvals) to construct a Chase Bank which did not move forward due to bank licensing issues.

In April 2021, a two-tenant building including a drive-thru for a Caribou Cabin was requested which was denied.

In August 2022, a 35-foot-wide parcel south of the former gas station was combined with the gas station parcel and was rezoned to C-3.

In 2023, the retaining wall on the south end of the property was repaired.

In 2024, the former gas station was demolished.

Existing Conditions

The existing site is split between two parcels that total 0.88 acres. The larger parcel fronts Wayzata Boulevard Huntington Avenue right-of-way is currently absent of structures aside from a retaining wall on the south side of the parcel. The smaller parcel to the east is occupied by Mulberrys dry cleaner and abuts t Central Avenue right-of-way and a residential neighborhood to the south. The larger parcel is relatively flat while the eastern parcel has a significant slope along Central Avenue as the elevation drops down nearly 12 feet from north to south.

Huntington Avenue right-of-way abuts the properties to the west and is used as parking for the adjacent sites. Huntington Avenue was disconnected from the Huntington Avenue to the south with the construction of the Edina Realty office building (1000 Superior

Boulevard). Huntington Avenue ends in a cul-de-sac southwest of the property which includes stairs creating a pedestrian connection between Wayzata Boulevard and the cul-de-sac.

As mentioned above, the property abuts Wayzata Boulevard to the north. Walgreens sits directly across from the property on the north side of Wayzata Boulevard.

Proposed Changes

The applicant proposes to combine the two parcels into a single parcel, decrease the size of the existing dry cleaner building, and then construct a new 7,845 square foot footprint building for the operation of an automobile dealership. The applicant stated that the automobile brand would be Lamborghini but they may sell other brands of used cars provided as trade-ins. City Code Section 916.03.D states that there shall not be more than one principal building per lot except for in the case of a PUD.

The automobile dealership building will be a single-story building with a basement that is exposed to the east. On the main level, the automobile dealership will contain the sales floor within the northern half of the building and six service bays within the southern half of the building. The lower level is 12 feet lower than the main level and will contain 16 parking stalls, oil and parts storage, the air compressor, trash enclosure and the electrical and information technology room. One of the parking stalls is located in front of the trash enclosure. The lower level will be accessed by a driveway leading to Central Avenue South.

The existing dry cleaner building is roughly L shaped with a main and lower level. This building will be reduced in size by removing approximately the western 20 feet which had previously been occupied by a photography developing business. Additionally, the proposal includes the demolition of approximately the southern 40 feet that contained the lower level of the building. The remodeled building would be 1,385 square foot footprint.

With nearly 40 feet of grade change on the site from north to south, the applicant is proposing to replace the three existing retaining walls.

The site currently has five access points onto public right-of-way, two off of Huntington Avenue to the west, one off of Wayzata Boulevard to the north, and two off of Central Avenue to the east. The proposed development removes the southern access from Huntington Avenue and proposes to move the southern access onto Central Ave 20 feet to the south. The remaining access points are proposed to remain in existing locations.

Analysis of Application

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

The applicant is requesting the first of a three step process for PUD approval which is the PUD Concept Plan. A Concept Plan requires preliminary schematic plans and is an opportunity for the Planning Commission and City Council to provide feedback to the applicant before they submit the more robust PUD General Plan.

If the PUD concept plan is approved, the following applications and public process are also required:

- PUD General Plan,
- Four variances
- Five design deviations
- Conditional use permit (CUP) for a fence above six feet in height
- Preliminary plat

If these applications are approved, a final plat, PUD Final Plan and development agreement will require subsequent approval from the City Council.

Planned Unit Development Zoning Amendment

Both lots are currently zoned C-3 Service District. The applicant will be requesting to combine the lots through a preliminary and final plat, and then to accommodate two buildings on a single lot, the applicant will be requesting a zoning map amendment to PUD. The following table outlines the standards compared with the proposal (both lots combined):

Regulation	PUD District	Dealership	Dry Cleaner
Building Height (max.)	Three stories and 35 feet in height, whichever is lesser.	1 story: Greater than 24 feet*	1 Story: Greater than 14 feet*
Lot Area	Minimum of 15,000 square-feet	38,333 square-feet	
Lot Coverage (max.)	N/A	24%	
Impervious Surfaces (max.)	N/A	77%	
Building Setbacks (min.)	Front: 10 ft Rear: 10 ft Sides: 10 ft Next to Residential: 50 ft	East (front): N/A** West (rear): 30 ft. North (side): 32 ft. South (res.): 60 ft.	East (front): 19 ft. West (rear): N/A** North (side): 4.5 ft.*** South (res.): 118 ft.
Parking Setbacks (min.)	Front: 10 ft Sides: 10 ft Rear: 10 ft	Wayzata Boulevard (side): 24 ft. Huntington Avenue (rear): 30 ft. East (front): 13.5 ft. South (side): 5 ft.****	

*Average Grade Plane has not been calculated at the PUD Concept Plan

**Another building is located between this building and the property line

***Existing legal non-conforming setback

**** Variance Requested

Parking

The applicant has proposed a combination of 39 parking stalls:

- 24 surface parking stalls
- 15 enclosed parking stalls

Use	Parking Standard	Area	Parking Requirement
Motor Vehicle Rental and Sales	1 stall per 400 sq. ft.	4,400 sq. ft.	11 stalls
Motor Vehicle Service	5 stalls plus 3 stalls per service bay	6 service bays	23 stalls
Personal Services	1 stall per 200 sq. ft.	1,385 sq. ft.	7 stalls
Total			41 stalls

41 parking stalls are required and 39 total parking stalls are proposed. The applicant's plan shows five (5) stalls that do not count towards parking, the four (4) sale floor display and the one (1) stall in the basement that blocks the trash enclosure and oil/air compressor storage room.

The applicant's traffic study says that the Institute of Transportation Engineers Parking Generation Manual would only demand 18 parking stalls but the report does not list the individual uses that created this demand.

The proposed plan would require three parking variances. The first variance would be for being two (2) parking stalls short of the City Code requirement.

The second variance is for the depth of the parking stalls. All of the exterior stalls are 18 feet in depth. City Code Section 920.05.E.2.a states that parking stalls shall be 9 feet wide and 20 feet deep except that the City Engineer can approve 18 feet in depth where a two (2) overhang is available. The City Engineer would approve the 14 stalls located along the southern lower level drive because a two foot overhang is available. The City Engineer would not approve the seven (7) stalls on the west side of the building or the three (3) stalls next to the dry cleaner because the two foot overhang would block two (2) feet of the five (5) foot wide sidewalk.

The third variance is for the lack of a 10 foot setback for the 14 stalls located along the southern lower level drive. These stalls are as close as 5 feet from the residential property to the south. To help mitigate the reduced setback, the applicant is proposing an 8 foot decorative fence between these stalls and the residential property. Details of this fence have not been provided.

Loading/Deliveries

City Code requires at least one loading berth being 50 feet in length. Delivery of vehicles would arrive from Wayzata Boulevard and deliveries of parts would arrive from Central Avenue. Vehicle deliveries would need use at least two of the accesses to the north of

the building because there is not adequate space for a 50 foot truck to turn around on site. The truck turning will be complicated by the proximity of the access from Huntington Avenue because the access is not 40 feet from the intersection of Wayzata Boulevard and Huntington Avenue as required by City Code Section 920.05.E.6. The applicant would request a variance for this access from Huntington Avenue.

The parts delivery access from Central Avenue does not have enough room for truck of 50 feet in length to turn around on site, which is a violation of City Code Section 920.10 which requires truck maneuvering on-site and not backing onto the public right-of-way.

Access and Circulation

There are proposed accesses to the site via Wayzata Boulevard, Huntington Avenue and Central Avenue accesses. The existing entrances off of Wayzata Boulevard, the northern Huntington Avenue and the northern Central Avenue accesses are proposed to remain as they are currently and will provide access to customer parking and the service area to the south of the property. Customers would access the site from Wayzata Boulevard via Huntington Avenue right-of-way. When exiting the site, employees and customers would be required to take a right-turn only going eastbound on Wayzata Boulevard. Left turns would only be permitted out of the site at the access just south of the Central Avenue and Wayzata Boulevard intersection.

The southern Central Avenue entrance will be relocated about 20 feet south to serve the lower level and additional parking spaces. Due to the grade change on the site, the southern access on Central Avenue does not provide circulation to the larger site and would only be used to access the lower level of the dealership and parking.

Design Standards Review

The applicant is proposing to renovate the existing Mulberrys building including removing some of the western and southern ends of the building and adding additional windows to meet the design standards for transparency.

The proposed new dealership building will be predominantly brick with a block base and a black tile capital. On the north elevation facing Wayzata Boulevard, there will be a black aluminum composite material (ACM) canopy over the main entrance.

Staff has reviewed the submitted plans for conformance with all design standards. The applicant is requesting five design deviations as outlined below.

City Code Section 909.16.D.1. states that for the Wayzata Boulevard District, continuous sidewalk width shall be no less than seven feet in width along Wayzata Boulevard. The applicant is proposing a five foot sidewalk width where seven is required on site to the north of the parcel.

City Code Section 909.18.A states that a landscaped buffer shall be provided between surface parking areas and all sidewalks or public streets. The landscape buffer shall provide plantings with six foot minimum planting width. The applicant proposes to meet

the six foot requirement to the west side of the northern property line, but proposed no (zero) landscaping buffer on the eastern portion of the north property line where required.

City Code Section 909.17.B.1 requires that street trees shall be planted at all public frontages. The applicant proposes to meet planting requirements on the western half of the northern property line abutting Wayzata Boulevard but proposes no plantings on the east side due to no landscape buffer in this area as noted above (909.18.A Design Deviation).

City Code Section 909.16.D.3.C requires a six-foot wide landscape strip adjacent to a building wall. The applicant is requesting to forgo including this in their proposed landscape plan due to constraints of the existing site layout, grades and setbacks. The applicant has indicated that imposing the full landscaping requirement would result in the loss of essential parking capacity and negatively impact the functionality of the site. There is no proposed landscaping around the building perimeter.

City Code Section 909.19.A requires off-street parking to be located at the rear of buildings, or in side yards if a rear location is shown to be infeasible. Front yard and corner parking locations are prohibited. The applicant is proposing three (3) parking spaces and an access drive to be located in the front of the property, along the building fronting Wayzata Boulevard, one of which is a designated ADA parking space. The applicant notes that the existing site includes established access points, driveway alignments and a building footprint that constrain the ability to redesign the site to meet code requirements. They also indicate that relocating parking out of the front yard would not be feasible and that the parking layout in its current form is necessary to maintain the most adequate functionality, access and traffic flow throughout the site.

Standard	Required	Proposed
Walkways	Continuous sidewalk width of seven feet	Five feet
Landscape Buffer	Six-foot wide landscaped buffer between all sidewalks/public streets and surface parking areas	No landscape buffer between sidewalk/public street and parking area on east side of northern property line
Street Trees	Street trees required to be planted at public frontages	No street trees proposed on east side of northern property line
Landscape Strip	Six-foot wide landscape strip at any adjacent building wall	No landscape strip adjacent to building wall
Off Street Parking Locations	Front yard parking prohibited	Three parking stalls and an access drive is proposed in front yard

Fencing/Retaining Wall

The applicant is proposing an 8-foot-tall compost screen decorative fence along the south property line. This is in response to the variance request to reduce the required 10-foot setback between the parking lot and property line in this location. A future CUP would be required to approve a fence taller than six feet in height. A detail of the fence construction would need be submitted with the PUD General Plan.

Three retaining walls are proposed on site. The northern most retaining wall is located to the south of the renovated dry cleaner building and north of the access drive to the lower level of the dealership. This wall is proposed to be about 113 feet long, be up to six feet in height, has a 22-step staircase top walk between levels and would face south. The middle retaining wall is located on the south side of the lower-level access drive and is about 35 feet long, a total height of nearly 5 feet and will face north. The southern most retaining wall is located to south of the access drive to the service bays. This wall is proposed to be about 115 feet east to west and 84 feet north to south, be up to 13 feet in height, and faces east, west and south.

City design standards require an ornamental iron rod fence between three (3) – four (4) feet in height with a landscaped buffer between the parking lot and Wayzata Boulevard. The applicant is proposing a three (3) foot ornamental fence with a 10-foot landscaped buffer between the parking lot and the sidewalk fronting Wayzata Boulevard.

Landscape Plan

A landscape plan has not been provided with the PUD Concept Plan. A landscape plan is required as part of the PUD General Plan application.

Tree Preservation Plan

The applicant did not submit a tree preservation with the PUD Concept Plan. A tree preservation plan is required as part of the PUD General Plan.

City Engineer's Comments

The City Engineer has provided the following comments regarding the proposed development:

1. Provide a survey, showing proposed lot coverage and impervious surface coverage calculations for the site.
2. Proposed removal of 2 trees and medians in Huntington Avenue ROW – are these removals necessary, or are they for the convenience of the adjacent construction? What is proposed for replacement?
3. Provide a tree inventory and tree preservation plan for the project. Include affected ROW trees.
4. The Green Ash trees along the south edge of the 1022 parcel have been removed. Update the plans to reflect this.
5. Provide a landscape plan showing proposed conditions on the subject parcel and in the City's ROW.
6. Parking stalls that are only 18 feet long require room for a 2-foot overhang; are sidewalks wide enough to accommodate this and still meet ADA requirements? Note that proposed parking stalls less than 20 feet in length require the approval of the City Engineer.
7. Provide stormwater management for the east half of the site (existing 1042 Wayzata Boulevard parcel). There appears to be space near the southeast corner of the site for stormwater facilities that could discharge at grade into the Central Avenue ROW.
8. Provide information about building's rain gutters/downspouts and discharge locations.
9. The existing $\frac{3}{4}$ inch water service (for 1022 Wayzata Boulevard East) connected to the water main beneath Wayzata Boulevard must be properly disconnected at the main. This work will require utility and ROW permits from the City of Wayzata.
10. The existing water service for 1042 Wayzata Boulevard East is a 2-inch copper service from the water main beneath Central Avenue South to the curb stop. Plans show connecting this existing 2-inch service to the building with a 6-inch DIP water service to the building. If the existing 2-inch water service is proposed to be

replaced with a larger water service, it will require utility and ROW permits from the City of Wayzata.

11. The existing storm sewer manhole near the southwest corner of the site in the Huntington Avenue ROW (shown on the utility plan as the proposed storm sewer discharge location) is not accessible at grade, and its condition is unknown. This manhole should be raised to be accessible for maintenance as a part of the redevelopment of this site; please note this on the plans. This work will require utility and ROW permits from the City of Wayzata.
12. Proposed work near the intersection of Wayzata Boulevard/County Road 101 and Central Avenue/County Road 101 will require approval and permits from Hennepin County.

Standards of Planning Commission Review of Application Requests

The applicant's PUD Concept Plan request is a legislative reviews and decisions, 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 PUD Concept Plan if the Commission determines that there are no substantial adverse effects of the development in City Code § 903.02.F, § 933.01 and § 933.02.

Primary Questions to Consider

1. Purpose of PUD
 - a. Does the PUD encourage innovations in development for the growing demands of all styles of economic expansion?
 - b. Does the PUD encourage higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects and engineers?
 - c. Does the PUD encourage a creative use of land and related physical development which allows a phased and orderly development and use pattern?
 - d. Does the PUD create a development pattern in harmony with the objectives of the Wayzata Comprehensive Plan? (PUDs are not intended as a means to vary applicable planning and zoning principles)
 - e. Does the PUD create a more desirable and creative environment than might be possible through the strict application on zoning and subdivision regulations of the City?

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

Applicant's Narrative

City response Narrative

Existing Survey

Civil Plans

Architectural Plans

Traffic Impact Study dated March 31, 2025

Applicable Code Provisions for Review

Staff has analyzed the facts provided by the applicant in comparison with the criteria for approval. While several criteria appear to be met, **staff has highlighted in bold** the criteria that may require additional discussion with the Planning Commission.

2040 Comprehensive Plan:

Guiding Principles:

Walkable and Pedestrian Friendly (page 1-6)

- The argument for a more pedestrian oriented community goes beyond the social and health benefits it provides – walkable communities also lead to increased economic activity.
- For Wayzata to be more walkable, development needs to occur on a smaller human scale – smaller parks near neighborhoods, small node development for small economic activity in otherwise traditionally residential neighborhoods, and housing within traditionally commercial spaces.

City Nodes with Greater Housing Diversity (page 1-8)

- Higher density, for Wayzata, would mean City pockets with townhome developments, and housing developments in traditionally commercial areas.
- This higher density, combined with pointed efforts to make Wayzata walkable, multi-generational, and connected could bring liveliness to nodes within the City.

Residential Goals and Policies (page 3-6)

Goal: Create connected neighborhoods that provide access to services, housing and recreation for all ages and mobility types.

Policy: Monitor the need and enforce transitional uses or buffers between incompatible uses when infill or redevelopment is proposed.

Policy: Encourage and promote a balanced housing supply.

Future Lane Use (page 3-9)

- Wayzata seeks to manage development of land in a manner that results in compatible land use patterns, access to services and amenities, and efficient utilization of public services.
- Through management of the Comprehensive Plan, the City will maintain attractive, high quality living and working environments for community residents and visitors.
- The City recognizes that the plan may evolve and change in the coming years and that the City should engage in regular reviews, ideally on an annual basis, to ensure the plan is kept current.

Purpose of PUDs: Section 933.01 of the Zoning Ordinance provides for the establishment of Planned Unit Developments to allow greater flexibility in the development of

neighborhoods and/or non-residential areas by incorporating design modifications as part of a PUD conditional use permit or a mixture of uses when applied to a PUD District. The PUD process, by allowing deviation from the strict provisions of the Zoning Ordinance related to setbacks, lot area, width and depth, yards, etc., is intended to encourage:

- A. Innovations in development to the end that the growing demands for all styles of economic expansion may be met by greater variety in type, design, and placement of structures and by the conservation and more efficient use of land in such developments.**
- B. Higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects, and engineers.**
- C. More convenience in location and design of development and service facilities.
- D. The preservation and enhancement of desirable site characteristics such as natural topography and geologic features and the prevention of soil erosion.**
- E. A creative use of land and related physical development which allows a phased and orderly development and use pattern.**
- F. An efficient use of land resulting in smaller networks of utilities and streets thereby lower development costs and public investments.
- G. A development pattern in harmony with the objectives of the Wayzata Comprehensive Plan. (PUD is not intended as a means to vary applicable planning and zoning principles.)**
- H. A more desirable and creative environment than might be possible through the strict application on zoning and subdivision regulations of the City.**

PUD General Standards. Section 933.02 sets forth the general standards for review of a PUD application. The standards that are especially relevant to this review are shown in bold:

1. Review. In its review of any application under this Section, the City Council shall consider comments on the application of those persons appearing before the Council, the report and recommendations of the Planning Commission, the recommendations of the Design Review Board and any staff report on the application. The Council also shall evaluate the effects of the proposed project upon the health, safety and welfare of residents of the community and the surrounding area and shall evaluate the project's conformance with the overall intent and purpose of this Section. If the Council determines that the proposed

project will not be detrimental to the health, safety and welfare of residents of the community and the surrounding area and that the project does conform with the overall intent and purpose of this Section, it may approve a PUD permit, although it shall not be required to do so.

2. Ownership. An application for a PUD District or conditional use permit approval must be filed by the land owner or jointly by all land owners of the property included in a project. The application and all submissions must be directed to the development of the property as a unified whole. In the case of multiple ownership, the approved Final Plan shall be binding on all owners.
3. **Comprehensive Plan Consistency. The proposed PUD shall be consistent with the City Comprehensive Plan.**
4. Sanitary Sewer Plan Consistency. The proposed PUD shall be consistent with the City Comprehensive Sewer Plan and shall not create a discharge which is in excess of the City's assigned regional limitations.
5. Common Open Space. Common private or public open space and facilities at least sufficient to meet the minimum requirements established in the Comprehensive Plan and such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the residents of the PUD shall be provided within the area of the PUD development.
6. Operating and Maintenance Requirements for PUD Common Open Space Facilities. Whenever common private or public open space or service facilities are provided within the PUD, the PUD plan shall contain provisions to ensure the continued operation and maintenance of such open space and service facilities to a predetermined reasonable standard. Common private or public open space and service facilities within a PUD may be placed under the ownership of one or more of the following, as approved by the City Council.
 - a) Dedicated to public, where a community-wide use is anticipated and the City Council agrees to accept the dedication.
 - b) Landlord control, where only use by tenants is anticipated.
 - c) Property Owners Association, provided all of the following conditions are met:
 - 1) Prior to the use or occupancy or sale or the execution of contracts for sale of an individual building unit, parcel, tracts, townhouse, apartment, or common area, a declaration of covenants, conditions and restrictions or an equivalent document or a document such as specified by Laws 1963, Chapter 457, Section 11 and a set of floor plans such as specified by Laws 1963, Chapter 457, Section 13 shall be filed with the City of Wayzata, said filing with the City to be made prior to the filings of said

declaration or document or floor plans with the recording officers of the County.

- 2) The declaration of covenants, conditions and restrictions or equivalent document shall specify that deeds, leases or documents of conveyance affecting buildings, units, parcels, tracts, townhouses, or apartments shall subject said properties to the terms of said declaration.
- 3) The declaration of covenants, conditions and restrictions shall provide that an owner's association or corporation shall be formed and that all owners shall be members of said association or corporation which shall maintain all properties and common areas in good repair and which shall assess individual property owners proportionate shares of joint or common costs. This declaration shall be subject to the review and approval of the City Attorney. The intent of this requirement is to protect the property values of the individual owner through establishing private control.
- 4) The declaration shall additionally amongst other things, provide that in the event the association or corporation fails to maintain properties in accordance with the applicable rules and regulations of the City of Wayzata or fails to pay taxes or assessments on properties as they become due and in the event the said City of Wayzata incurs any expenses in enforcing its rules and regulations, which said expenses are not immediately reimbursed by the association or corporation, then the City of Wayzata shall have the right to assess each property its prorated share of said expenses. Such assessments, together with interest thereon and costs of collection, shall be a lien on each property against which each such assessment is made.
- 5) Membership must be mandatory for each owner, and any successive buyer.
- 6) The open space restrictions must be permanent and not for a given period of years.
- 7) The association must be responsible for liability insurance, local taxes, and the maintenance of the open space facilities deeded to it.
- 8) Property owner must pay their prorated share of the cost of the association by means of an assessment to be levied by the association which meets the requirements for becoming a lien on the property in accordance with Minnesota Statutes.
- 9) The association must be able to adjust the assessment to meet changed needs.

7. Staging of Public and Common Open Space. When a PUD provides for common private or public open space, and is planned as a staged development over a period of time, the total area of common or public open space or land escrow security in any stage of development shall, at a minimum, bear the same relationship to the total open space to be provided in the entire PUD as the stages or units completed or under development bear to the entire PUD.

8. Density.

- a) The maximum allowable density in a PUD District shall be determined by standards negotiated and agreed upon between the applicant and the City. In all cases, the negotiated standards shall be consistent with the development policies as contained in the Wayzata Comprehensive Plan. Whenever any PUD is to be developed in stages, no such stage shall, when averaged with all previously completed stages, have a residential density that exceeds 125 percent of the proposed residential density of the entire PUD.
- b) There shall be no density variation from the standards applied in an applicable zoning district for PUD conditional use permits.

9. Utilities. In any PUD, all utilities, including telephone, electricity, gas and telecable shall be installed underground.

10. Utility Connections.

- a) Water Connections. Where more than one property is served from the same service line, individual unit shut off valves shall be provided as required by the City Engineer.
- b) Sewer Connections. Where more than one unit is served by a sanitary sewer lateral which exceeds 300 feet in length, provision must be made for a manhole to allow adequate cleaning and maintenance of the lateral. All maintenance and cleaning shall be the responsibility of the property owners association or owner.

11. Roadways. All streets shall conform to the design standards contained in the Wayzata Subdivision Regulations unless otherwise approved by the City Council.

12. Landscaping. In any PUD, landscaping shall be provided according to a plan approved by the City Council, which shall include a detailed planting list with sizes and species indicated as part of the Final Plan. In assessing the landscaping plan, the City Council shall consider the natural features of the particular site, the architectural characteristics of the proposed structure and the overall scheme of the PUD plan.

13. Setbacks.

- a) The front, rear and side yard restrictions on the periphery of the Planned Unit Development site at a minimum shall be the same as imposed in the underlying districts, if a PUD condition use permit, or the previous zoning district, if a PUD District.
- b) No building shall be located less than 15 feet from the back of the curb line along those roadways which are part of the internal street pattern.
- c) No building within the project shall be nearer to another building than one-half the sum of the building heights of the two buildings.
- d) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the allowable setbacks shall be as negotiated and agreed upon between the applicant and the City.

14. Height.

- a) **The maximum building height within a PUD District shall be 35 feet and three stories, whichever is lesser.**
- b) There shall be no deviation from the height standards applied within the applicable zoning districts for PUD conditional use permits.
- c) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the maximum allowable height shall be as negotiated and agreed upon between the applicant and the City.

Variance (905.01.C)

Criteria for Granting. Conditions governing considerations of variance requests.

1. Variances shall only be permitted when they are:

- a) In harmony with the general purposes and intent of this Ordinance; and
- b) Consistent with the Comprehensive Plan.

2. Variances may be granted when the Applicant for the variance establishes that there are practical difficulties in complying with this Ordinance.

3. "Practical difficulties," as used in connection with the granting of a variance, means that:

a) The property owner's proposal for the property is reasonable but not permitted by this Ordinance;

b) The plight of the landowner is due to circumstances unique to the property, and not created by the landowner; and

c) The variance, if granted, will not alter the essential character of the locality.

4. 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.

5. Variances shall be granted for earth sheltered construction as defined in Minn. Stats. § 216C.06, Subd. 14, when in harmony with this Ordinance.

6. The City Council shall not permit as a variance any use that is not allowed under this 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.

7. 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.

8. 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.

Lot Combination through Preliminary and Final Plat (1003.02 & 1003.03)

The City may agree to review the preliminary and final plat simultaneously. The Planning Commission shall consider possible adverse effects of the preliminary plat. Its judgment shall be based upon, but not limited to, the following factors:

1. The proposed subdivision or lot combination shall be consistent with the Wayzata Comprehensive Plan.

2. Building pads that result from a subdivision or lot combination shall preserve sensitive areas such as lakes, streams, wetlands, wildlife habitat, trees and vegetation, scenic points, historical locations, or similar community assets.

3. Building pads that result from subdivision or lot combination shall be selected and located with respect to natural topography to minimize filling or grading.

4. Existing stands of significant trees shall be retained where possible. Building pads that result from a subdivision or lot combination shall be sensitively integrated into existing trees.

5. The creation of a lot or lots shall not adversely impact the scale, pattern or character of the City, its neighborhoods, or its commercial areas.

6. The design of a lot, the building pad, and the site layout shall respond to and be reflective of the surrounding lots and neighborhood character.
7. The lot size that results from a subdivision or lot combination shall not be dissimilar from adjacent lots or lots found in the surrounding neighborhood or commercial area.
8. The architectural appearance, scale, mass, construction materials, proportion and scale of roof line and functional plan of a building proposed on a lot to be divided or combined shall be similar to the characteristics and quality of existing development in the City, a neighborhood or commercial area.
9. The design, scale and massing of buildings proposed on a subdivided or combined lot shall be subject to the architectural guidelines and criteria for the Downtown Architectural District, Commercial and Institutional Architectural Districts, and Residential Architectural Districts and the Design Review Board/City Council review process outline in Chapter 909 of the Wayzata Zoning Ordinance.
10. The proposed lot layout and building pads shall conform with all performance standards contained herein.
11. The proposed subdivision or lot combination shall not tend to or actually depreciate the values of neighboring properties in the area in which the subdivision or lot combination is proposed.
12. The proposed subdivision or lot combination shall be accommodated with existing public services, primarily related to transportation and utility systems, and will not overburden the City's service capacity.

Zoning Map 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.

Proposed Planned Unit Development (PUD) Statement: Lamborghini Dealership

Project Overview: The proposed development is a high-end Lamborghini dealership situated in Wayzata, Minnesota, designed to provide exclusive sales and services for luxury sports vehicles. The dealership will feature an elegant, modern showroom, service bays, customer lounges, and office spaces. Additionally, the project will include surface and underground parking, including spaces for customers and employees, ensuring a seamless experience for both sales and service clients.

The Lamborghini dealership is intended to serve the high-end, luxury automobile market, specifically targeting individuals who desire both the prestige of owning a luxury vehicle and the convenience of having access to expert sales, service, and repair facilities locally. This market is composed of affluent individuals who are discerning in their vehicle choices, seeking superior quality, performance, and exclusivity. The target clientele is primarily residents of Wayzata and the greater Minneapolis-St. Paul metropolitan area, as well as potential out-of-state buyers who value the convenience of an accessible luxury automobile retailer.

Market Demand: The demand for luxury vehicles, particularly high-performance models like those offered by Lamborghini, has grown steadily in the Twin Cities metropolitan area, driven by an increase in disposable income among residents. Wayzata, known for its upscale community, picturesque lakeside setting, and proximity to the larger metropolitan area, is an ideal location for this type of dealership. Residents and visitors in the area often have a taste for luxury and seek services that cater to their lifestyles. There is a clear demand for exclusive dealerships that offer not only vehicle sales but also specialized services like maintenance and customizations that are critical to owners of luxury sports cars.

Additionally, the proposed dealership aims to provide a premium customer experience that includes specialized sales consultations, customized vehicle ordering, and a comprehensive range of after-sales services, further catering to the needs of the luxury market. With Lamborghini's brand reputation and exclusivity, the dealership will serve as a cornerstone for further enhancing Wayzata's image as a prime destination for luxury living.

Relationship to Wayzata's Comprehensive Plan: The proposed PUD aligns with the City of Wayzata's Comprehensive Plan by enhancing the city's reputation as a premier destination for upscale retail and services. The city's Comprehensive Plan focuses on promoting high-quality development that supports economic growth while maintaining Wayzata's character and aesthetic appeal. The proposed Lamborghini dealership will contribute to the economic vitality of Wayzata by attracting luxury consumers, generating sales tax revenue, and increasing demand for high-end services in the area.

Moreover, the project will be designed in a way that respects the city's vision of blending modern development with the existing residential and commercial fabric. The dealership's architectural design will be visually appealing, incorporating contemporary elements while maintaining harmony with neighboring buildings and the overall character of Wayzata. Landscaping, signage, and building materials will all adhere to the city's guidelines, ensuring that the dealership complements the surrounding environment.

Design, Arrangement, and Operation: The design of the dealership will feature a sleek, contemporary aesthetic with clean lines, open spaces, and large glass windows, all designed to showcase Lamborghini's vehicles. The layout will be thoughtfully arranged to ensure ease of access for customers and efficient operation of the dealership. Surface and underground parking will be provided for both customers and employees, and the building will be situated to allow for optimal flow and minimal disruption to neighboring properties.

The proposed operation of the dealership will adhere to applicable zoning and land use regulations, ensuring compatibility with the surrounding area. However, we are requesting flexibility with some standards through the PUD process.

Hours of operation will be in line with typical commercial hours, and any vehicle movement or service work will be managed to minimize noise or other disruptions. Traffic studies and other analyses will be conducted to ensure that the development will not negatively impact local infrastructure or the surrounding neighborhood.

In conclusion, the proposed Lamborghini dealership will meet the demands of an emerging market while contributing positively to the City of Wayzata's economy. It will be designed and operated in a manner that aligns with the city's Comprehensive Plan and zoning regulations, creating a high-quality, aesthetically pleasing addition to the community.

WALSER LAMBORGHINI CITY RESPONSE NARRATIVE

REQUIRED VARIANCE REQUESTS AND RESPONSE TO CITY COMMENTS:

1. Parking setbacks (multiple locations):

We are requesting a variance from the required parking setback regulations due to unique existing site conditions that create a practical hardship. The property in question presents constraints that were not self-imposed, including, existing drive locations, existing street access points, existing building structure (Drycleaner building), irregular lot shape, topographical limitations, existing structures, or easements], which limit the ability to comply with current parking setback requirements without significantly impacting the site's usability or development potential.

Strict enforcement of the setback standards would result in a loss of essential parking spaces, impede access and circulation, or require extensive reconfiguration that is not feasible given the physical characteristics of the site. Granting this variance would allow for reasonable use of the property. Along the southern edge where parking is abutting neighboring residential parcel, we will provide an 8-foot high decorative screen fencing to block parking from view.

2. Parking stall depth when adjacent to sidewalk (multiple locations)

We are requesting a variance from the City of Wayzata's required parking stall depth of 18 feet plus a 2-foot overhang when adjacent to a sidewalk. Due to existing site constraints and multiple impacted locations, we are unable to meet the full 20-foot depth requirement as prescribed by City ordinance. It is stated per 920.05.E.2 City engineer may approve the 18 feet plus 2-foot overhang.

The hardship stems from fixed, pre-existing conditions including limited lot depth, established building footprints, and necessary pedestrian circulation routes that cannot be reasonably altered. These constraints significantly limit the ability to expand parking areas without compromising essential site functions, ADA accessibility, and building compliance.

Strict application of the full parking stall depth requirement would result in a loss of necessary parking spaces, negatively impacting the functionality of the site and the project's viability. We are proposing stall dimensions that maximize available space while ensuring safe and functional access for vehicles and pedestrians. In several locations,

curbs and other design measures will be implemented to protect pedestrian walkways and prevent vehicle encroachment into sidewalk areas.

This request represents the minimum relief necessary to allow reasonable use of the property and maintain conformance with the spirit and intent of the zoning ordinance. Granting the variance will not alter the essential character of the area and will allow for a safe, efficient site design given the physical limitations present.

3. Access separation (distance of site access from roadway intersection)

We are requesting a variance from the City of Wayzata's required access separation distance from a roadway intersection, to allow the continued use of the site's existing entrance access points.

Relocating the access point 40 feet to the south, as required by current code, presents a significant and undue hardship. The existing site grades and topography do not support a compliant relocation without substantial regrading, retaining structures, or other modifications that would be both technically challenging and economically unfeasible. Such alterations would negatively impact site functionality, pedestrian circulation, and existing infrastructure.

The existing access configuration has functioned adequately and safely for many years. Maintaining the current entrance allows for minimal disturbance to the site, preserves established traffic patterns, and respects existing conditions while still providing safe ingress and egress.

This request represents the minimum variance necessary to permit reasonable use of the property. Granting this variance will not alter the essential character of the area, nor will it compromise public safety or welfare.

4. Required number of parking stalls

Plans have been modified to meet the minimum required number of parking stalls.

REQUIRED DESIGN DEVIATIONS REQUESTS AND RESPONSE TO CITY COMMENTS:

1. Sidewalk width (5' shown where 7' is required) – code section 909.16.D.3.B.

This issue is associated with the #2 Variance request stated above.

2. 6' wide planting strip when adjacent to ROW (0 shown) – code section 909.18.B

We are requesting a design deviation from the requirement in Section 909.18.B of the Wayzata Zoning Code, which mandates a 6-foot-wide landscape planting strip adjacent to the public right-of-way (ROW). We have provided a compliant 6-foot (or greater) planting strip along the western half of the ROW frontage, existing site conditions on the eastern portion of the frontage present practical difficulties that prevent full compliance. Specifically, the presence of an existing drive lane, building frontage, and a functional egress point create spatial limitations that cannot be modified without significant disruption to the current site layout and operations.

These physical constraints are not self-created and stem from long-established development patterns. Relocating or removing the drive aisle or modifying the building footprint to create space for the required planting strip would pose undue hardship and compromise the functional integrity of the site.

We believe the provided landscaping along the west frontage meets the spirit and intent of the ordinance by contributing to streetscape quality and buffering. The requested design deviation is minimal, limited to existing conditions, and necessary to maintain safe and efficient site access and circulation. Approval will not negatively impact the public interest or adjacent properties.

3. Parking location in front yard – code section 909.19.A

We are requesting a design deviation from the requirement in Section 909.19.A of the Wayzata Zoning Code, which restricts parking from being located within the front yard. The existing site includes established access points, driveway alignments, and a building footprint that constrain the ability to redesign the site to meet current code requirements. These elements were developed prior to the current ordinance and present a practical hardship that is not self-imposed.

Relocating parking outside of the front yard would require significant site reconfiguration that is not feasible due to space limitations, grade changes, and disruption to existing circulation patterns. The parking layout in its current form is necessary to maintain adequate functionality, access, and traffic flow throughout the site.

This design deviation request is consistent with the design deviation previously described in relation to planting strip requirements and is rooted in the same set of pre-existing conditions. The requested relief is the minimum necessary to maintain reasonable use of the property.

4. Parking lot 6' landscape strip – code section 909.16.D.3.C

We are requesting a design deviation from the 6-foot-wide landscape strip requirement around the perimeter of the building, as outlined in Section 909.16.D.3.C of the Wayzata Zoning Code. Due to the constraints of the existing site layout, grades and setbacks—and limited surrounding space—we are unable to provide the required landscape strip around the building-facing edges of the parking area. Imposing the full landscaping requirement would result in the loss of essential parking capacity and negatively impact the functionality of the site. We are committed to enhancing the site's overall landscaping where feasible and will incorporate compliant landscape areas in other portions of the site to help meet the intent of the ordinance. The requested variance represents the minimum relief necessary to allow reasonable use of the property and will not adversely affect adjacent properties or the character of the area.

5. Street trees not provided – code section 909.17. B.1

Street trees will be provided along the western half of the ROW along Wayzata Boulevard.

6. Lack of windows on façade – code section 909.13. A.1

Plans have been modified to meet the window façade requirements.

7. Missing building base/wainscoting – code section 909.14.B.4

Plans have been modified to add base/wainscot per section 909.14.B.4

8. Materials do not meet masonry requirements as defined – code section 909.14.J

Plans have been modified to meet the intent of the masonry requirements per code section 909.14.J

9. Panel siding proposed in location not permitted – code section 909.14.C

Plans have been modified to remove the panel siding not permitted by code section 909.14.C

10. Expansive building façade without articulation – code section 909.12

Plans have been modified to incorporate the required articulation per code section 909.12.

A NEW BUILDING FOR: WALSER LAMBORGHINI

WAYZATA, MINNESOTA

MATERIAL INDEX-PLANS,SECTIONS

	EARTH		RIGID INSULATION		ROUGH LUMBER/ BLOCKING
	COMPACTED FILL		BATT INSULATION		PLYWOOD
	GRAVEL FILL		DRYWALL		FINISHED LUMBER
	POURED CONCRETE/ PRECAST		STEEL		EXISTING WALL TO BE REMOVED
	CONCRETE BLOCK		SPRAY FOAM INSULATION		EXISTING WALL TO REMAIN
	FACE BRICK		BITUMINOUS PAVING		CONSTRUCT NEW WALL

REFERENCE SYMBOLS

SECTION CUT SYMBOL (WALL SECTIONS)

SECTION DESIGNATION (NUMBER FOR CROSS SECTION & LETTER FOR WALL SECTION)
DRAWING NUMBER ON WHICH SECTION APPEARS

PLAN DETAIL / ENLARGED PLAN SYMBOL

DETAIL NUMBER
DRAWING NUMBER ON WHICH DETAIL APPEARS

DETAIL CUT SYMBOL

DETAIL NUMBER
DRAWING NUMBER ON WHICH DETAIL APPEARS

Name
Elevation ELEVATION MARK - NEW

Name
Elevation ELEVATION MARK - EXISTING

DRAWING SYMBOLS

	DOOR TAG
	REVISION NUMBER
	GLAZING TAG
	COLUMN LINE DESIGNATION- NEW
	WALL TYPE
	STAIRWAY DIRECTION INDICATION
	KEYNOTE MARK - ACCESSORIES
	KEYNOTE MARK - DEMOLITION NOTES
	KEYNOTE MARK - PLAN NOTES
	SPOT ELEVATION MARKER

IMPORTANT NOTES:
INFORMATION SHOWN ON THESE DRAWINGS (FOR PLUMBING, HVAC, ELECTRICAL AND FIRE PROTECTION) IS FOR GENERAL DESIGN INTENT/BIDDING PURPOSES ONLY.

ALL CONTRACTORS TO COMPLY WITH ALL LOCAL/STATE CODES AND ORDINANCES.

ALL PLUMBING, HVAC, ELECTRICAL AND FIRE PROTECTION CONTRACTORS ARE RESPONSIBLE FOR DESIGN, STATE SUBMITTAL AND ALL FEES/PERMITS ASSOCIATED WITH THESE TRADES FOR COMPLETION OF WORK OUTLINED.

IMPORTANT CONTRACTORS NOTES:
ALL CONTRACTORS TO SUBMIT DESIGN/BUILD (PLUMBING, HVAC, ELECTRICAL AND FIRE PROTECTION) DRAWINGS FOR OWNER REVIEW PRIOR TO STARTING WORK.

IMPORTANT STEEL JOIST AND METAL DECK NOTES:
STEEL JOISTS AND METAL PRIMED DECK TO ARRIVE ON SITE, PRIMED AND PROTECTED FROM THE ELEMENTS TO PREVENT RUSTING. IF RUSTING OCCURS DURING THE COURSE OF CONSTRUCTION, THE GENERAL CONTRACTOR WILL BE REQUIRED TO CLEAN AND RE-PRIME THE RUSTED AREAS (WHETHER THE STEEL JOISTS AND METAL DECK ARE EXPOSED AND HIDDEN).

NOTE:
THE INTENT AND MEANING OF THE CONSTRUCTION DOCUMENTS IS THAT THE CONTRACTOR UNDER THE TERMS OF THE CONTRACT SHALL TAKE ALL ACTIONS NECESSARY AND REQUIRED TO PROVIDE ALL LABOR, MATERIALS, SUPPLIES, EQUIPMENT, TRANSPORTATION, FACILITIES AND APPURTENANCES WHICH ARE INDICATED OR REASONABLY IMPLIED BY EACH DRAWING AND EACH SECTION OF THE SPECIFICATIONS, ALL OF WHICH ARE COLLECTIVELY NECESSARY AND REQUIRED FOR THE CONSTRUCTION OF THE DESCRIBED STRUCTURES AND FACILITIES.

NOTE:
ALL TRADES SHALL CROSS REFERENCE ALL CONSTRUCTION DOCUMENTS FOR COORDINATION AND SCOPE OF WORK.

IMPORTANT MEP COORDINATION NOTE:
ONCE MEP CONTRACTORS ARE SELECTED, GC TO COORDINATE COORDINATION MEETING BETWEEN ARCHITECT AND MEP CONTRACTORS.

NOTE:
ALL PRODUCT SUBSTITUTIONS MUST BE SUBMITTED TO ARCHITECT PRIOR TO BIDDING.

SHEET INDEX

C-S COVER SHEET

CIVIL

- SURVEY OF 1022 WAYZATA BLVD.
- SURVEY OF 1024 WAYZATA BLVD.
- SITE DEMOLITION PLAN
- SITE DIMENSION PLAN
- GRADING, DRAINAGE & EROSION CONTROL PLAN
- UTILITY PLAN
- DETAILS & SPECIFICATIONS

ARCHITECTURAL

- A-0.1 ARCHITECTURAL SITE PLAN
- A-1.1 LOWER LEVEL PLAN
- A-1.2 FIRST FLOOR PLAN
- A-1.3 EXISTING DRY CLEANER PLAN AND EXTERIOR ELEVATIONS
- A-4.1 EXTERIOR ELEVATIONS
- A-4.2 EXTERIOR PERSPECTIVES

PROJECT LOCATION

1022 WAYZATA BLVD.
WAYZATA, MINNESOTA 55391



CONSULTANTS

OWNER
WALSER REAL ESTATE, LLC
4401 AMERICAN BOULEVARD, SUITE 300
BLOOMINGTON, MN 55437
PH: (774) 670-7855
CONTACT: KATIE COHEN

ARCHITECTURAL
GRIES ARCHITECTURAL GROUP, INC.
500 N. COMMERCIAL STREET
NEENAH, WI 54956
PH: (920)722-2445
CONTACT: BRANNIN GRIES, AIA

CIVIL
REHDER & ASSOCIATES, INC.
3440 FEDERAL DRIVE, SUITE 110
EAGAN, MN 55122
PH: (651) 337-6729
CONTACT: NICK ADAM, P.E.

PRELIMINARY - NOT FOR CONSTRUCTION

A NEW BUILDING FOR:
WALSER LAMBORGHINI
WAYZATA, MINNESOTA



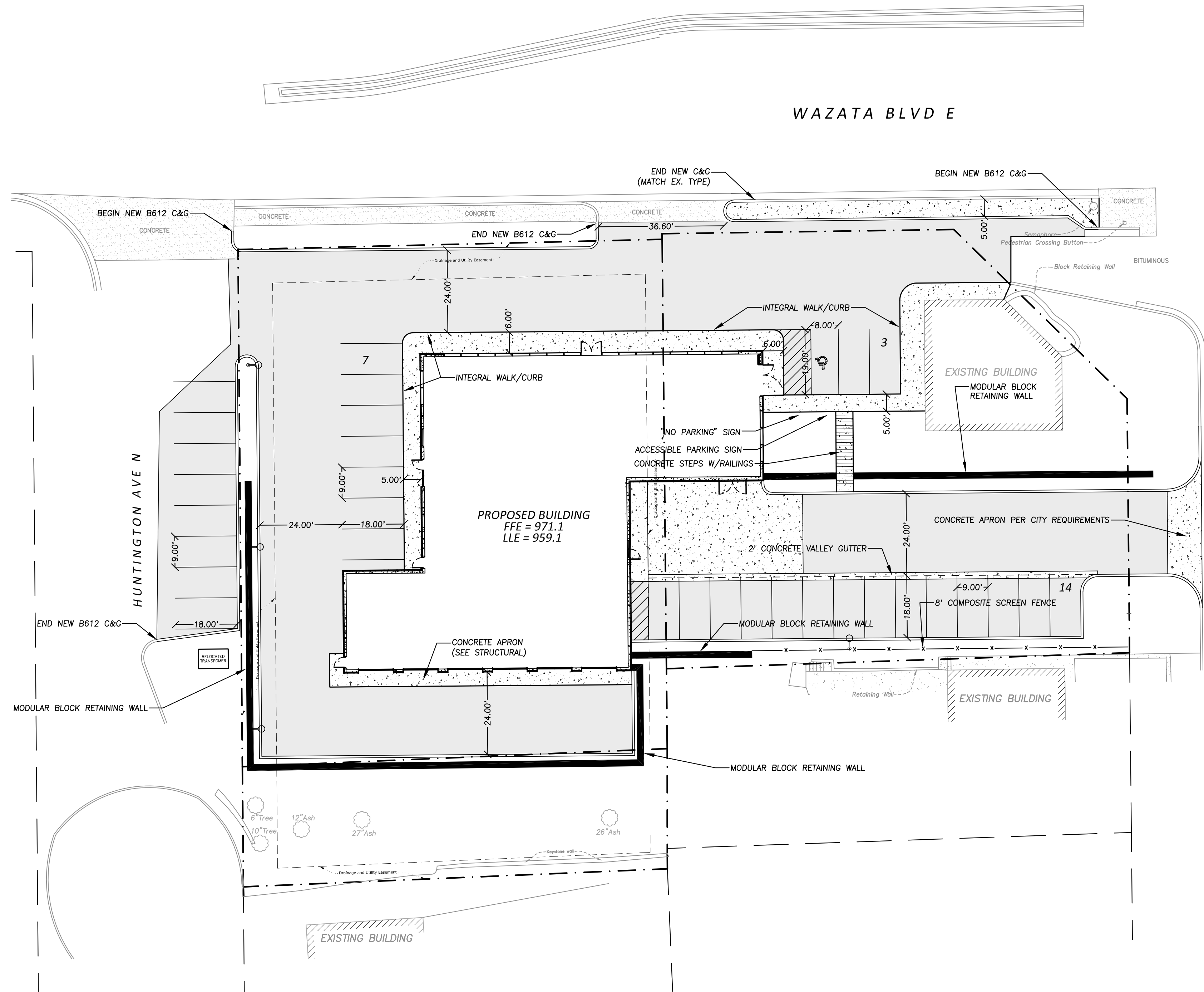
©Copyright. This Print/Computer File Is The Exclusive Property Of Gries Architectural Group, Inc. Use Only For Purpose Which Loaned. Copying Or Reproducing Is Prohibited. Return Upon Request.

REVISION HISTORY

NO.	DESCRIPTION	DATE

date: 05-14-2025
job: 24-028
d. by: DRB

C-S



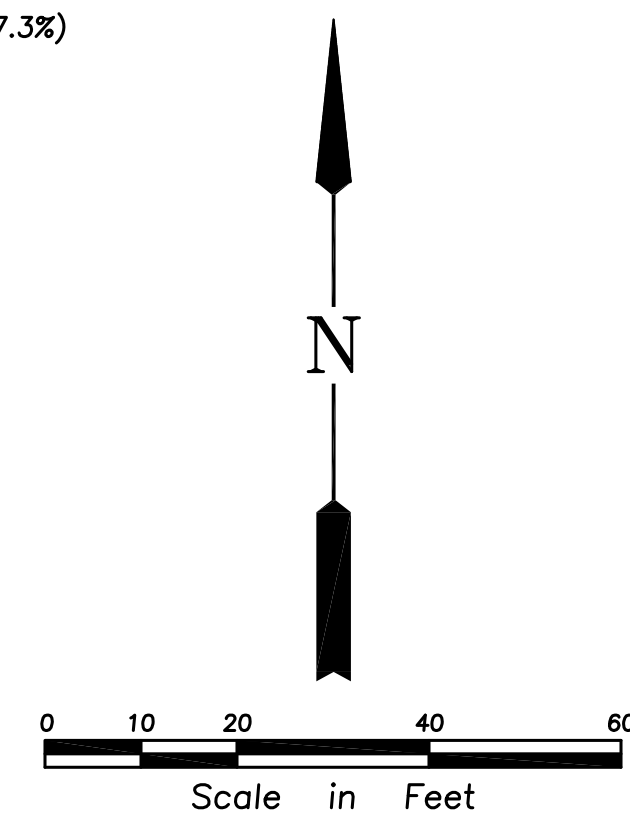
PARKING STALLS PROVIDED	
STANDARD STALLS	23
ACCESSIBLE STALLS	1
TOTAL	24

SITE SUMMARY

SITE AREA = 0.88 ACRES
DISTURBED AREA = 1.03 ACRES
EXISTING IMPERVIOUS AREA = 0.68 ACRES
POST CONSTRUCTION IMPERVIOUS AREA = 0.68 ACRES (77.3%)

LEGEND

- BOUNDARY/ROW/BLOCK LINE
- EASEMENT
- BUILDING/PARKING SETBACK LINE
- PROPOSED CONCRETE
- PROPOSED STD. DUTY BITUMINOUS



SITE DIMENSION PLAN
WALSER LAMBORGHINI
CITY OF WAYZATA

SHEET NUMBER
C2

I hereby certify that this plan was prepared by
me or under my direct supervision and that I am
a duly Licensed Professional Engineer under
the laws of the State of Minnesota.
PRELIMINARY
Name _____ Date _____
Reg. No. _____

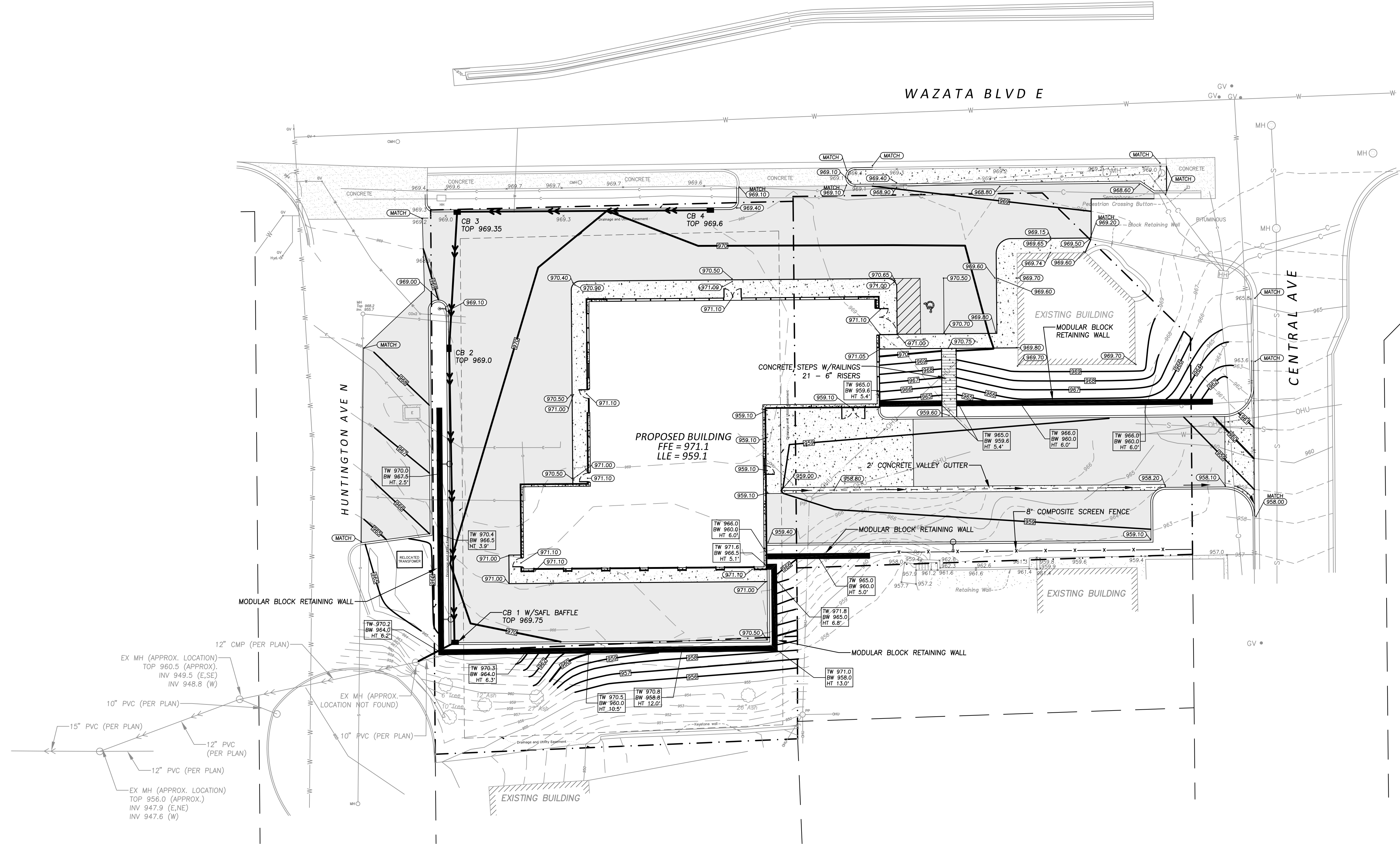
Issued	
PUD SUBMITTAL	4-4-25
SITE PLAN REVISIONS	5-6-25

REHDER
& ASSOCIATES, INC.
Civil Engineers & Land Surveyors
3440 Federal Drive, Suite 110
Plymouth, MN 55441
Telephone: 651-452-5051
www.rehder.com

PROJECT NO.: 241-3440.015 DRAWING FILE: 3440015.DWG

GOPHER STATE ONE CALL

CALL 48 HOURS BEFORE YOU DIG
TWIN CITY AREA 651-454-0002
MN. TOLL FREE 1-800-252-1166



GRADING NOTES

- [1] - All elevations shown are to final surfaces.
[2] - Contractor is responsible for obtaining a National Pollutant Discharge Elimination System (NPDES) General Storm Water Permit for Construction Activity before construction begins.

EROSION CONTROL NOTES

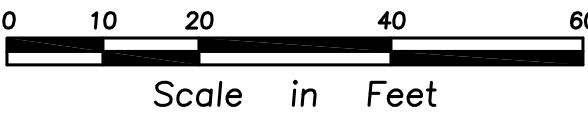
- [1] - Contractor is responsible for all notifications and inspections required by General Storm Water Permit.
[2] - All erosion control measures shown shall be installed prior to grading operations and maintained until all areas disturbed have been restored.
[3] - Sweep paved public streets as necessary where construction sediment has been deposited.
[4] - Each area disturbed by construction shall be restored per the specifications within 14 days after the construction activity in that portion of the site has temporarily or permanently ceased.
[5] - Temporary soil stockpiles must have silt fence around them and cannot be placed in surface waters, including storm water conveyances such as curb and gutter systems, or conduits and ditches.
[6] - Excess concrete/water from concrete trucks shall be disposed of in portable washout concrete basin or disposed of in a contained area.

CODE COMPLIANCE:

1. WORK SHALL BE IN ACCORDANCE WITH APPLICABLE LAWS, CODES & REQUIREMENTS OF REGULATORY AGENCIES HAVING JURISDICTION.
2. NOTIFY THE OWNER'S ENGINEER OF DISCREPANCIES BETWEEN THE WORK AND APPLICABLE CODES. DO NOT WORK IN AN AFFECTED AREA UNTIL THE DISCREPANCY HAS BEEN RESOLVED.
3. VERIFY CODES IN EFFECT AT THE TIME OF THE NOTICE TO PROCEED AND STAY CURRENT WITH CODE CHANGES WHICH AFFECT THE WORK UNTIL SUBSTANTIAL COMPLETION.

LEGEND

- PROPOSED CATCH BASIN
→ PROPOSED STORM SEWER
▨ PROPOSED CONCRETE
▨ PROPOSED STD. DUTY BITUMINOUS
- - - PROPOSED CONTOUR
- - - PROPOSED ELEVATION
□ SILT FENCE
○ INLET PROTECTION DEVICE
▨ PROPOSED EC BLANKET CATEGORY 20 (MNDOT 3885)
- - - BOUNDARY/ROW/BLOCK LINE
- - - EASEMENT
- - - BUILDING/PARKING SETBACK LINE
→ DRAINAGE ARROW
W EXISTING WATERMAIN
S EXISTING SANITARY SEWER
ST EXISTING STORM SEWER
G EXISTING BURIED GAS LINE
E EXISTING BURIED ELECTRIC LINE
C EXISTING BURIED COMMUNICATION LINE
OHU EXISTING OVERHEAD UTILITY LINE
- - - EXISTING CONTOUR
x 995.50 EXISTING ELEVATION



I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY
Name _____ Date _____
Reg. No. _____

Issued
PUD SUBMITTAL
SITE PLAN REVISIONS

4-4-25
5-6-25

GRADING, DRAINAGE &
EROSION CONTROL PLAN
WALSER LAMBORGHINI
CITY OF WAYZATA

SHEET NUMBER

C3

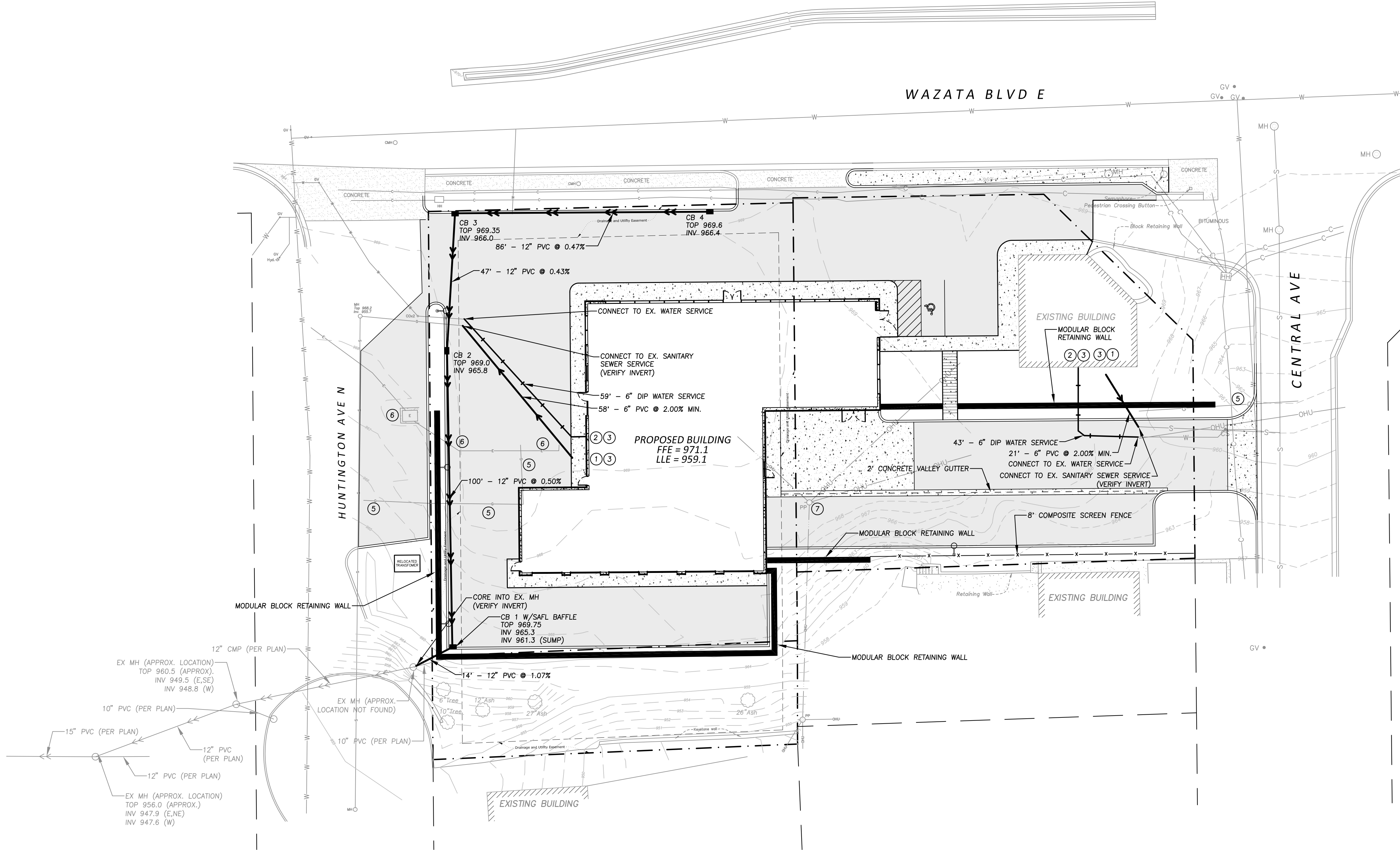
3440 Federal Drive, Suite 110
Twin City, MN 55412
Telephone 651-452-5051
www.rehder.com

REHDER
& ASSOCIATES, INC.
Civil Engineers & Land Surveyors

PROJECT NO.: 241-3440.015 DRAWING FILE: 3440015.DWG

GOPHER STATE ONE CALL

CALL 48 HOURS BEFORE YOU DIG
TWIN CITY AREA 651-454-0002
MN. TOLL FREE 1-800-252-1166

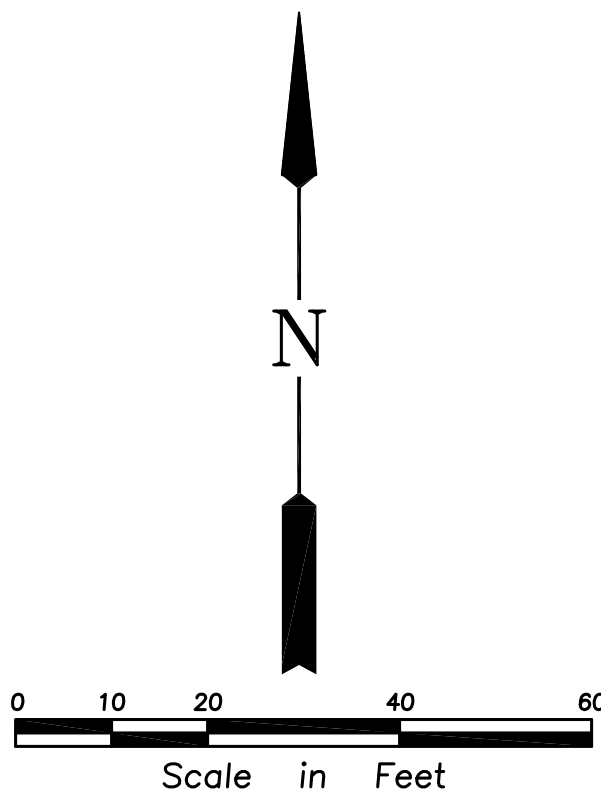


UTILITY NOTES

- All sewer services to extend to a point 5' from proposed building.
- Bring water main into proposed building and cap at the floor.
- Verify all service locations and inverts with mechanical engineer before construction.
- All watermain to have a minimum of 7.5' of cover.
- Coordinate abandonment of existing gas service and installation of new service with the utility company.
- Coordinate abandonment of existing electric service/transformer and installation of new service/transformer with the utility company.
- Coordinate removal and relocation of existing utility pole with the utility company.

- CODE COMPLIANCE:
1. WORK SHALL BE IN ACCORDANCE WITH APPLICABLE LAWS, CODES & REQUIREMENTS OF REGULATORY AGENCIES HAVING JURISDICTION.
 2. NOTIFY THE OWNER'S ENGINEER OF DISCREPANCIES BETWEEN THE WORK AND APPLICABLE CODES. DO NOT WORK IN AN AFFECTED AREA UNTIL THE DISCREPANCY HAS BEEN RESOLVED.
 3. VERIFY CODES IN EFFECT AT THE TIME OF THE NOTICE TO PROCEED AND STAY CURRENT WITH CODE CHANGES WHICH AFFECT THE WORK UNTIL SUBSTANTIAL COMPLETION.

- LEGEND
- PROPOSED CATCH BASIN
 - ➔ PROPOSED STORM SEWER
 - ➔ PROPOSED SANITARY SEWER
 - ➔ PROPOSED WATERMAIN
 - ▨ PROPOSED CONCRETE
 - ▨ PROPOSED STD. DUTY BITUMINOUS
 - PROPOSED CONTOUR
 - BOUNDARY/ROW/BLOCK LINE
 - EASEMENT
 - BUILDING/PARKING SETBACK LINE
 - ➔ DRAINAGE ARROW
 - W — EXISTING WATERMAIN
 - S — EXISTING SANITARY SEWER
 - ST — EXISTING STORM SEWER
 - G — EXISTING BURIED GAS LINE
 - E — EXISTING BURIED ELECTRIC LINE
 - C — EXISTING BURIED COMMUNICATION LINE
 - OHU — EXISTING OVERHEAD UTILITY LINE
 - 980 — EXISTING CONTOUR
 - x 995.50 EXISTING ELEVATION



I hereby certify that this plan was prepared by
a duly Licensed Professional Engineer
under the laws of the State of Minnesota.

PRELIMINARY

Name _____ Date _____
Reg. No. _____

Issued	4-4-25
	5-6-25
PUD SUBMITTAL	
SITE PLAN REVISIONS	

UTILITY PLAN
WALSER LAMBORGHINI
CITY OF WAYZATA

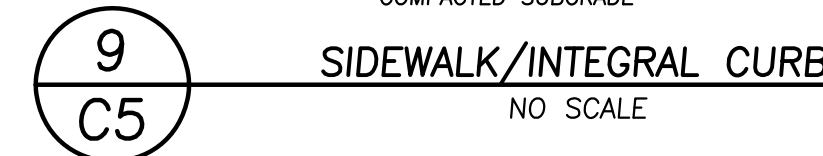
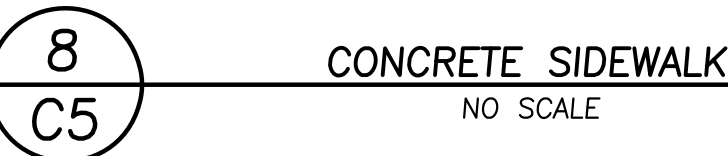
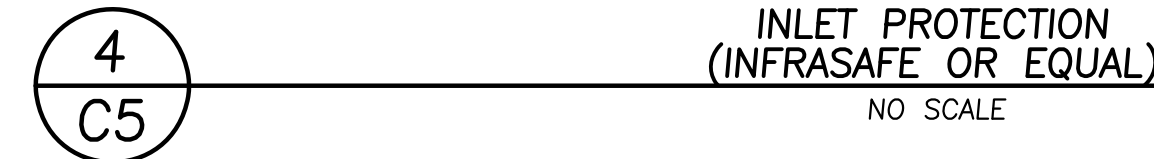
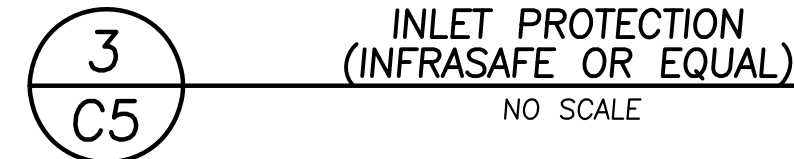
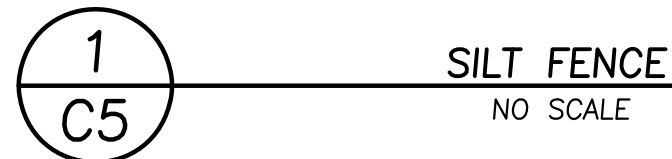
SHEET NUMBER

C4

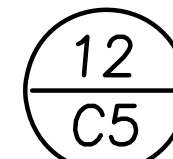
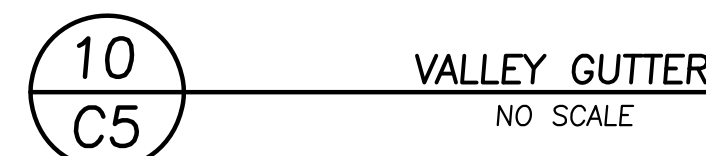
REHDER
& ASSOCIATES, INC.
Civil Engineers & Land Surveyors

3440 Folsom Drive, Suite 110
Twin Cities, MN 55412
Telephone 651-452-5051
www.rehder.com

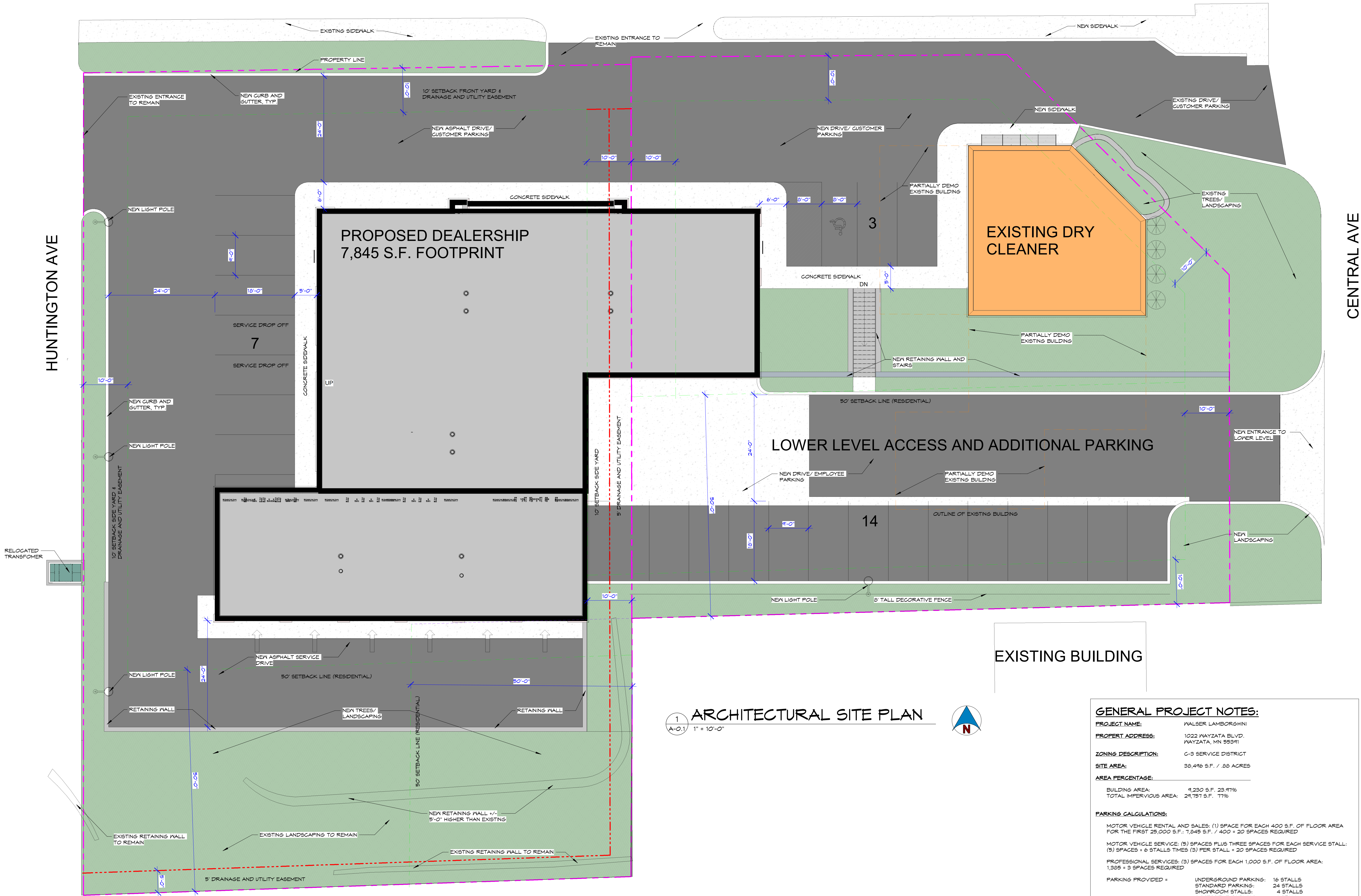
PROJECT NO.: 241-3440.015 DRAWING FILE: 3440015.DWG



A side-view cross-section diagram of a sump. The diagram shows a central vertical pipe with a diameter of 24 inches, labeled "CASTING 24\"/>



WAYZATA BLVD. E.



1
A-0.1
ARCHITECTURAL SITE PLAN
1" = 10'-0"



GENERAL PROJECT NOTES:

PROJECT NAME:	WALSER LAMBORGHINI	
PROPERTY ADDRESS:	1022 WAYZATA BLVD. WAYZATA, MN 55391	
ZONING DESCRIPTION:	C-3 SERVICE DISTRICT	
SITE AREA:	38,496 S.F. / .88 ACRES	
AREA PERCENTAGE:		
BUILDING AREA:	9,230 S.F. 23.97%	
TOTAL IMPERVIOUS AREA:	29,751 S.F. 77%	
PARKING CALCULATIONS:		
MOTOR VEHICLE RENTAL AND SALES: (1) SPACE FOR EACH 400 S.F. OF FLOOR AREA FOR THE FIRST 25,000 S.F.; 1,845 S.F. / 400 = 20 SPACES REQUIRED		
MOTOR VEHICLE SERVICE: (5) SPACES PLUS THREE SPACES FOR EACH SERVICE STALL: (5) SPACES + 6 STALLS TIMES (5) PER STALL = 20 SPACES REQUIRED		
PROFESSIONAL SERVICES: (3) SPACES FOR EACH 1,000 S.F. OF FLOOR AREA: 1,385 = 3 SPACES REQUIRED		
PARKING PROVIDED =	UNDERGROUND PARKING:	16 STALLS
	STANDARD PARKING:	24 STALLS
	SHOWROOM STALLS:	4 STALLS
	ACCESSIBLE PARKING:	1 STALL
		45 STALLS
TOTAL PARKING PROVIDED =		
TOTAL PARKING REQUIRED =		43 STALLS

PRELIMINARY - NOT FOR CONSTRUCTION

REVISION HISTORY		
NO.	DESCRIPTION	DATE

date: 05-19-2025
job: 24-028
d. by:

A-0.1

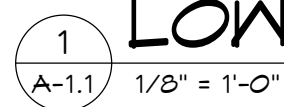
Gries
Architectural Group Inc.

HUDSON OFFICE:
400 South 2nd Street, Suite #155
Minneapolis, MN 55402
Phone: 920-722-2445
www.griesdesign.com

NEENAH OFFICE:
500 North Commercial Street
Neenah, WI 54956
Phone: 920-722-2445
www.griesdesign.com

©Copyright, This Print/Computer File
Is The Exclusive Property Of
Gries Architectural Group, Inc.
Use Only For Purpose Which Loaned. Copying Or
Reproducing Is Prohibited. Return Upon Request.

A NEW BUILDING FOR:
WALSER LAMBORGHINI
WAYZATA, MINNESOTA

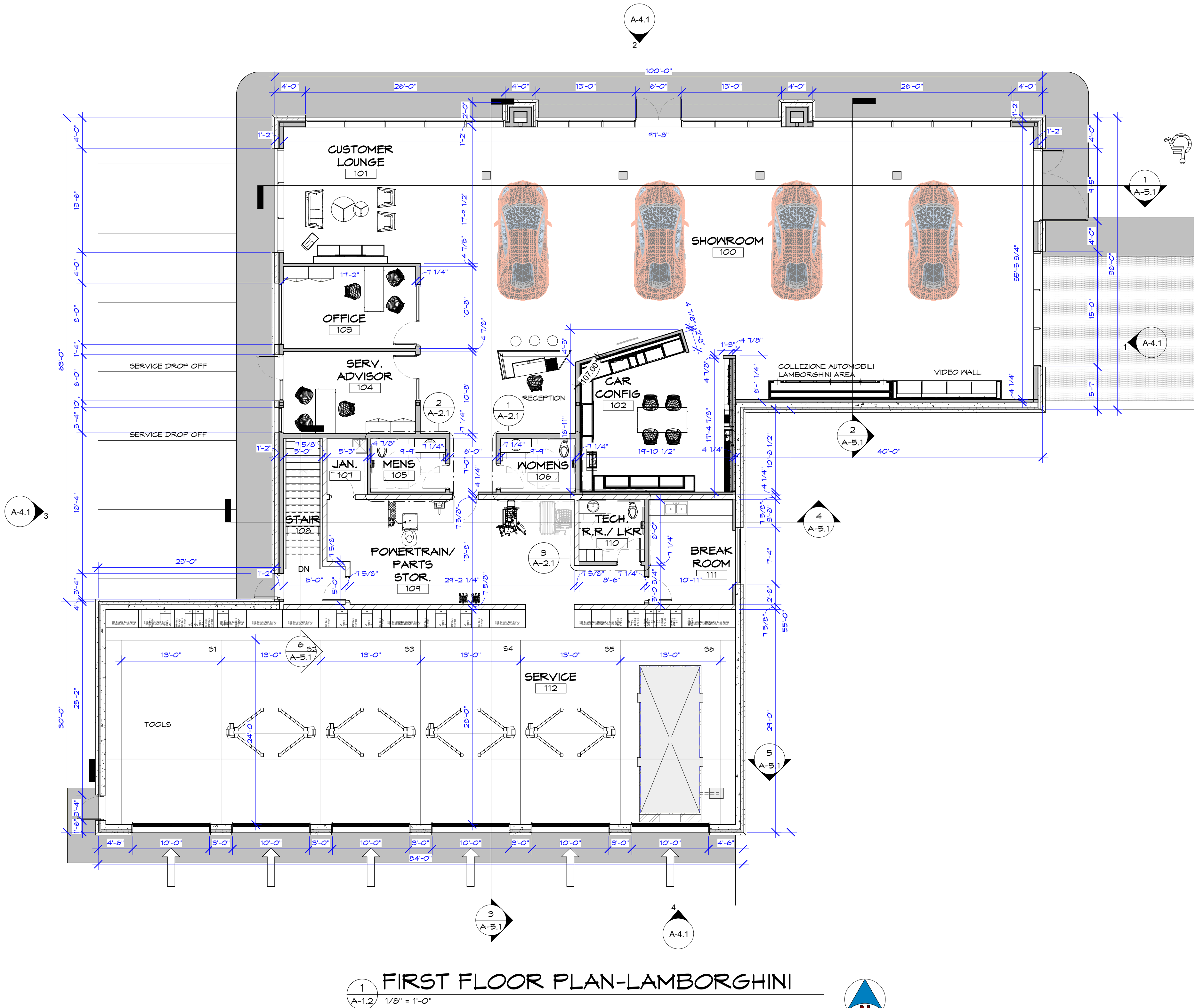


A NEW BUILDING FOR:
WALSER LAMBORGHINI
WAYZATA, MINNESOTA

[illegible]

date: 05-19-2025
job: 24-028
d. by: DRB

A-1.1



1
A-1.2
FIRST FLOOR PLAN-LAMBORGHINI
1/8" = 1'-0"



PRELIMINARY - NOT FOR CONSTRUCTION

REVISION HISTORY		
NO.	DESCRIPTION	DATE

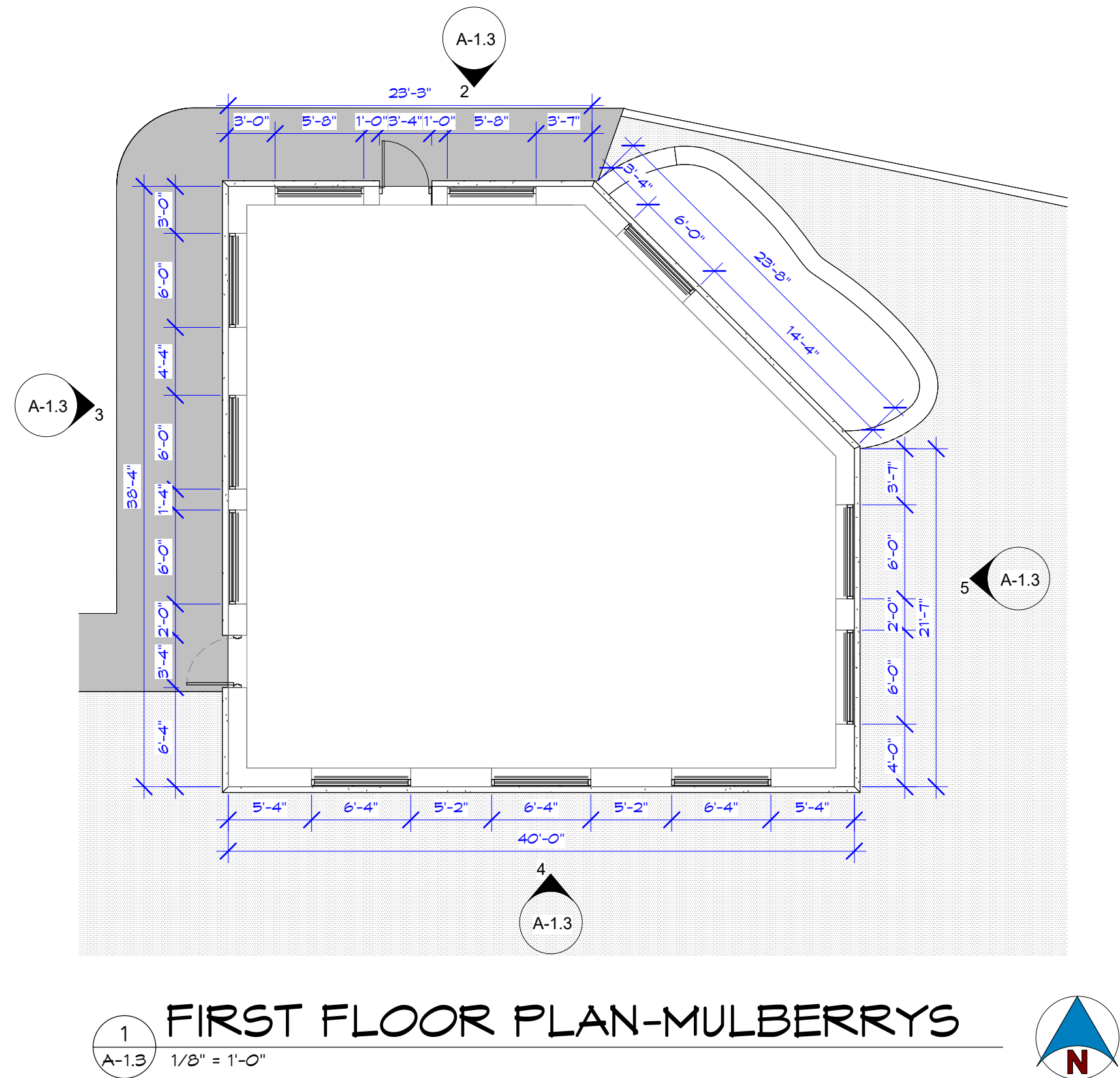
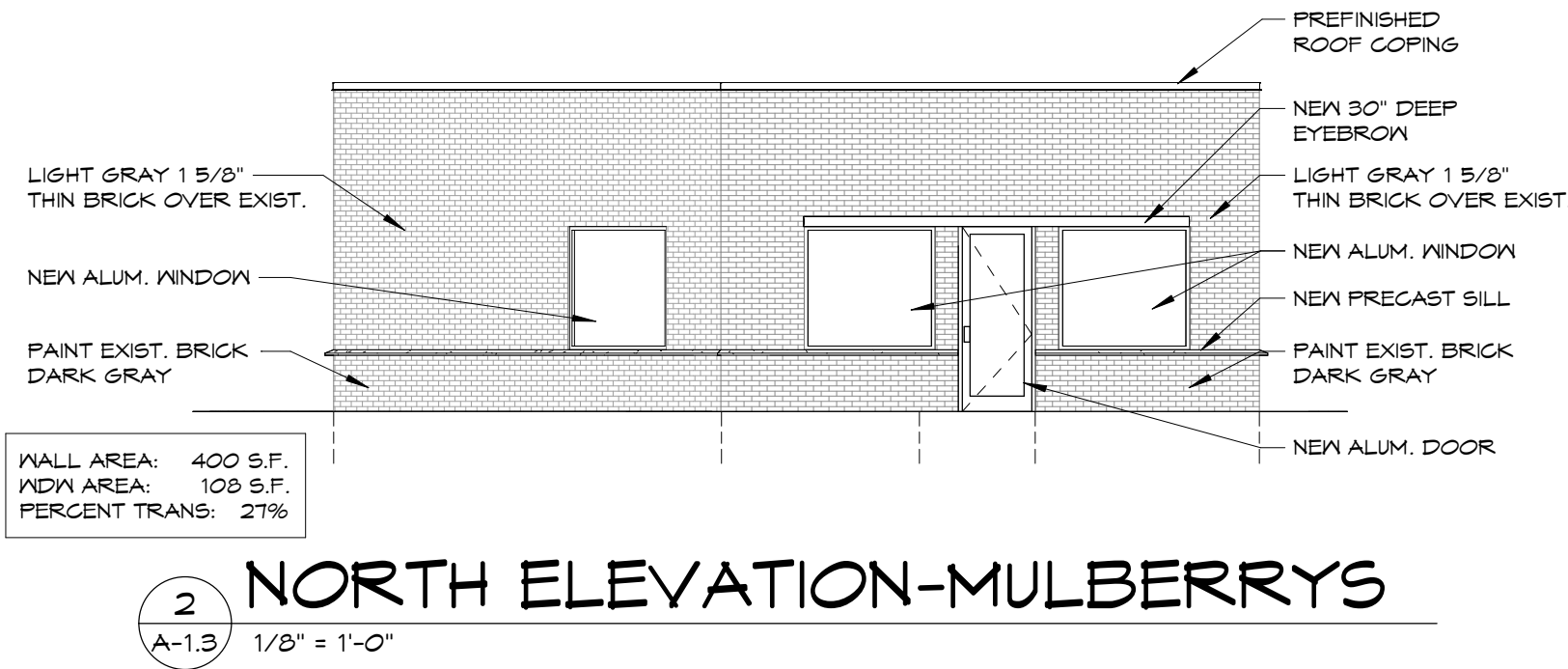
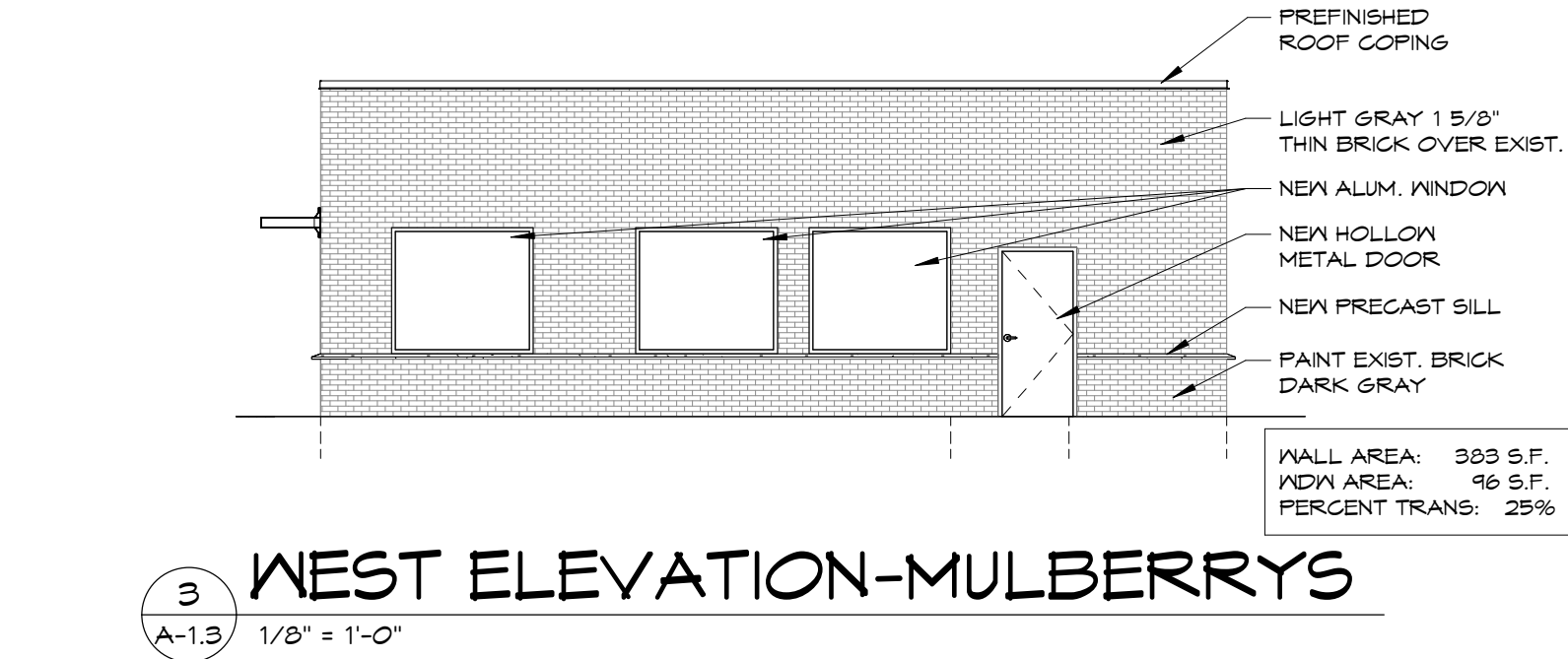
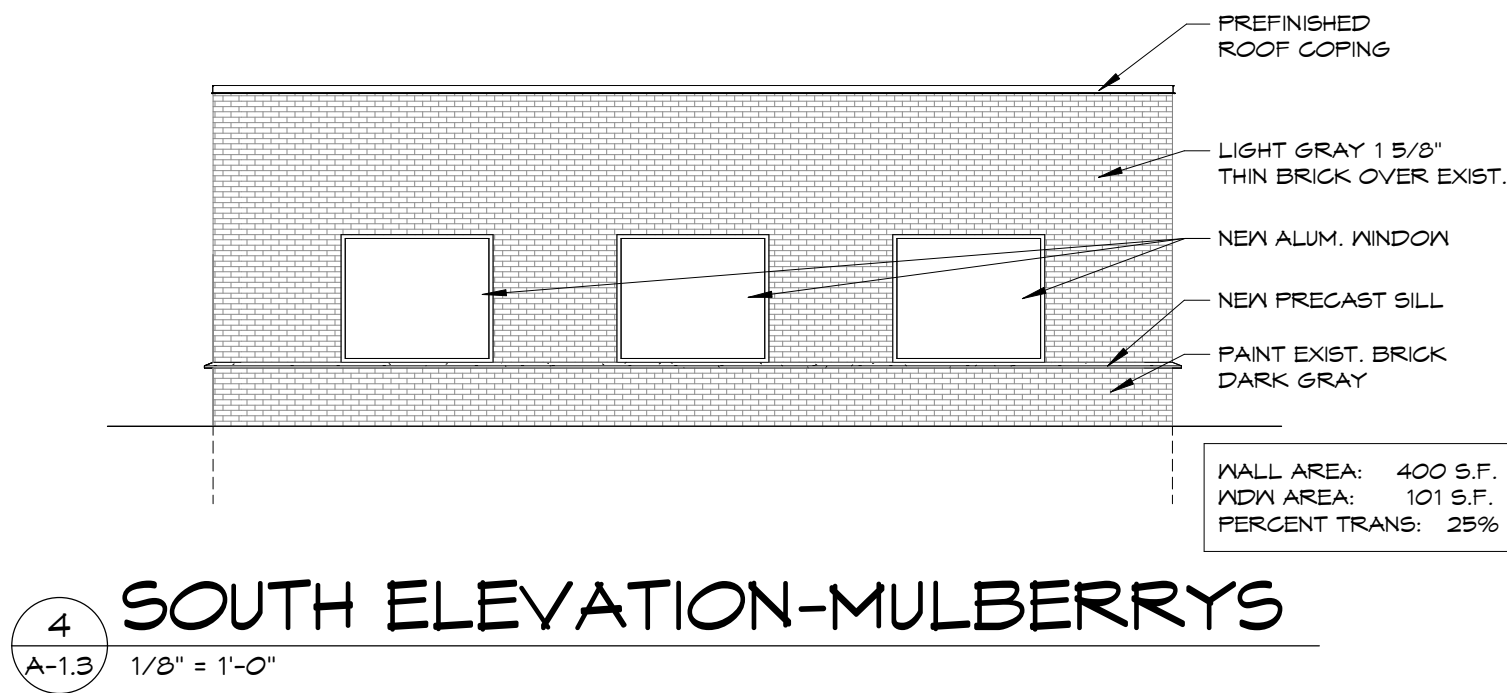
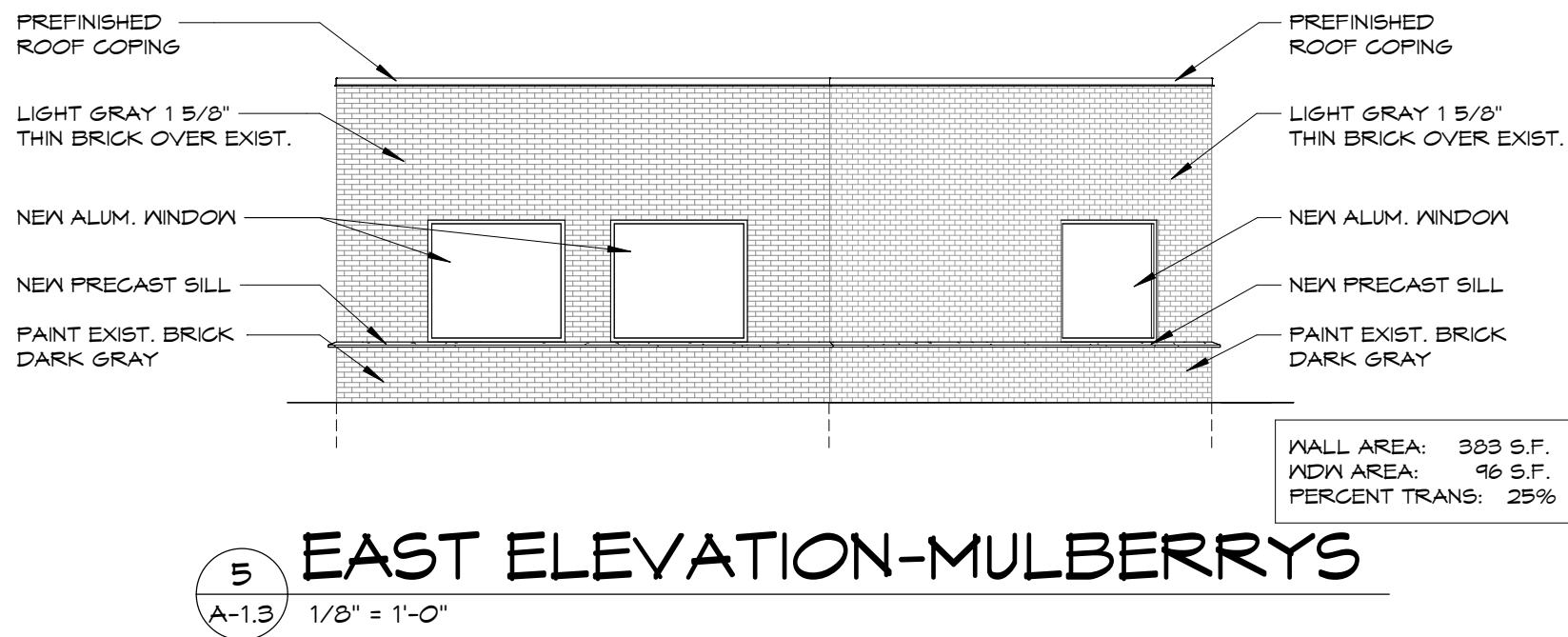
date: 05-19-2025
job: 24-028
d. by: Author

A-1.2

A NEW BUILDING FOR:
WALSER LAMBORGHINI
WAYZATA, MINNESOTA

©Copyright. This Print/Computer File
Is The Exclusive Property Of
Gries Architectural Group, Inc.
Use Only For Purpose Which Loaned. Copying Or
Reproducing Is Prohibited. Return Upon Request.

Gries
Architectural Group Inc.
NEENAH OFFICE:
500 North Commercial Street
Neenah, WI 54956
Phone: 920-722-2445
www.griesdesign.com
HUDSON OFFICE:
400 South 2nd Street
Hudson, WI 54001
Phone: 920-722-2445
www.griesdesign.com



PRELIMINARY - NOT FOR CONSTRUCTION

REVISION HISTORY		
NO.	DESCRIPTION	DATE

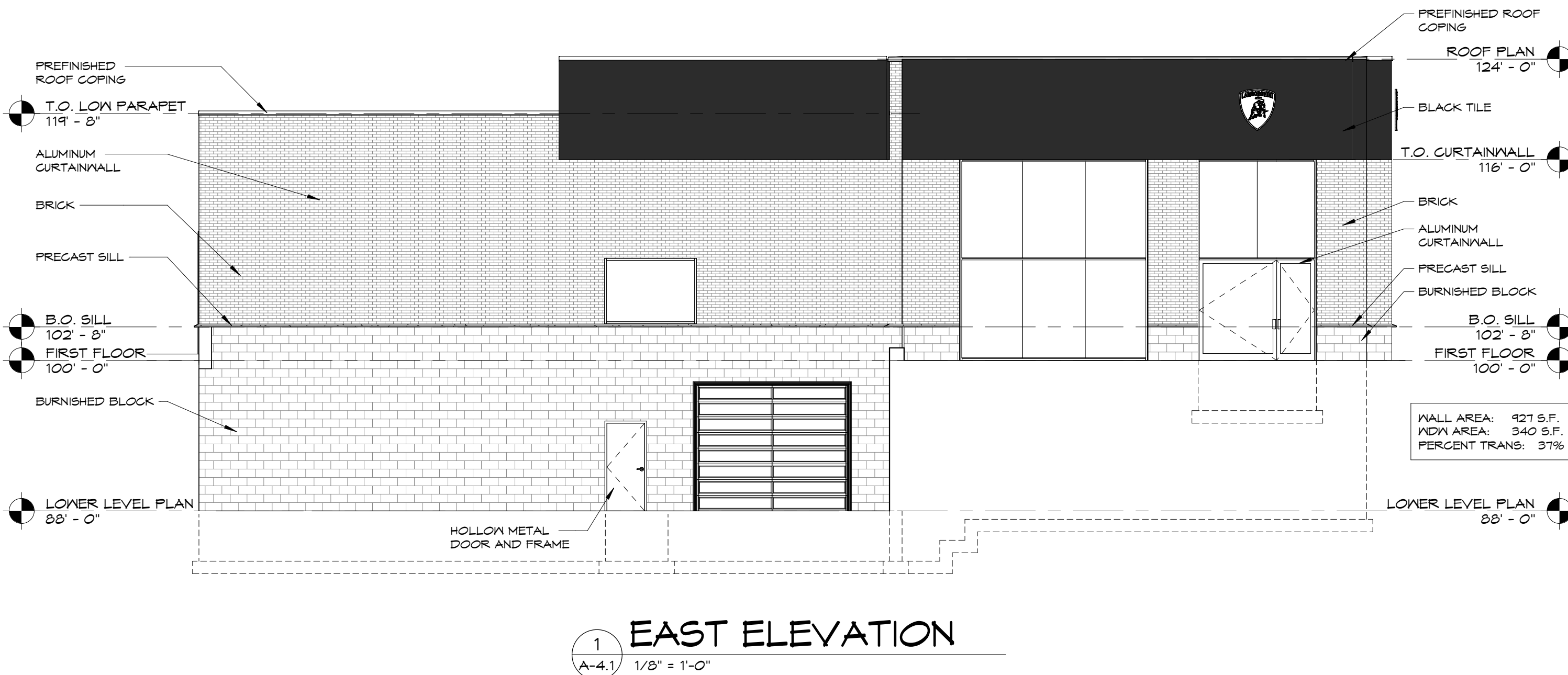
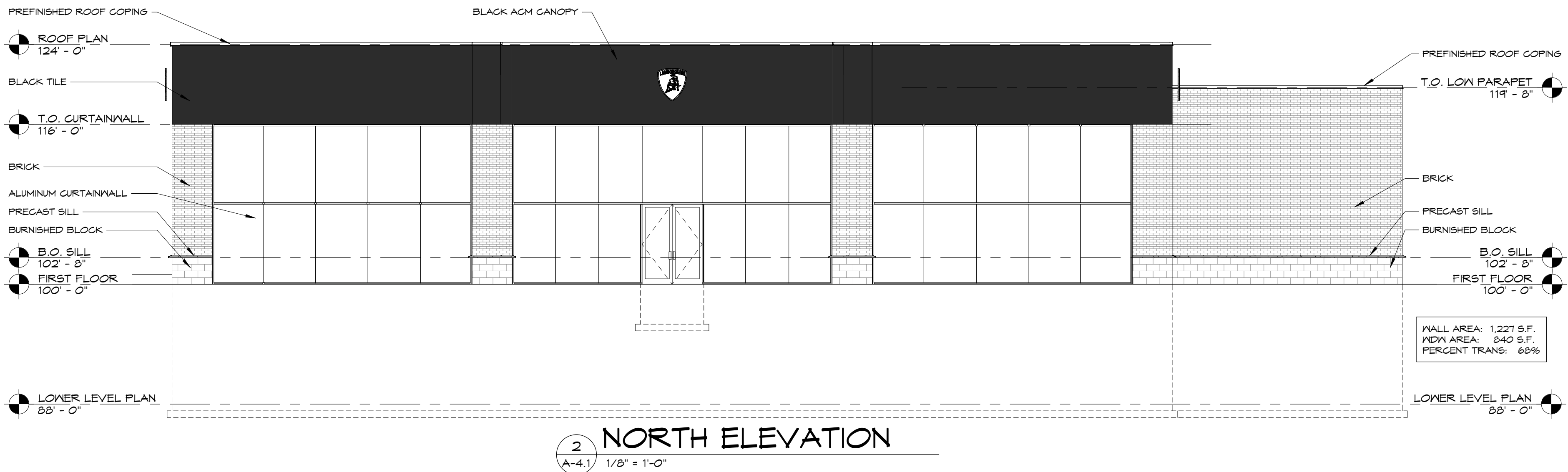
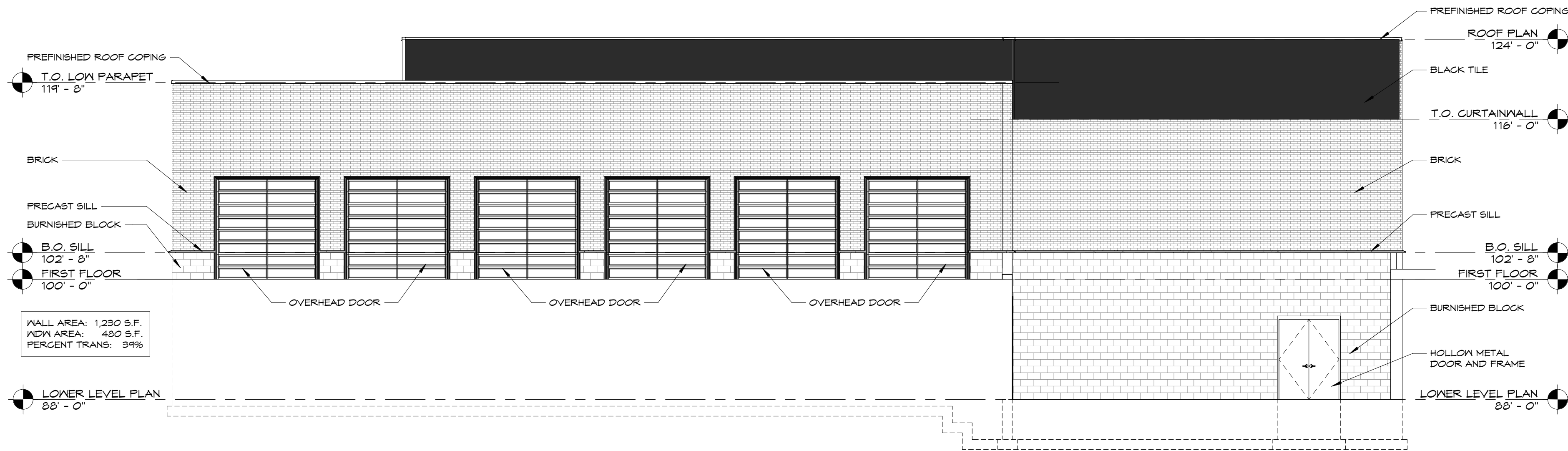
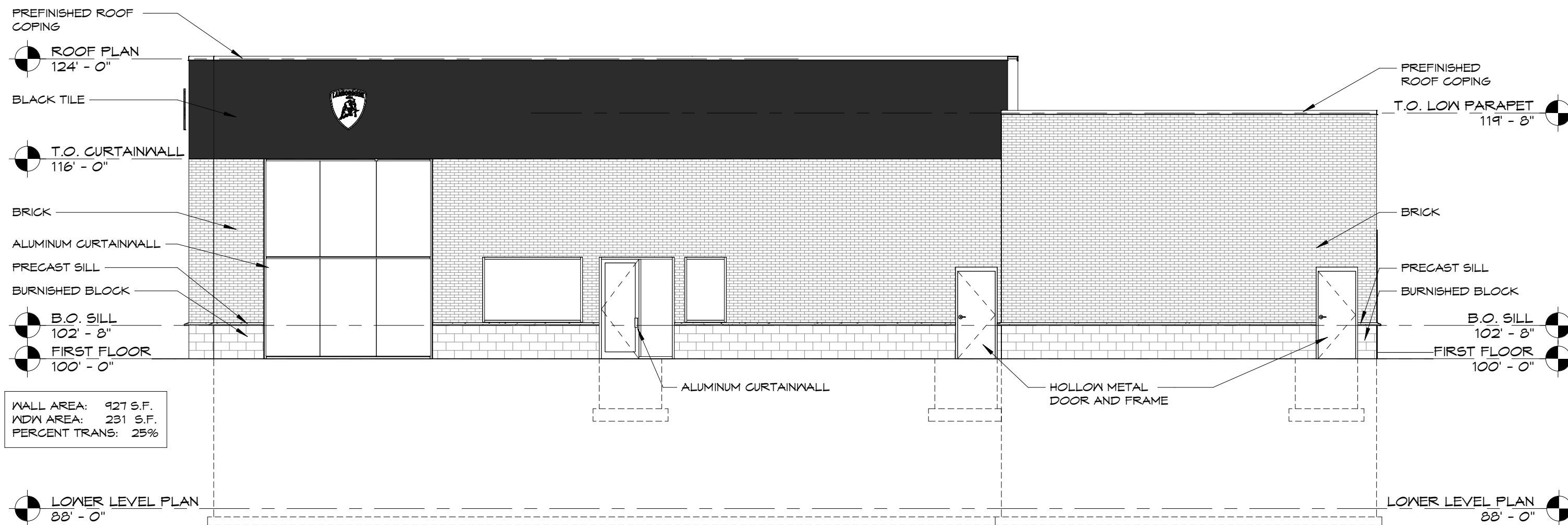
date: 05-19-2025
job: 24-028
d. by: Author

A NEW BUILDING FOR:
WALSER LAMBORGHINI
WAYZATA, MINNESOTA

A-1.3

Autodesk Docs://24-028 Walser LamborghiniWalser LamborghiniWalser Lamborghini_rvt

5/19/2025 8:43:30 AM



PRELIMINARY - NOT FOR CONSTRUCTION

A NEW BUILDING FOR:
WALSER LAMBORGHINI
WAYZATA, MINNESOTA

REVISION HISTORY

NO.	DESCRIPTION	DATE

date: 05-19-2025
job: 24-028
d. by: DRB

A-4.1



4
A-4.2
SOUTHWEST PERSPECTIVE



1
A-4.2
NORTHEAST PERSPECTIVE



2
A-4.2
NORTHWEST PERSPECTIVE



3
A-4.2
SOUTHEAST PERSPECTIVE

REVISION HISTORY		
NO.	DESCRIPTION	DATE

date: 05-19-2025
job: 24-028
d. by: DRB

A-4.2

PRELIMINARY - NOT FOR CONSTRUCTION



ALLIANT

1022 Wayzata Boulevard

TRAFFIC IMPACT STUDY

DRAFT REPORT

Prepared for:

Gries Architectural Group, Inc.
500 North Commercial Street
Neenah, WI 54956

Prepared by:

Alliant Engineering
733 Marquette Avenue, Suite 700
Minneapolis, MN 55402

March 31st, 2025

4000614-00

Table of Contents

Table of Contents	i
List of Tables.....	ii
List of Figures	ii
1. Introduction.....	1
2. Existing Conditions	1
2.1 Study Area Intersections	1
2.2 Traffic Volumes	1
2.3 Roadway / Intersection Characteristics	2
2.4 Existing Intersection Capacity Analysis.....	4
2.4.1 Existing Year 2025 Operational Analysis	5
3. Proposed Development.....	6
3.1 Proposed Access	6
3.2 Trip Generation.....	8
3.2.1 Trip Distribution & Assignment	8
3.3 Parking Analysis.....	9
4. Future Traffic Conditions	10
4.1 Background Traffic Growth.....	10
4.2 Future Intersection Capacity Analysis	10
4.2.1 No Build Year 2026 Operational Analysis.....	10
4.2.2 Build Year 2026 Operational Analysis	12
5. Site Plan Review	14
5.1 Site Ingress/Egress	14
5.2 Internal Traffic Circulation	14
5.3 Parking Layout.....	14
6. Conclusions and Recommendations	15
7. Appendices	15

LIST OF TABLES

Table 1. Roadway Characteristics	2
Table 2. Intersection Characteristics	2
Table 3. Level of Service Criteria	4
Table 4. Existing Year 2025 Traffic Operations Analysis Results	5
Table 5. Trip Generation Estimates	8
Table 6. Parking Analysis Summary	9
Table 7. No Build Year 2026 Traffic Operations Analysis Results	10
Table 8. Build Year 2026 Traffic Operations Analysis Results	12

LIST OF FIGURES

Figure 1. Existing Conditions	3
Figure 2. Proposed Site Plan	7
Figure 3. No Build Year 2026 Peak Hour Volumes	11
Figure 4. Build Year 2026 Peak Hour Volumes	13

1. Introduction

Alliant Engineering has completed a traffic impact study for the proposed Walser Lamborghini dealership development to be located at 1022 Wayzata Boulevard in Wayzata, MN. The main objectives of this study are to evaluate existing traffic operations within the study area, identify potential traffic impacts to the adjacent roadway network due to proposed development trips, and recommend improvements to address any identified issues. The assumptions, analysis, and study conclusions/recommendations offered for consideration are as follows.

2. Existing Conditions

The existing conditions were reviewed to establish a baseline for identifying any future impacts associated with the proposed development. The evaluation of existing conditions includes intersection turning movement counts, field observations, and an intersection operations analysis.

2.1 STUDY AREA INTERSECTIONS

In consultation with City of Wayzata staff, the following study intersections were identified:

- Wayzata Boulevard & Superior Boulevard
- Wayzata Boulevard & Huntington Avenue (West Access) – Three-quarter access
- Wayzata Boulevard & East Access – Right-in/right-out access
- Wayzata Boulevard & Central Avenue

2.2 TRAFFIC VOLUMES

To document existing conditions, weekday turning movement counts were collected at the study intersections by Alliant Engineering on February 26, 2025, over the following time periods:

- AM Peak Period: 7:00 – 9:00 AM
- PM Peak Period: 4:00 – 6:00 PM

The weekday AM and PM peak hours of the study area roadway network during the data collection period were observed to be 8:00-9:00 AM and 4:00-5:00 PM, respectively. Detailed turning movement counts for each study intersection are included in the **Appendix**.

2.3 ROADWAY / INTERSECTION CHARACTERISTICS

Field observations were completed to identify roadway and intersection characteristics within the immediate study area (i.e., geometry, posted speed limits, and traffic controls), which are summarized in **Table 1** and **Table 2**. The study area existing conditions, including the observed weekday AM and PM peak hour volumes, are shown in **Figure 1**.

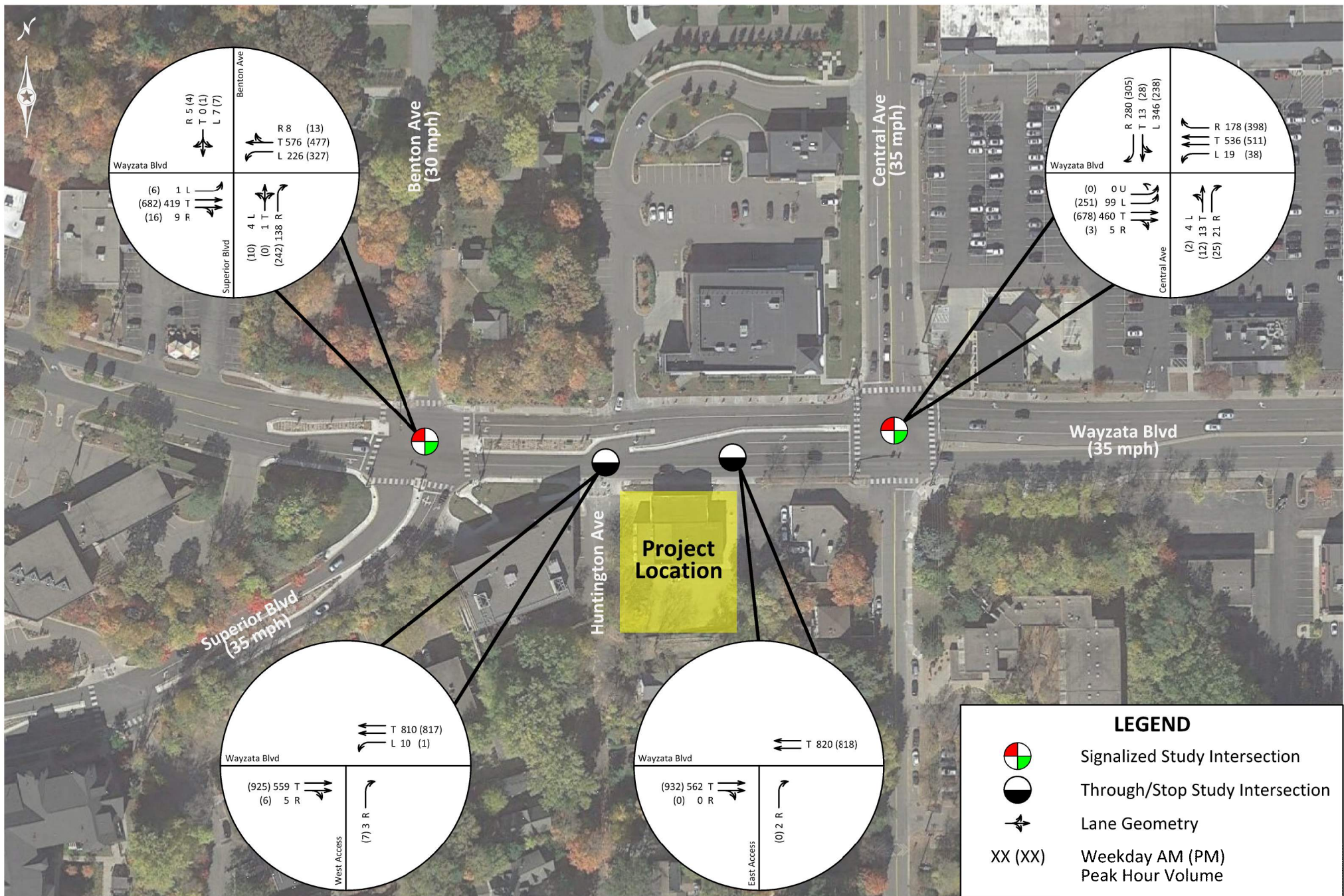
Table 1. Roadway Characteristics

Roadway	Cross-Section	Speed Limit	Functional Classification
Wayzata Boulevard	4-Lane Divided	35 mph	Minor Arterial
Superior Boulevard	2-Lane Divided	35 mph	Major Collector
Central Avenue	4-Lane Undivided	35 mph	Minor Arterial

Table 2. Intersection Characteristics

Intersection	Traffic Control	Lane Designations by Approach			
		NB	SB	EB	WB
Wayzata Blvd & Superior Blvd	Traffic Signal	LT / R	LTR	L / T / TR	L / TR
Wayzata Blvd & West Access	Through/Stop	R	—	T / TR	L / T / T
Wayzata Blvd & East Access	Through/Stop	R	—	T / TR	T / T
Wayzata Blvd & Central Ave	Traffic Signal	LT / R	LT / R	L / L / T / TR	L / T / T / R

(1) L=Left-Turn, T=Through, R=Right-Turn



1022 Wayzata Boulevard - Traffic Impact Study

Figure 1
Existing Conditions

2.4 EXISTING INTERSECTION CAPACITY ANALYSIS

An existing conditions traffic operations analysis was completed using Synchro/SimTraffic software to establish a baseline condition to which future traffic operations could be compared. Operations analysis results identify a Level of Service (LOS) which indicates the quality of traffic flow through an intersection. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values presented in **Table 3**. Intersections are given a ranking from LOS A through LOS F. LOS A indicates the best traffic operation, with vehicles experiencing minimal delay. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. The LOS D/E threshold for overall intersection operations is often used as the indicator of congestion in an urban area. For through/stop intersections, a key measure of operational effectiveness is the side-street LOS. Long delays and poor LOS can occur on side-street approaches even if the overall intersection is functioning well, making side-street LOS a valuable design criterion.

Table 3. Level of Service Criteria

Level of Service	Description	Delay per Vehicle (seconds)	
		Signalized Intersection	Unsignalized Intersection
A	Free Flow: Low volumes and no delays.	0 - 10	0 - 10
B	Stable Flow: Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
C	Stable Flow: Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
D	Stable Flow: Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
E	Unstable Flow: Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
F	Forced Flow: Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 6th Edition, Transportation Research Board, Exhibits 19-8, 20-2, 21-8, 22-8.

After LOS, the second component of the traffic operations analysis is a study of vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable LOS, but if queues from the intersection block entrances to turn lanes or adjacent driveways, unsafe operating conditions could result. The 95th percentile queue, or the length of queue with only a five percent probability of being exceeded during an analysis period, is considered the standard for design purposes.

2.4.1 Existing Year 2025 Operational Analysis

The existing traffic operations analysis was performed at the study intersections for the observed weekday AM and PM peak hours. Results of the existing traffic operations analysis, presented in **Table 4**, indicate that each study intersection currently operates at overall LOS C or better during the weekday peak hours, however the low-volume southbound approach to the intersection of Wayzata Boulevard & Superior Boulevard operates at LOS D. All other approaches operate at LOS C or better. It should be noted that only right-turn maneuvers are allowed on the northbound approaches of the West and East Access intersections along Wayzata Boulevard. This outbound access restriction minimizes potential side-street delay at these through/stop intersections. Detailed operations and queuing results are presented in the **Appendix**.

Table 4. Existing Year 2025 Traffic Operations Analysis Results

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Wayzata Boulevard & Superior Boulevard	A / D	8.3 / 37.8	B / D	16.1 / 44.2
Wayzata Boulevard & West Access	A / A	0.7 / 3.5	A / A	1.4 / 4.7
Wayzata Boulevard & East Access	A / A	1.3 / 3.2	A / A	1.4 / 1.5
Wayzata Boulevard & Central Avenue	C / C	21.6 / 32.8	B / C	18.8 / 22.3

LOS Results: Overall Intersection / Worst Approach

Delay Results: Overall Intersection / Worst Approach

Key delay and queuing observations from the Existing Year 2025 traffic operations analysis include:

■ **Wayzata Boulevard & Superior Boulevard Intersection:**

- Moderate queuing (95th percentile queue $\leq$ 200 feet) was observed in the westbound left-turn lane of the Wayzata Boulevard & Superior Boulevard intersection during the AM and PM peak hours. These queues routinely cleared the intersection during the allotted signalized green time and did not obstruct the westbound left-turn lane for the West Access.

■ **Wayzata Boulevard & Central Avenue Intersection:**

- Moderate queueing (95th percentile queue $\leq$ 325 feet) was observed in the southbound shared through/left-turn lane of the Wayzata Boulevard & Central Avenue intersection during the AM and PM peak hours. These queues routinely cleared the intersection during the allotted signalized green time and limit vehicles from exiting from adjacent driveways.
- Moderate queuing (95th percentile queue $\leq$ 175 feet) was observed on the eastbound approach of the Wayzata Boulevard & Central Avenue intersection during the PM peak hour. These queues produced occasional brief obstructions for the East Access, although the queues quickly cleared and produced minimal operational impact.

3. Proposed Development

The proposed Walser Lamborghini car dealership and car service development, shown in **Figure 2**, is expected replace the unused lot at 1022 Wayzata Boulevard in Wayzata with a 7,845 square-foot dealership and service building. The proposed site contains 25 parking spaces spread between the upper- and lower-level access points as follows:

- **Upper-Level West:** 7 parking spaces (including 2 designated spaces for service drop-off)
- **Upper-Level East:** 4 parking spaces (including 1 accessible space)
 - These spaces are shared with the existing dry cleaner business
- **Lower-Level:** 14 parking spaces

A current site plan for the overall development is included in the **Appendix**.

3.1 PROPOSED ACCESS

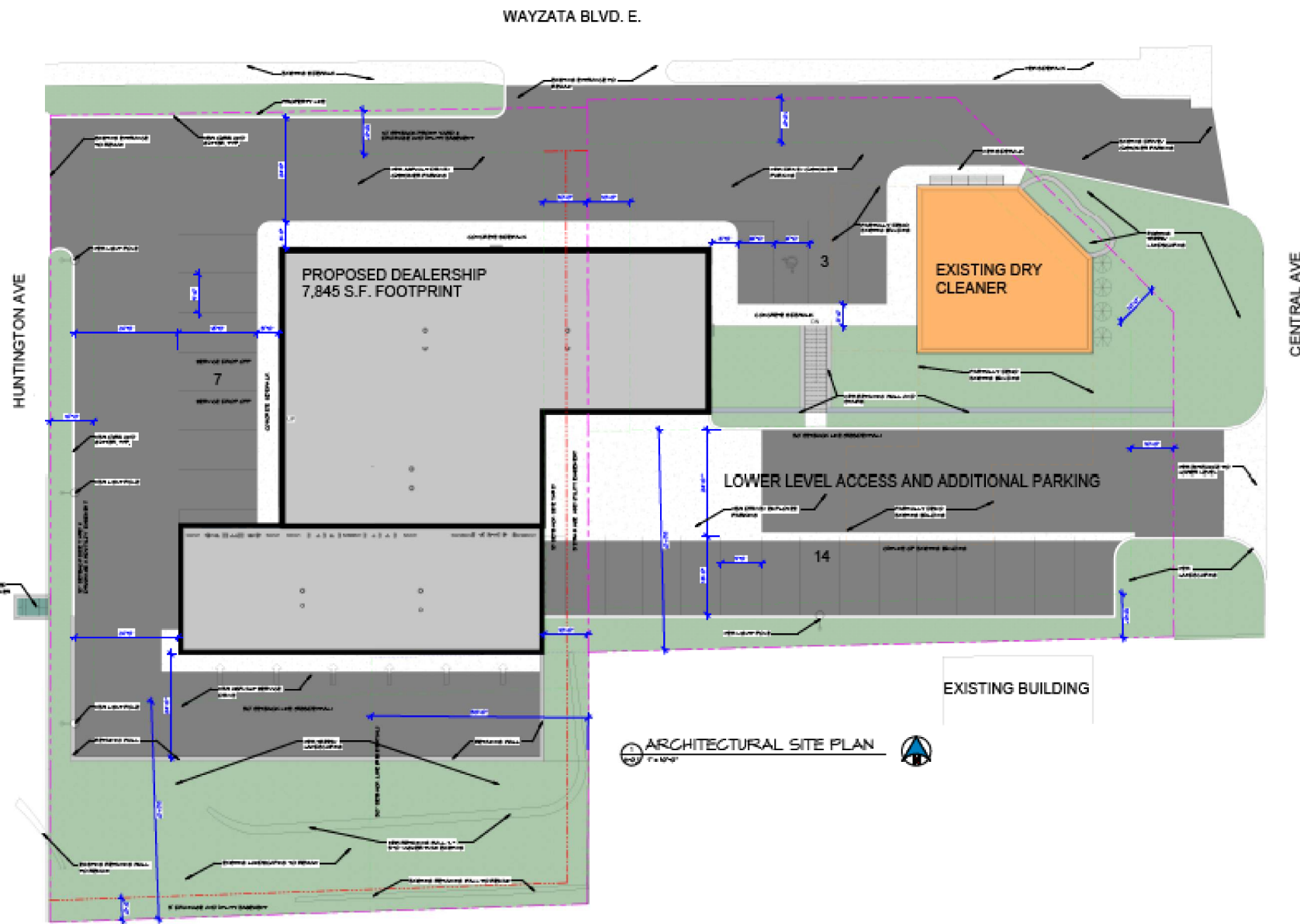
Access to the proposed development is expected to be maintained at the current driveway locations on Wayzata Boulevard with a new lower-level access on Central Avenue:

- **West Access:** approximately 300 feet west of Central Avenue on Wayzata Boulevard
 - Currently constructed as a three-quarter access to the development property and the property immediately to the west and would be expected to remain in this configuration.
- **East Access:** approximately 150 feet west of Central Avenue on Wayzata Boulevard
 - Currently constructed as a right-in/right-out access to the development property and the property immediately to the east and would be expected to remain in this configuration.
- **Lower-Level Access:** approximately 125 feet south of Wayzata Boulevard on Central Avenue
 - Proposed full-movement access solely for the proposed development.

All vehicles are expected to exit out of the same access by which they entered, in part due to the elevation difference between the upper- and lower-level accesses but also due to the restricted movements of the two accesses along Wayzata Boulevard which only allow right-turns.

Architect: Dec 14, 2018: Walser Lamborghini Architects, Inc. (Architect)

3/27/2018 9:26:13 AM



ARCHITECTURAL SITE PLAN
1" = 10' 0"

PRELIMINARY - NOT FOR CONSTRUCTION

Gries Architectural Group Inc.
10000 Wayzata Blvd. Suite 100
Wayzata, MN 55391
Phone: 952.461.1234
Fax: 952.461.1235
www.griesarchitect.com

A NEW BUILDING FOR:
WALSER LAMBORGHINI
WAYZATA, MINNESOTA

NO.	REVISION	DATE

DATE: 3/27/2018
BY: [Signature]
CHECKED BY: [Signature]
SCALE: A-0.1

3.2 TRIP GENERATION

Trip generation estimates for the proposed Walser Lamborghini dealership development were completed for the weekday AM and PM peak hours as well as on a daily basis by utilizing the *Institute of Transportation Engineers Trip Generation Manual, 11th Edition (ITE TGM)*. Results of the trip generation estimates, shown in **Table 5**, indicate the proposed development is expected to generate approximately 15 AM peak hour, 19 PM peak hour, and 218 daily trips. However, this is based on a typical car dealership and not a dealership specializing in luxury vehicles. It is unlikely that the development will see more than even 50 daily trips on its busiest days.

Table 5. Trip Generation Estimates

Land Use (ITE Code)	Units	Size	AM			PM			Daily Trips
			Peak Hour Trips ¹			Peak Hour Trips ¹			
			Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips	
Previous Land Use									
No Current Use	Not Applicable	N/A	0	0	0	0	0	0	0
Currently Proposed Walser Lamborghini Dealership									
Automobile Sales (New) (840)	Floor Area (SF)	7,845	11	4	15	8	11	19	218
	Pass-By/Diverted Link Trips		Not Applicable						
	Land Use Net Trips		11	4	15	8	11	19	218
Wayzata Retail Development Total Gross Trips			11	4	15	8	11	19	218
Total Pass-By/Diverted Link Trips			Not Applicable						
Wayzata Retail Development Total Net Trips			11	4	15	8	11	19	218

Source: Institute of Transportation Engineers Trip Generation Manual, 11th Edition.

(1) Peak hour of the adjacent roadway network

3.2.1 Trip Distribution & Assignment

The distribution of proposed development trips was estimated based on a review of existing traffic volumes/patterns and by engineering judgement. This trip distribution (37.5 percent of trips to/from the west and 62.5 percent of trips to/from the east) was then applied to the estimated proposed development trips in the future conditions analysis. More specifically trips were distributed as:

- 35 percent – Wayzata Boulevard to the east
- 25 percent – Wayzata Boulevard to the west
- 25 percent – Central Avenue to the north
- 10 percent – Superior Boulevard to the south
- 2.5 percent – Central Avenue to the south
- 2.5 percent – Benton Avenue to the north

3.3 PARKING ANALYSIS

Parking generation estimates for the proposed Walser Lamborghini dealership development were completed by utilizing the *Institute of Transportation Engineers Parking Generation Manual, 6th Edition (ITE PGM)*, which indicates that the peak parking demand of the proposed site is 18 vehicles.

For motor vehicle sales developments, the City of Wayzata requires one parking space for each 400 square-feet of floor area for the first 25,000 square-feet plus one space for each 600 square-feet thereafter¹. The City of Wayzata also requires one off-street loading space plus one more for each 25,000 square-feet of gross floor area. For the proposed 7,858 square-foot dealership, 21 parking spaces (one of which is an off-street loading space) are required.

Results of the parking generation estimates, shown in **Table 6**, indicate the development provides more parking spaces than the estimated parking demand per the *ITE Parking Generation Manual* and fulfills the City of Wayzata parking capacity requirement. As noted, it is also worth considering that as a dealership for luxury vehicles the actual parking demand would be far less than that of typical dealerships which both the *ITE Parking Generation Manual* and City code refer to.

Table 6. Parking Analysis Summary

Proposed Parking Supply (Site Plan)	Expected Parking Demand (ITE Parking Generation Manual)	Required Parking Capacity (City of Wayzata)	MET?
25	18	21	MET

¹ Wayzata, Minnesota – Code of Ordinances / Part IX – Zoning / Chapter 920 – Off-Street Parking and Loading

4. Future Traffic Conditions

To determine potential traffic impacts associated with the proposed development, future conditions were evaluated using Synchro/SimTraffic software. The future condition analysis year was chosen as 2026 to coincide with the anticipated opening of the proposed development.

4.1 BACKGROUND TRAFFIC GROWTH

Traffic forecasts presented in the *City of Wayzata 2040 Comprehensive Plan* were reviewed to understand anticipated traffic growth within the study area. Based on these traffic forecasts, a one (1) percent background traffic growth rate was applied to the existing weekday peak hour traffic volumes to estimate year 2026 background traffic conditions.

4.2 FUTURE INTERSECTION CAPACITY ANALYSIS

In addition to the existing conditions traffic operations analysis that was previously completed, No Build and Build operations analysis were also completed under year 2026 traffic volumes.

4.2.1 No Build Year 2026 Operational Analysis

No Build year 2026 traffic volumes, which include background traffic growth, are shown in **Figure 3**. Results of the No Build year 2026 traffic operations analysis, presented in **Table 7**, indicate that all study intersections are expected to continue operating at overall LOS C or better during the weekday peak hours, with the low-volume southbound approach to the intersection of Wayzata Boulevard & Superior Boulevard continuing to operate at LOS D. All other approaches operate at LOS C or better.

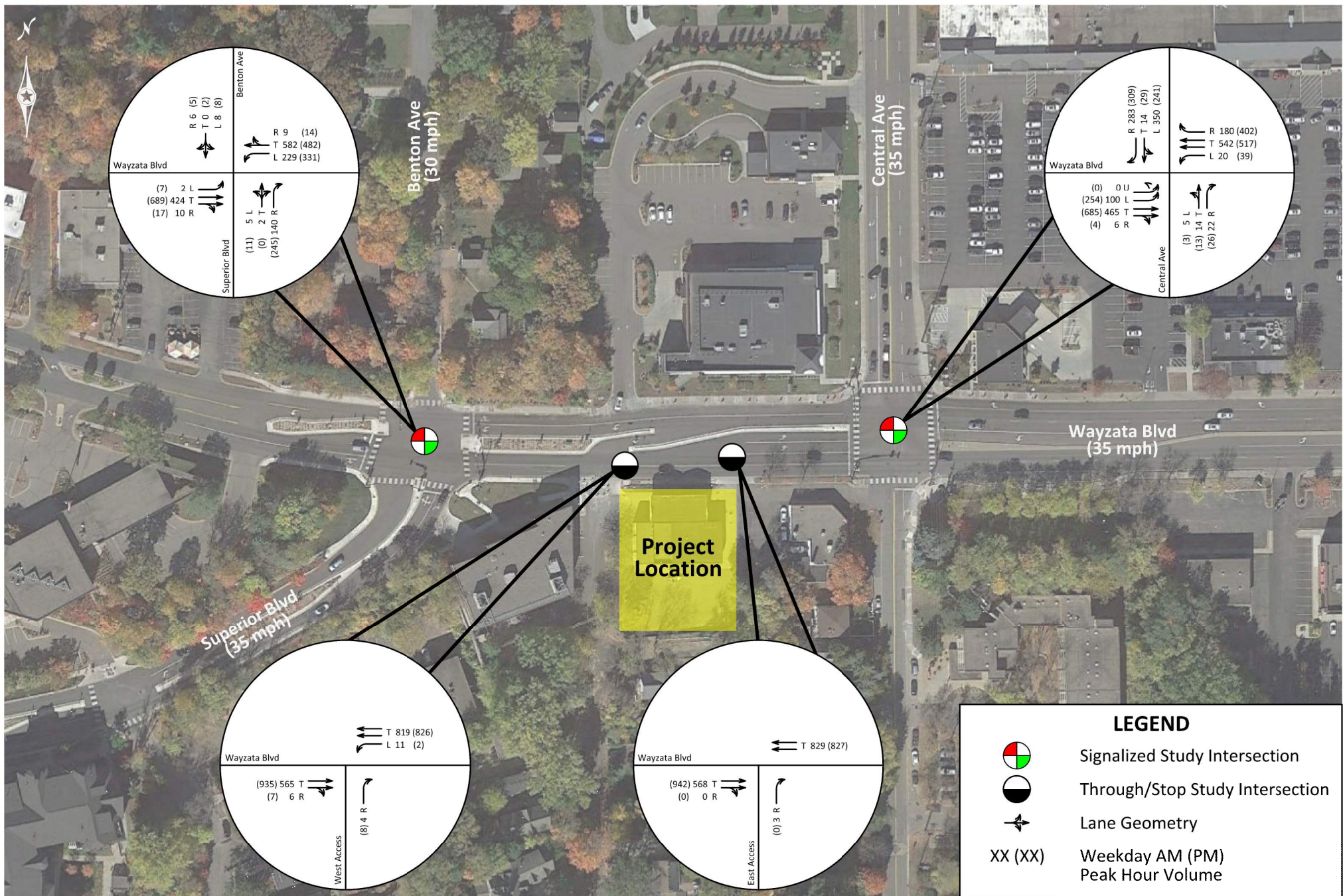
Table 7. No Build Year 2026 Traffic Operations Analysis Results

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Wayzata Boulevard & Superior Boulevard	A / D	8.2 / 38.3	B / D	16.0 / 39.4
Wayzata Boulevard & West Access	A / A	0.8 / 3.7	A / A	1.4 / 6.9
Wayzata Boulevard & East Access	A / A	1.2 / 3.4	A / A	1.5 / 1.5
Wayzata Boulevard & Central Avenue	C / C	20.1 / 29.9	B / C	19.1 / 28.0

LOS Results: Overall Intersection / Worst Approach

Delay Results: Overall Intersection / Worst Approach

Background traffic growth is expected to have a minimal impact on the moderate queuing previously noted under the existing conditions. No new delay or queuing issues were observed in the traffic simulations. Minimal queuing is anticipated on the northbound approaches of the West Access and East Access intersections. Detailed operations and queuing results are presented in the **Appendix**.



1022 Wayzata Boulevard - Traffic Impact Study

Figure 3
Year 2026 No Build Conditions

4.2.2 Build Year 2026 Operational Analysis

Build year 2026 traffic volumes, a combination of background traffic volumes and trips generated by the proposed development, are shown in **Figure 4**. The Build year 2026 conditions were evaluated using Synchro/SimTraffic software to determine potential traffic impacts associated with the proposed development. Results of the Build year 2026 traffic operations analysis, presented in **Table 8**, indicate that all study intersections are expected to continue operating at overall LOS C or better during the weekday peak hours, with the low-volume southbound approach to the intersection of Wayzata Boulevard & Superior Boulevard continuing to operate at LOS D. All other approaches operate at LOS C or better.

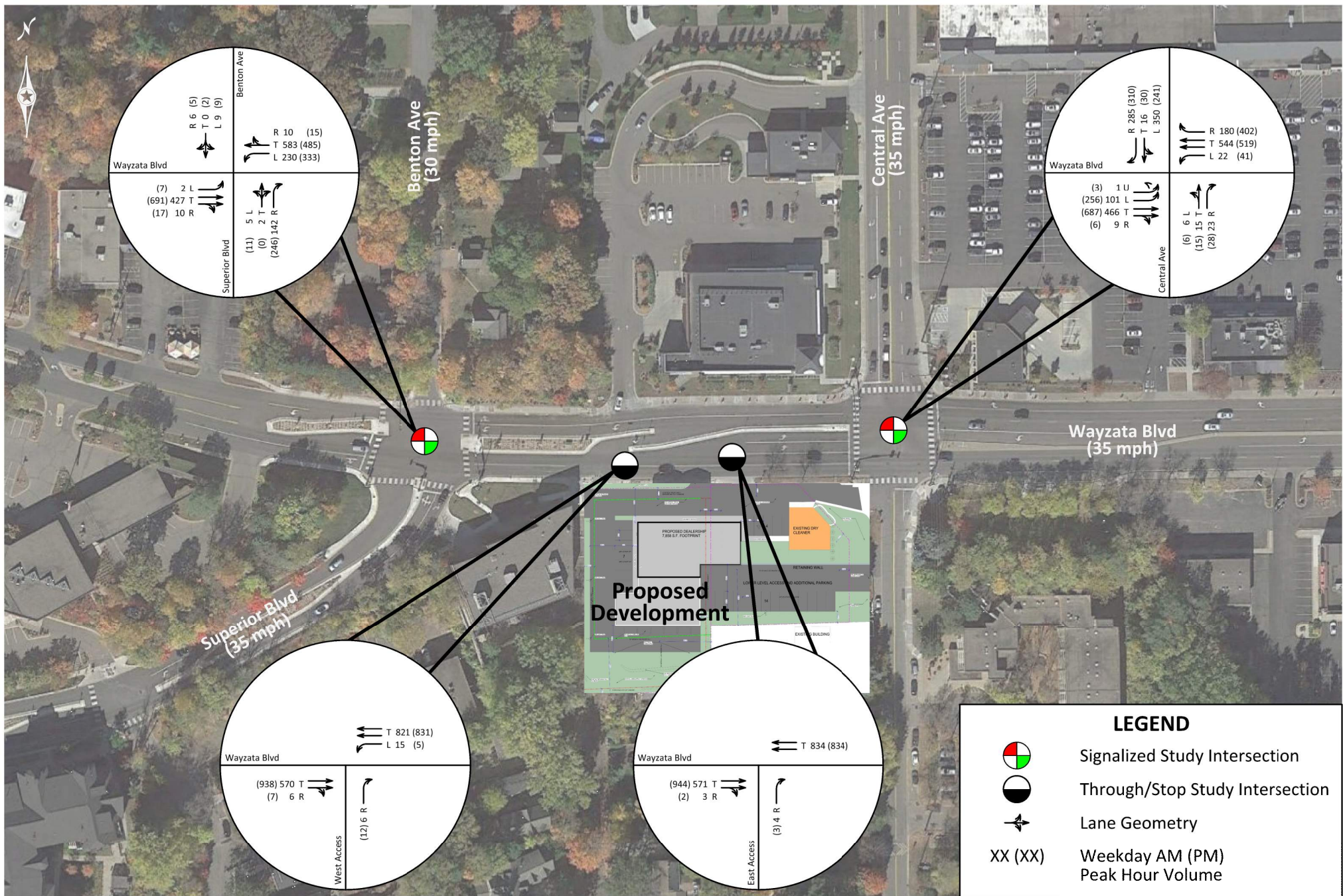
Table 8. Build Year 2026 Traffic Operations Analysis Results

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Wayzata Boulevard & Superior Boulevard	A / D	9.2 / 39.5	B / D	16.5 / 42.0
Wayzata Boulevard & West Access	A / A	0.8 / 2.6	A / A	1.6 / 6.6
Wayzata Boulevard & East Access	A / A	1.3 / 3.0	A / B	1.7 / 12.1
Wayzata Boulevard & Central Avenue	C / C	21.6 / 29.8	C / C	20.3 / 31.9

LOS Results: Overall Intersection / Worst Approach

Delay Results: Overall Intersection / Worst Approach

Proposed development trips are expected to have a minimal impact on the moderate queuing previously noted under existing conditions. No new delay or queuing issues were observed in the traffic simulations. Minimal queuing is anticipated on the northbound approaches of the West Access and East Access intersections. It should also be noted that the proposed development will induce several eastbound to westbound U-turn maneuvers at the Wayzata Boulevard & Central Avenue intersection, as outbound motorists route back to the west. However, issues with these U-turn maneuvers are not anticipated, as the eastbound left-turn movement is served by a protected green arrow and there is sufficient width for passenger vehicles to make this movement. Detailed operations and queuing results are presented in the **Appendix**.



1022 Wayzata Boulevard - Traffic Impact Study

Figure 4
Year 2026 Build Conditions

5. Site Plan Review

A review of the proposed site plan was completed to identify any issues and recommended potential improvements regarding site ingress/egress, internal traffic circulation, and parking layout.

5.1 SITE INGRESS/EGRESS

- Motorists are expected to enter the proposed development site via each of the three accesses depending on their destination (sales, maintenance, etc.) and function (employee, client, etc.).
 - Motorists coming from areas west of the site are expected to enter and exit via any of the three sites depending on their destination and function but would primarily be those utilizing the East Access due to existing movement restrictions at each of the accesses.
 - Motorists coming from areas east of the site are expected to enter and exit via the West Access (from a westbound left-turn) and the Lower-Level Access. It would be less common for these motorists to utilize the East Access as a U-turn would be required.
- Clear enter/exit signing should be installed at the site accesses, specifically indicating the movement restrictions that are in place (right-out only).
- The Lower-Level Access should be constructed in such a way that sightlines are sufficient to the north and south as the proximity to the Wayzata Boulevard & Central Avenue intersection may limit the ability for exiting motorists to anticipate turning movements at the traffic signal.
 - Generally, volumes along the south leg of Central Avenue are low and this is not expected to create an operational or safety concern.

5.2 INTERNAL TRAFFIC CIRCULATION

- The proposed internal roadways appear to adequately accommodate typical passenger vehicles. However, turning movements should be reviewed to ensure vehicles such as delivery and garbage trucks have adequate accommodations to negotiate internal roadways.
- Installation of appropriate wayfinding and service drop-off signing would provide additional benefit to avoid driver confusion when accessing the site.

5.3 PARKING LAYOUT

- The 14 parking spaces within the Lower-Level Access may be ideal for employee parking as the parking spaces in the Upper-Level west area are more easily visible and maneuverable.
- The 4 parking spaces within the Upper-Level East area adjacent to the existing dry cleaner should be left available whenever possible to minimize potential conflicts.

6. Conclusions and Recommendations

The following traffic impact study conclusions and recommendations are offered for consideration:

- The proposed Walser Lamborghini dealership development will replace the unused lot at 1022 Wayzata Boulevard in Wayzata with a 7,845 square-foot dealership and service building.
 - The proposed development is expected to generate approximately 15 AM peak hour, 19 PM peak hour, and 218 daily trips per the *ITE Trip Generation Manual*. However, this is based on a typical car dealership and not a dealership specializing in luxury vehicles. It is unlikely that the development will see more than even 50 daily trips on its busiest days.
- The proposed site contains 25 parking spaces spread between the upper- and lower-level access points. The proposed development provides more parking spaces (25) than the estimated parking demand (18) and fulfills the City of Wayzata parking capacity requirement (21).
 - As noted previously, it is also worth considering that as a dealership for luxury vehicles the actual parking demand would be far less than that of typical dealerships which both the *ITE Parking Generation Manual* and City code refer to.
- Access to the proposed development is expected to be maintained at the two current driveway locations on Wayzata Boulevard with a new lower-level access on Central Avenue.
- Results of the Build year 2026 traffic operations analysis indicates that all study intersections are expected to continue operating at overall LOS C or better during the weekday peak hours.
 - The proposed development is expected to have minimal impact on study area traffic operations. Therefore, no geometric or traffic control improvements are required from an operations perspective.
- A review of the proposed site plan was completed to identify any issues and recommended potential improvements regarding site ingress/egress, internal traffic circulation, and parking layout. Conclusions and recommendations related to the site plan are included in **Section 5**.

7. Appendices

- A. Turning Movement Counts
- B. Current Development Site Plan
- C. Detailed Operations and Queueing Analysis Results



Appendix

DRAFT REPORT

ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Wayzata Boulevard & Benton Avenue - Superior Boulevard
Date: 2/26/2025
Duration: 0700-0900, 1600-1800

Site Code: 100
Ref Pt: N/A
Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

	Benton Avenue Southbound						Wayzata Boulevard Westbound						Superior Boulevard Northbound						Wayzata Boulevard Eastbound						Int. Veh.	Int. Ped/	
Start Time	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	Total	Bike Total	
7:00	--	2	--	--	2	--	--	33	64	--	97	1	--	--	--	18	18	--	--	--	47	2	49	--	166	1	
7:15	--	1	--	--	1	1	--	36	81	2	119	1	--	--	--	16	16	--	--	--	68	--	68	--	204	2	
7:30	--	2	--	--	2	--	--	42	86	--	128	1	--	2	--	20	22	--	--	1	70	1	72	--	224	1	
7:45	--	2	--	1	3	1	1	44	104	--	149	--	--	2	--	20	22	--	--	--	81	3	84	--	258	1	
Hour Total	--	7	--	1	8	2	1	155	335	2	493	3	--	4	--	74	78	--	--	1	266	6	273	--	852	5	
8:00	--	1	--	1	2	--	--	59	135	1	195	--	--	1	--	37	38	--	--	--	94	1	95	--	330	--	
8:15	--	3	--	1	4	--	1	51	160	2	214	--	--	--	--	30	30	1	--	--	94	4	98	1	346	2	
8:30	--	1	--	3	4	1	1	56	121	2	180	--	--	1	--	39	40	--	--	1	102	1	104	1	328	2	
8:45	--	2	--	--	2	--	3	55	166	3	227	--	--	2	1	32	35	--	--	--	129	3	132	--	396	--	
Hour Total	--	7	--	5	12	1	5	221	582	8	816	--	--	4	1	138	143	1	--	1	419	9	429	2	1400	4	
Break																											
16:00	--	1	--	2	3	--	--	73	167	6	246	--	--	2	--	62	64	1	--	1	191	4	196	1	509	2	
16:15	--	1	--	1	2	4	1	75	110	3	189	1	--	4	--	52	56	--	--	3	201	4	208	--	455	5	
16:30	--	3	--	1	4	6	--	83	100	4	187	1	--	2	--	80	82	1	--	1	169	5	175	2	448	10	
16:45	--	2	1	--	3	3	--	95	121	--	216	1	--	2	--	48	50	1	--	1	121	3	125	--	394	5	
Hour Total	--	7	1	4	12	13	1	326	498	13	838	3	--	10	--	242	252	3	--	6	682	16	704	3	1806	22	
17:00	--	1	--	--	1	--	2	70	132	2	206	--	--	3	1	59	63	1	--	1	169	8	178	--	448	1	
17:15	--	--	--	--	0	--	1	101	140	2	244	1	--	--	--	74	74	1	--	--	140	6	146	--	464	2	
17:30	--	3	--	2	5	1	1	79	133	1	214	1	--	3	1	55	59	--	--	2	86	5	93	--	371	2	
17:45	--	--	1	--	1	1	--	56	123	1	180	1	--	2	--	41	43	--	--	--	98	1	99	--	323	2	
Hour Total	--	4	1	2	7	2	4	306	528	6	844	3	--	8	2	229	239	2	--	3	493	20	516	--	1606	7	
Grand Total	--	25	2	12	39	18	11	1008	1943	29	2991	9	--	26	3	683	712	6	--	11	1860	51	1922	5	5664	38	
% of App.	0.0%	64.1%	5.1%	30.8%			0.4%	33.7%	65.0%	1.0%			0.0%	3.7%	0.4%	95.9%			0.0%	0.6%	96.8%	2.7%					
% of Total	0.0%	0.4%	0.0%	0.7%	47.4%		0.2%	17.8%	34.3%	0.5%	52.8%	23.7%	0.0%	0.5%	0.1%	12.1%	12.6%	15.8%	0.0%	0.2%	32.8%	0.9%	33.9%	13.2%			
Cars Total	--	24	2	12	38	17	11	989	1892	29	2921	9	--	23	3	671	697	5	--	10	1814	50	1874	5	5530	36	
Cars % of Movement	0.0%	96.0%	100%	100%	97.4%	47.2%	100%	98.1%	97.4%	100%	97.7%	25.0%	0.0%	88.5%	100%	98.2%	97.9%	13.9%	0.0%	90.9%	97.5%	98.0%	97.5%	13.9%	97.6%		
Trucks Total	--	1	--	--	1	1	--	19	51	--	70	--	--	3	--	12	15	1	--	1	46	1	48	--	134	2	
Trucks % of Movement	0.0%	4.0%	0.0%	0.0%	2.6%	50.0%	0.0%	1.9%	2.6%	0.0%	2.3%	0.0%	0.0%	11.5%	0.0%	1.8%	2.1%	50.0%	0.0%	9.1%	2.5%	2.0%	2.5%	0.0%	2.4%		

ALLIANT ENGINEERING, INC.

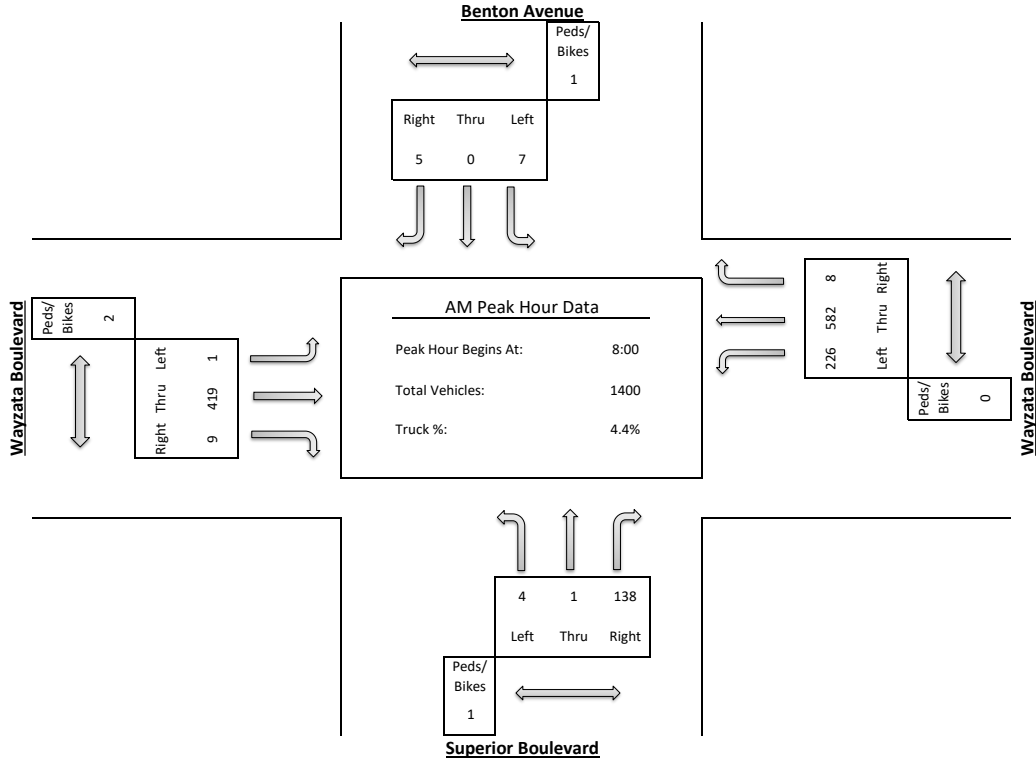
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Wayzata Boulevard & Benton Avenue - Superior Boulevard
Date: 2/26/2025
Duration: 0700-0900, 1600-1800

Site Code: 100
Ref Pt: N/A
Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Benton Avenue Southbound						Wayzata Boulevard Westbound						Superior Boulevard Northbound						Wayzata Boulevard Eastbound						Int. Veh.	Int. Ped/
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	Total	Bike Total
8:00	--	1	--	1	2	--	--	59	135	1	195	--	--	1	--	37	38	--	--	--	94	1	95	--	330	--
8:15	--	3	--	1	4	--	1	51	160	2	214	--	--	--	--	30	30	1	--	--	94	4	98	1	346	2
8:30	--	1	--	3	4	1	1	56	121	2	180	--	--	1	--	39	40	--	--	1	102	1	104	1	328	2
8:45	--	2	--	--	2	--	3	55	166	3	227	--	--	2	1	32	35	--	--	--	129	3	132	--	396	--
Hour Total	--	7	--	5	12	1	5	221	582	8	816	--	--	4	1	138	143	1	--	1	419	9	429	2	1400	4
% of App.	0.0%	58.3%	0.0%	41.7%			0.6%	27.1%	71.3%	1.0%			0.0%	2.8%	0.7%	96.5%			0.0%	0.2%	97.7%	2.1%				
% of Total	0.0%	0.5%	0.0%	0.4%	0.9%	25.0%	0.4%	15.8%	41.6%	0.6%	58.3%	0.0%	0.0%	0.3%	0.1%	9.9%	10.2%	25.0%	0.0%	0.1%	29.9%	0.6%	30.6%	50.0%		
Cars Total	--	7	--	5	12	1	5	211	556	8	780	--	--	3	1	132	136	1	--	1	401	9	411	2	1339	4
Cars % of Movement	0.0%	100%	0.0%	100%	100%	25.0%	100%	95.5%	95.5%	100%	95.6%	0.0%	0.0%	75.0%	100%	95.7%	95.1%	25.0%	0.0%	100%	95.7%	100%	95.8%	50.0%	95.6%	
Trucks Total	--	--	--	--	0	--	--	10	26	--	36	--	--	1	--	6	7	--	--	--	18	--	18	--	61	--
Trucks % of Movement	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	4.5%	4.5%	0.0%	4.4%	--	0.0%	25.0%	0.0%	4.3%	4.9%	--	0.0%	0.0%	4.3%	0.0%	4.2%	--	4.4%	



ALLIANT ENGINEERING, INC.

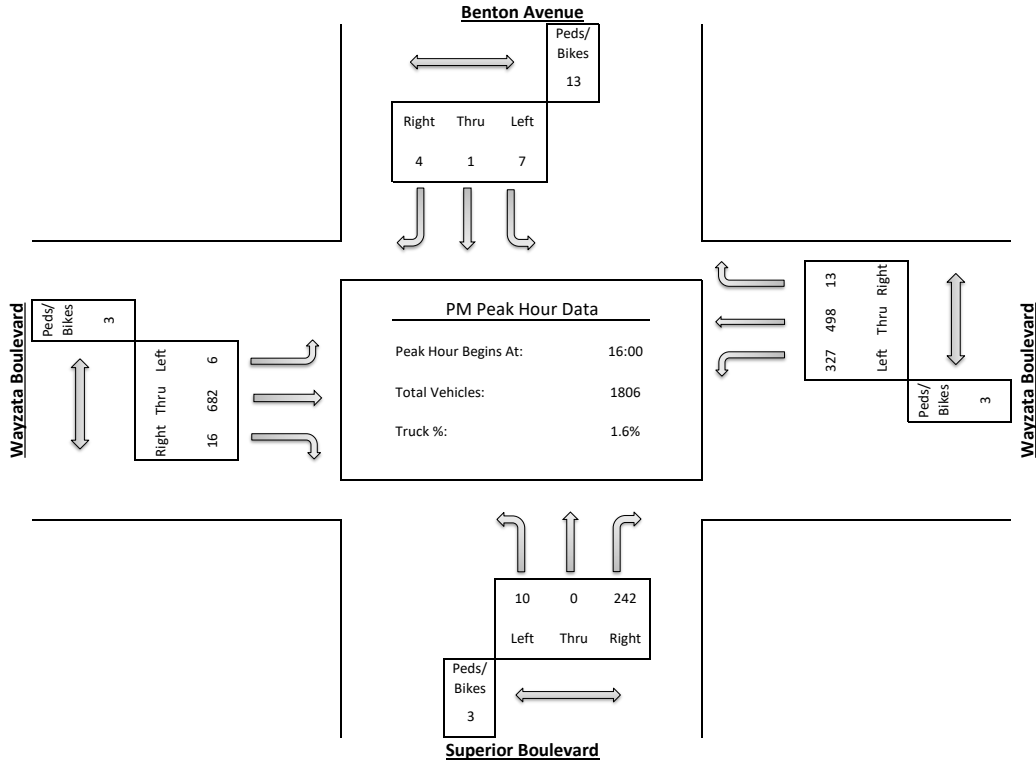
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Wayzata Boulevard & Benton Avenue - Superior Boulevard
Date: 2/26/2025
Duration: 0700-0900, 1600-1800

Site Code: 100
Ref Pt: N/A
Page No: 4 of 4

All Vehicles (Cars & Trucks) Printed

	Benton Avenue Southbound						Wayzata Boulevard Westbound						Superior Boulevard Northbound						Wayzata Boulevard Eastbound						Int. Veh.	Int. Ped/
Start Time	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	Total	Bike Total
16:00	--	1	--	2	3	--	--	73	167	6	246	--	--	2	--	62	64	1	--	1	191	4	196	1	509	2
16:15	--	1	--	1	2	4	1	75	110	3	189	1	--	4	--	52	56	--	--	3	201	4	208	--	455	5
16:30	--	3	--	1	4	6	--	83	100	4	187	1	--	2	--	80	82	1	--	1	169	5	175	2	448	10
16:45	--	2	1	--	3	3	--	95	121	--	216	1	--	2	--	48	50	1	--	1	121	3	125	--	394	5
Hour Total	--	7	1	4	12	13	1	326	498	13	838	3	--	10	--	242	252	3	--	6	682	16	704	3	1806	22
% of App.	0.0%	58.3%	8.3%	33.3%			0.1%	38.9%	59.4%	1.6%			0.0%	4.0%	0.0%	96.0%			0.0%	0.9%	96.9%	2.3%				
% of Total	0.0%	0.4%	0.1%	0.2%	0.7%	59.1%	0.1%	18.1%	27.6%	0.7%	46.4%	13.6%	0.0%	0.6%	0.0%	13.4%	14.0%	13.6%	0.0%	0.3%	37.8%	0.9%	39.0%	13.6%		
Cars Total	--	7	1	4	12	12	1	326	489	13	829	3	--	9	--	241	250	3	--	6	666	15	687	3	1778	21
Cars % of Movement	0.0%	100%	100%	100%	100%	57.1%	100%	100%	98.2%	100%	98.9%	14.3%	0.0%	90.0%	0.0%	99.6%	99.2%	14.3%	0.0%	100%	97.7%	93.8%	97.6%	14.3%	98.4%	
Trucks Total	--	--	--	--	0	1	--	--	9	--	9	--	--	1	--	1	2	--	--	--	16	1	17	--	28	1
Trucks % of Movement	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	1.8%	0.0%	1.1%	0.0%	0.0%	10.0%	0.0%	0.4%	0.8%	0.0%	0.0%	0.0%	2.3%	6.3%	2.4%	0.0%	1.6%	



ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Wayzata Boulevard & Walgreens Access - Edina Realty Access
Date: 2/26/2025
Duration: 0700-0900, 1600-1800

Site Code: 200
Ref Pt: N/A
Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

	Walgreens Access Southbound					Wayzata Boulevard Westbound					Edina Realty Access Northbound					Wayzata Boulevard Eastbound					Int. Veh.	Int. Ped/ Bike Total					
Start Time	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	Total	Bike Total	
7:00	--	--	--	--	0	--	--	1	96	--	97	--	--	--	--	--	0	--	--	--	65	--	65	--	162	--	
7:15	--	--	--	2	2	2	--	--	118	--	118	--	--	--	--	--	0	--	--	--	85	1	86	--	206	2	
7:30	--	--	--	2	2	--	--	2	128	--	130	--	--	--	--	--	0	--	--	--	91	--	91	--	223	--	
7:45	--	--	--	3	3	--	--	--	146	4	150	--	--	--	--	--	0	--	--	--	105	1	106	--	259	--	
Hour Total	--	--	--	7	7	2	--	3	488	4	495	--	--	--	--	--	--	--	--	--	346	2	348	--	850	2	
8:00	--	--	--	4	4	--	--	4	188	2	194	--	--	--	--	--	0	--	--	--	130	1	131	--	329	--	
8:15	--	--	--	1	1	--	--	3	214	4	221	--	--	--	--	1	1	1	--	--	126	--	126	--	349	1	
8:30	--	--	--	8	8	1	--	2	172	2	176	--	--	--	--	--	0	1	--	--	143	--	143	--	327	2	
8:45	--	--	--	5	5	--	--	1	223	2	226	--	--	--	--	--	0	--	--	--	156	2	158	--	389	--	
Hour Total	--	--	--	18	18	1	--	10	797	10	817	--	--	--	--	1	1	2	--	--	555	3	558	--	1394	3	
Break																											
16:00	--	--	--	12	12	--	--	--	238	3	241	--	--	--	--	4	4	2	--	--	250	--	250	--	507	2	
16:15	--	--	--	9	9	4	--	1	156	2	159	--	--	--	--	--	0	--	--	--	253	--	253	--	421	4	
16:30	--	--	--	11	11	4	--	--	172	3	175	--	--	--	--	1	1	--	--	--	248	1	249	--	436	4	
16:45	--	--	--	8	8	2	--	--	213	7	220	--	--	--	--	--	0	--	--	--	173	--	173	--	401	2	
Hour Total	--	--	--	40	40	10	--	1	779	15	795	--	--	--	--	5	5	2	--	--	924	1	925	--	1765	12	
17:00	--	--	--	5	5	--	--	--	209	4	213	--	--	--	--	--	0	--	--	--	230	--	230	--	448	--	
17:15	--	--	--	16	16	--	--	2	227	7	236	--	--	--	--	--	0	--	--	--	217	--	217	--	469	--	
17:30	--	--	--	7	7	--	--	--	201	5	206	--	--	--	--	1	1	--	--	--	143	--	143	--	357	--	
17:45	--	--	--	6	6	--	--	--	174	4	178	--	--	--	--	1	1	--	--	--	138	--	138	--	323	--	
Hour Total	--	--	--	34	34	--	--	2	811	20	833	--	--	--	--	2	2	--	--	--	728	--	728	--	1597	--	
Grand Total	--	--	--	99	99	13	--	16	2875	49	2940	--	--	--	--	8	8	4	--	--	2553	6	2559	--	5606	17	
% of App.	0.0%	0.0%	0.0%	100.0%			0.0%	0.5%	97.8%	1.7%			0.0%	0.0%	0.0%	100.0%			0.0%	0.0%	99.8%	0.2%					
% of Total	0.0%	0.0%	0.0%	1.8%	1.8%	76.5%	0.0%	0.3%	51.3%	0.9%	52.4%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	23.5%	0.0%	0.0%	45.5%	0.1%	45.6%	0.0%			
Cars Total	--	--	--	99	99	13	--	16	2805	49	2870	--	--	--	--	8	8	4	--	--	2494	6	2500	--	5477	17	
Cars % of Movement	0.0%	0.0%	0.0%	100%	100%	76.5%	0.0%	100%	97.6%	100%	97.6%	0.0%	0.0%	0.0%	0.0%	100%	100%	23.5%	0.0%	0.0%	97.7%	100%	97.7%	0.0%	97.7%		
Trucks Total	--	--	--	--	0	--	--	--	70	--	70	--	--	--	--	--	0	--	--	--	59	--	59	--	129	--	
Trucks % of Movement	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	2.4%	0.0%	2.4%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	2.3%	0.0%	2.3%	--	2.3%		

ALLIANT ENGINEERING, INC.

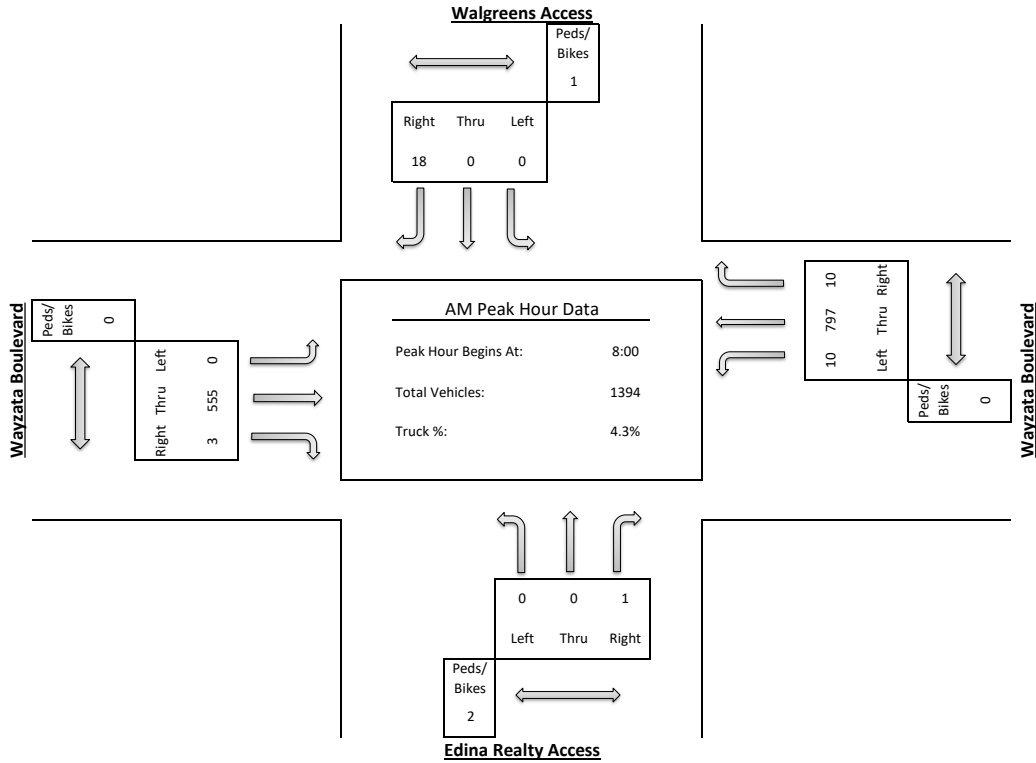
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Wayzata Boulevard & Walgreens Access - Edina Realty Access
Date: 2/26/2025
Duration: 0700-0900, 1600-1800

Site Code: 200
Ref Pt: N/A
Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Walgreens Access Southbound						Wayzata Boulevard Westbound						Edina Realty Access Northbound						Wayzata Boulevard Eastbound						Int. Veh.	Int. Ped/
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	Total	Bike Total
8:00	--	--	--	4	4	--	--	4	188	2	194	--	--	--	--	1	0	--	--	--	130	1	131	--	329	--
8:15	--	--	--	1	1	--	--	3	214	4	221	--	--	--	--	1	1	1	--	--	126	--	126	--	349	1
8:30	--	--	--	8	8	1	--	2	172	2	176	--	--	--	--	--	0	1	--	--	143	--	143	--	327	2
8:45	--	--	--	5	5	--	--	1	223	2	226	--	--	--	--	--	0	--	--	--	156	2	158	--	389	--
Hour Total	--	--	--	18	18	1	--	10	797	10	817	--	--	--	--	1	1	2	--	--	555	3	558	--	1394	3
% of App.	0.0%	0.0%	0.0%	100%			0.0%	1.2%	97.6%	1.2%			0.0%	0.0%	0.0%	100%			0.0%	0.0%	99.5%	0.5%				
% of Total	0.0%	0.0%	0.0%	1.3%	1.3%	33.3%	0.0%	0.7%	57.2%	0.7%	58.6%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	66.7%	0.0%	0.0%	39.8%	0.2%	40.0%	0.0%		
Cars Total	--	--	--	18	18	1	--	10	761	10	781	--	--	--	--	1	1	2	--	--	531	3	534	--	1334	3
Cars % of Movement	0.0%	0.0%	0.0%	100%	100%	33.3%	0.0%	100%	95.5%	100%	95.6%	0.0%	0.0%	0.0%	0.0%	100%	100%	66.7%	0.0%	0.0%	95.7%	100%	95.7%	0.0%	95.7%	
Trucks Total	--	--	--	--	0	--	--	--	36	--	36	--	--	--	--	--	0	--	--	--	24	--	24	--	60	--
Trucks % of Movement	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	4.5%	0.0%	4.4%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	4.3%	0.0%	4.3%	--	4.3%	



ALLIANT ENGINEERING, INC.

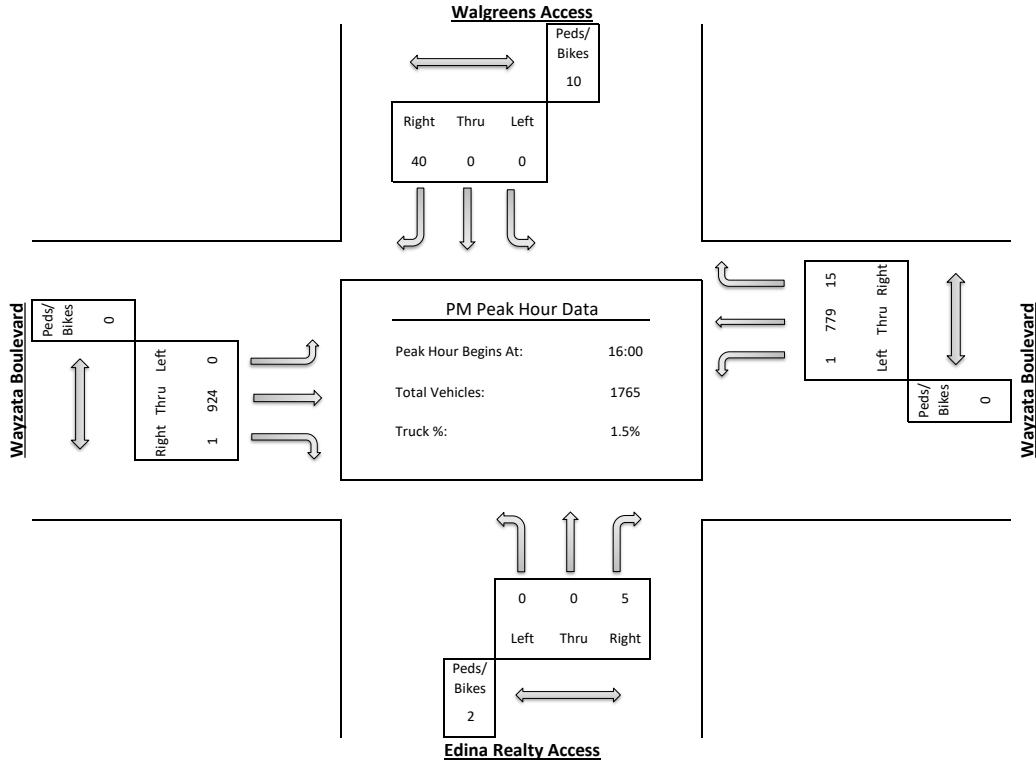
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Wayzata Boulevard & Walgreens Access - Edina Realty Access
Date: 2/26/2025
Duration: 0700-0900, 1600-1800

Site Code: 200
Ref Pt: N/A
Page No: 4 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Walgreens Access Southbound						Wayzata Boulevard Westbound						Edina Realty Access Northbound						Wayzata Boulevard Eastbound						Int. Veh.	Int. Ped/
	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	Total	Bike Total
16:00	--	--	--	12	12	--	--	--	238	3	241	--	--	--	--	4	4	2	--	--	250	--	250	--	507	2
16:15	--	--	--	9	9	4	--	1	156	2	159	--	--	--	--	--	0	--	--	--	253	--	253	--	421	4
16:30	--	--	--	11	11	4	--	--	172	3	175	--	--	--	--	1	1	--	--	--	248	1	249	--	436	4
16:45	--	--	--	8	8	2	--	--	213	7	220	--	--	--	--	--	0	--	--	--	173	--	173	--	401	2
Hour Total	--	--	--	40	40	10	--	1	779	15	795	--	--	--	--	5	5	2	--	--	924	1	925	--	1765	12
% of App.	0.0%	0.0%	0.0%	100%			0.0%	0.1%	98.0%	1.9%			0.0%	0.0%	0.0%	100%			0.0%	0.0%	99.9%	0.1%				
% of Total	0.0%	0.0%	0.0%	2.3%	2.3%	83.3%	0.0%	0.1%	44.1%	0.8%	45.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	16.7%	0.0%	0.0%	52.4%	0.1%	52.4%	0.0%		
Cars Total	--	--	--	40	40	10	--	1	770	15	786	--	--	--	--	5	5	2	--	--	907	1	908	--	1739	12
Cars % of Movement	0.0%	0.0%	0.0%	100%	100%	83.3%	0.0%	100%	98.8%	100%	98.9%	0.0%	0.0%	0.0%	0.0%	100%	100%	16.7%	0.0%	0.0%	98.2%	100%	98.2%	0.0%	98.5%	
Trucks Total	--	--	--	--	0	--	--	--	9	--	9	--	--	--	--	--	0	--	--	--	17	--	17	--	26	--
Trucks % of Movement	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	1.2%	0.0%	1.1%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	1.8%	0.0%	1.8%	--	1.5%	



ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Wayzata Boulevard & Central Avenue
Date: 2/26/2025
Duration: 0700-0900, 1600-1800

Site Code: 300
Ref Pt: N/A
Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

	Central Avenue Southbound						Wayzata Boulevard Westbound						Central Avenue Northbound						Wayzata Boulevard Eastbound						Int. Veh.	Int. Ped/	
Start Time	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/ Bikes	Total	Bike Total	
7:00	--	77	--	29	106	--	--	--	70	26	96	--	--	--	2	7	9	--	--	8	54	1	63	--	274	--	
7:15	--	77	3	37	117	2	1	1	80	42	124	--	--	2	2	2	6	--	--	13	73	1	87	--	334	2	
7:30	--	91	4	42	137	--	1	--	84	34	119	--	--	1	1	3	5	--	--	19	74	--	93	--	354	--	
7:45	--	108	3	46	157	--	3	2	107	30	142	--	--	1	4	5	10	--	--	18	87	1	106	--	415	--	
Hour Total	--	353	10	154	517	2	5	3	341	132	481	--	--	4	9	17	30	--	--	58	288	3	349	--	1377	2	
8:00	--	87	3	57	147	--	1	2	135	41	179	--	--	--	4	8	12	--	--	19	98	2	119	--	457	--	
8:15	--	93	5	72	170	--	--	2	148	34	184	--	--	1	2	6	9	1	--	28	107	--	135	--	498	1	
8:30	--	81	3	60	144	3	--	5	117	48	170	--	--	2	3	2	7	--	--	19	116	1	136	1	457	4	
8:45	--	85	2	91	178	--	3	6	136	55	200	--	--	1	4	5	10	--	--	33	119	2	154	1	542	1	
Hour Total	--	346	13	280	639	3	4	15	536	178	733	--	--	4	13	21	38	1	--	99	440	5	544	2	1954	6	
Break																											
16:00	--	51	5	100	156	1	--	8	144	80	232	3	--	--	4	10	14	3	--	57	188	--	245	1	647	8	
16:15	--	55	8	60	123	1	4	6	118	110	238	1	--	1	3	5	9	2	--	76	185	2	263	2	633	6	
16:30	--	66	7	65	138	1	1	5	111	109	226	--	--	--	2	4	6	7	--	71	186	--	257	7	627	15	
16:45	--	66	8	80	154	1	3	11	138	99	251	2	--	1	3	6	10	1	--	47	120	1	168	2	583	6	
Hour Total	--	238	28	305	571	4	8	30	511	398	947	6	--	2	12	25	39	13	--	251	679	3	933	12	2490	35	
17:00	--	55	7	62	124	--	1	4	145	79	229	3	--	1	4	9	14	1	1	50	164	3	218	--	585	4	
17:15	--	74	3	86	163	1	6	8	153	99	266	5	--	--	1	10	11	3	--	50	172	3	225	--	665	9	
17:30	--	60	7	71	138	1	4	6	130	82	222	4	--	--	6	9	15	1	--	36	104	2	142	--	517	6	
17:45	--	48	4	58	110	--	2	7	122	77	208	--	--	2	4	5	11	--	--	33	108	--	141	--	470	--	
Hour Total	--	237	21	277	535	2	13	25	550	337	925	12	--	3	15	33	51	5	1	169	548	8	726	--	2237	19	
Grand Total	--	1174	72	1016	2262	11	30	73	1938	1045	3086	18	--	13	49	96	158	19	1	577	1955	19	2552	14	8058	62	
% of App.	0.0%	51.9%	3.2%	44.9%			1.0%	2.4%	62.8%	33.9%			0.0%	8.2%	31.0%	60.8%			0.0%	22.6%	76.6%	0.7%					
% of Total	0.0%	14.6%	0.9%	12.6%	28.1%	17.7%	0.4%	0.9%	24.1%	13.0%	38.3%	29.0%	0.0%	0.2%	0.6%	1.2%	2.0%	30.6%	0.0%	7.2%	24.3%	0.2%	31.7%	22.6%			
Cars Total	--	1154	68	994	2216	9	30	73	1893	1026	3022	10	--	12	46	94	152	16	1	560	1913	19	2493	13	7883	48	
Cars % of Movement	0.0%	98.3%	94.4%	97.8%	98.0%	18.8%	100%	100%	97.7%	98.2%	97.9%	20.8%	0.0%	92.3%	93.9%	97.9%	96.2%	33.3%	100%	97.1%	97.9%	100%	97.7%	27.1%	97.8%		
Trucks Total	--	20	4	22	46	2	--	--	45	19	64	8	--	1	3	2	6	3	--	17	42	--	59	1	175	14	
Trucks % of Movement	0.0%	1.7%	5.6%	2.2%	2.0%	14.3%	0.0%	0.0%	2.3%	1.8%	2.1%	57.1%	0.0%	7.7%	6.1%	2.1%	3.8%	21.4%	0.0%	2.9%	2.1%	0.0%	2.3%	7.1%	2.2%		

ALLIANT ENGINEERING, INC.

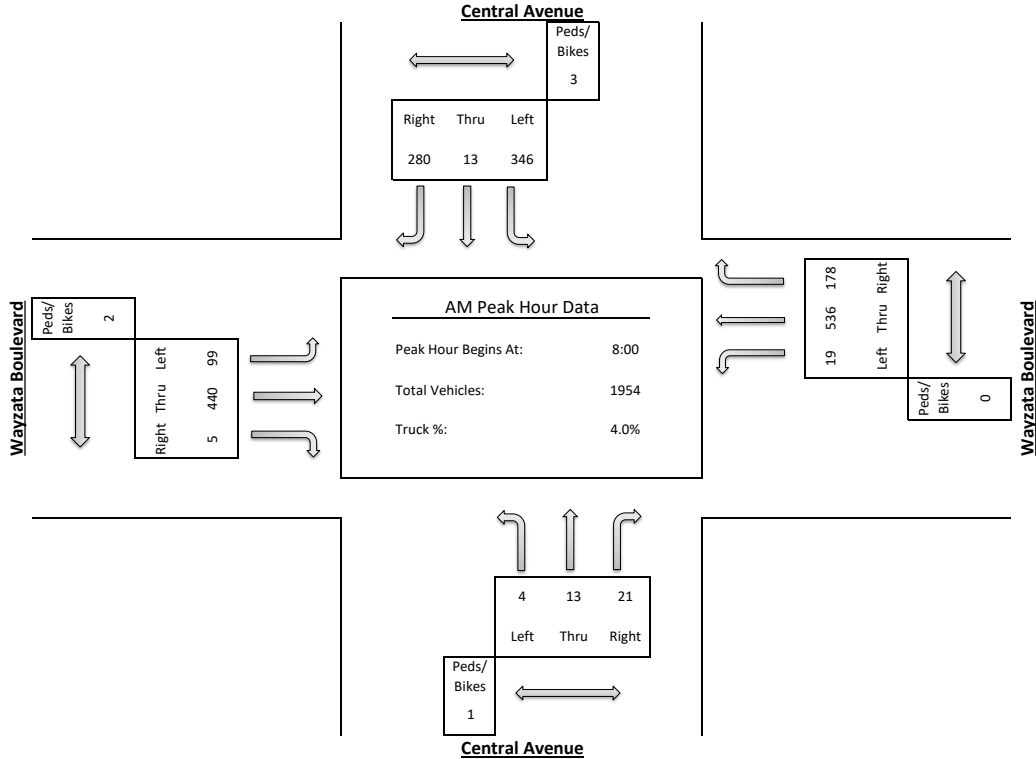
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Wayzata Boulevard & Central Avenue
Date: 2/26/2025
Duration: 0700-0900, 1600-1800

Site Code: 300
Ref Pt: N/A
Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Central Avenue Southbound						Wayzata Boulevard Westbound						Central Avenue Northbound						Wayzata Boulevard Eastbound						Int. Veh.	Int. Ped/Bike
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	Total	Total
8:00	--	87	3	57	147	--	1	2	135	41	179	--	--	--	4	8	12	--	--	19	98	2	119	--	457	--
8:15	--	93	5	72	170	--	--	2	148	34	184	--	--	1	2	6	9	1	--	28	107	--	135	--	498	1
8:30	--	81	3	60	144	3	--	5	117	48	170	--	--	2	3	2	7	--	--	19	116	1	136	1	457	4
8:45	--	85	2	91	178	--	3	6	136	55	200	--	--	1	4	5	10	--	--	33	119	2	154	1	542	1
Hour Total	--	346	13	280	639	3	4	15	536	178	733	--	--	4	13	21	38	1	--	99	440	5	544	2	1954	6
% of App.	0.0%	54.1%	2.0%	43.8%			0.5%	2.0%	73.1%	24.3%			0.0%	10.5%	34.2%	55.3%			0.0%	18.2%	80.9%	0.9%				
% of Total	0.0%	17.7%	0.7%	14.3%	32.7%	50.0%	0.2%	0.8%	27.4%	9.1%	37.5%	0.0%	0.0%	0.2%	0.7%	1.1%	1.9%	16.7%	0.0%	5.1%	22.5%	0.3%	27.8%	33.3%		
Cars Total	--	337	12	269	618	3	4	15	511	172	702	--	--	4	11	20	35	1	--	94	421	5	520	2	1875	6
Cars % of Movement	0.0%	97.4%	92.3%	96.1%	96.7%	50.0%	100%	100%	95.3%	96.6%	95.8%	0.0%	0.0%	100%	84.6%	95.2%	92.1%	16.7%	0.0%	94.9%	95.7%	100%	95.6%	33.3%	96.0%	
Trucks Total	--	9	1	11	21	--	--	--	25	6	31	--	--	--	2	1	3	--	--	5	19	--	24	--	79	--
Trucks % of Movement	0.0%	2.6%	7.7%	3.9%	3.3%	--	0.0%	0.0%	4.7%	3.4%	4.2%	--	0.0%	0.0%	15.4%	4.8%	7.9%	--	0.0%	5.1%	4.3%	0.0%	4.4%	--	4.0%	



ALLIANT ENGINEERING, INC.

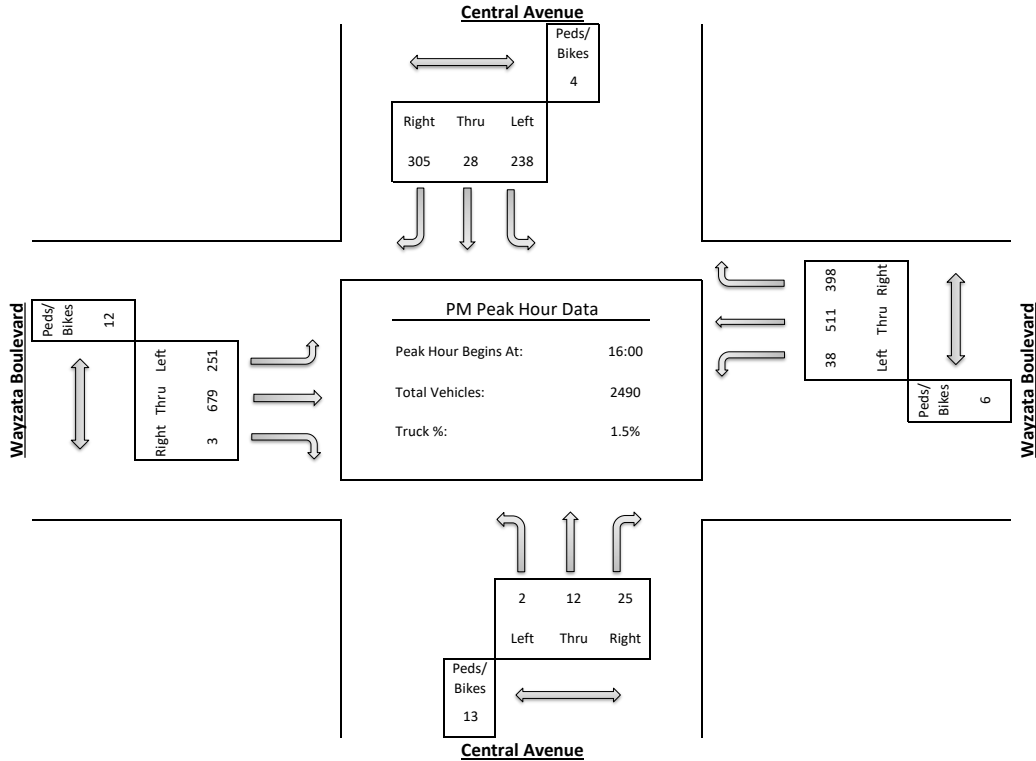
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Wayzata Boulevard & Central Avenue
Date: 2/26/2025
Duration: 0700-0900, 1600-1800

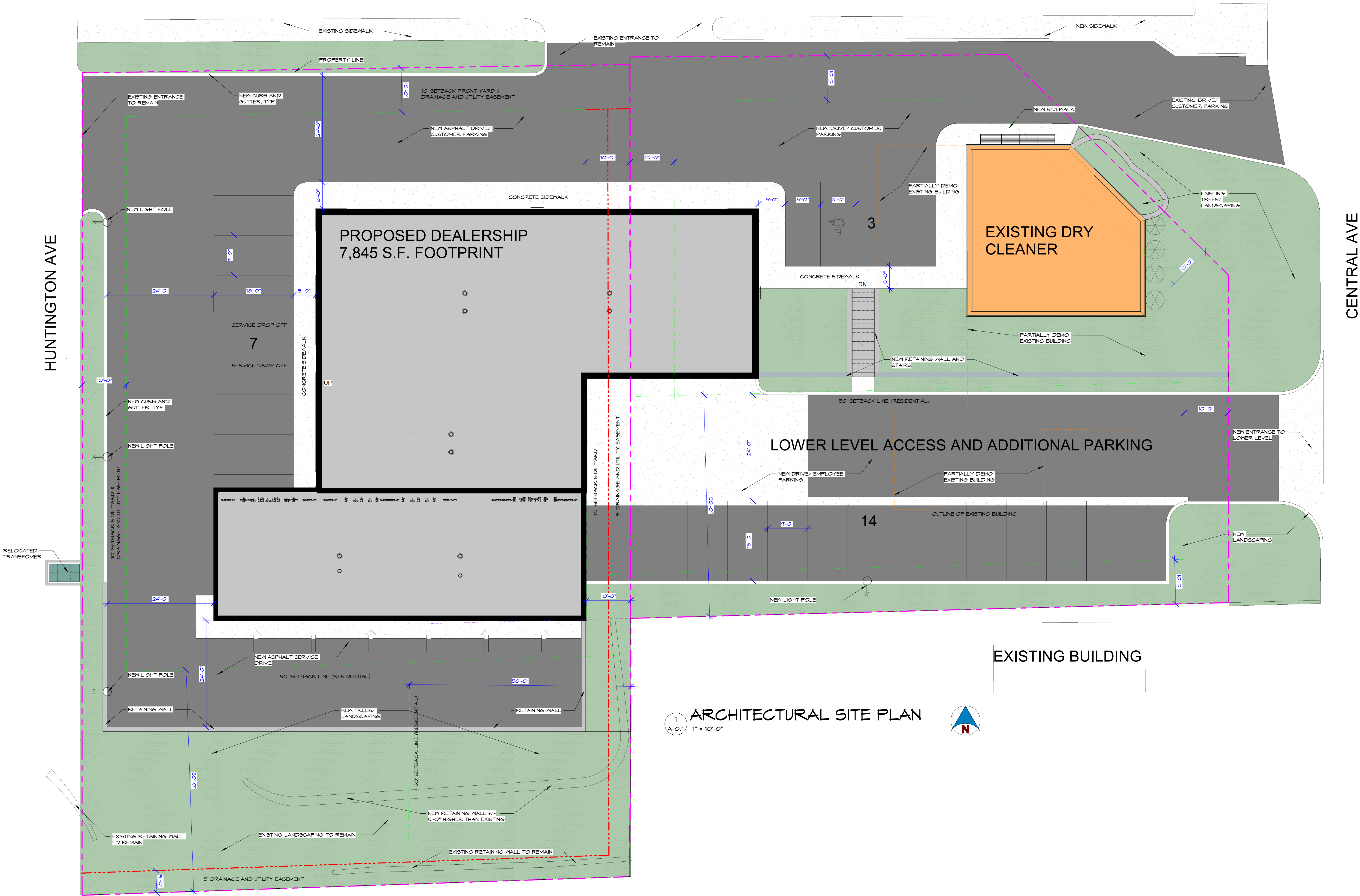
Site Code: 300
Ref Pt: N/A
Page No: 4 of 4

All Vehicles (Cars & Trucks) Printed

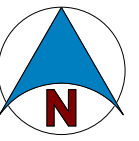
Start Time	Central Avenue Southbound						Wayzata Boulevard Westbound						Central Avenue Northbound						Wayzata Boulevard Eastbound						Int. Veh.	Int. Ped/Bike
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	Total	Total
16:00	--	51	5	100	156	1	--	8	144	80	232	3	--	--	4	10	14	3	--	57	188	--	245	1	647	8
16:15	--	55	8	60	123	1	4	6	118	110	238	1	--	1	3	5	9	2	--	76	185	2	263	2	633	6
16:30	--	66	7	65	138	1	1	5	111	109	226	--	--	--	2	4	6	7	--	71	186	--	257	7	627	15
16:45	--	66	8	80	154	1	3	11	138	99	251	2	--	1	3	6	10	1	--	47	120	1	168	2	583	6
Hour Total	--	238	28	305	571	4	8	30	511	398	947	6	--	2	12	25	39	13	--	251	679	3	933	12	2490	35
% of App.	0.0%	41.7%	4.9%	53.4%			0.8%	3.2%	54.0%	42.0%			0.0%	5.1%	30.8%	64.1%			0.0%	26.9%	72.8%	0.3%				
% of Total	0.0%	9.6%	1.1%	12.2%	22.9%	11.4%	0.3%	1.2%	20.5%	16.0%	38.0%	17.1%	0.0%	0.1%	0.5%	1.0%	1.6%	37.1%	0.0%	10.1%	27.3%	0.1%	37.5%	34.3%		
Cars Total	--	234	27	300	561	4	8	30	508	392	938	6	--	2	11	24	37	13	--	242	671	3	916	11	2452	34
Cars % of Movement	0.0%	98.3%	96.4%	98.4%	98.2%	11.8%	100%	100%	99.4%	98.5%	99.0%	17.6%	0.0%	100%	91.7%	96.0%	94.9%	38.2%	0.0%	96.4%	98.8%	100%	98.2%	32.4%	98.5%	
Trucks Total	--	4	1	5	10	--	--	--	3	6	9	--	--	--	1	1	2	--	--	9	8	--	17	1	38	1
Trucks % of Movement	0.0%	1.7%	3.6%	1.6%	1.8%	0.0%	0.0%	0.0%	0.6%	1.5%	1.0%	0.0%	0.0%	0.0%	8.3%	4.0%	5.1%	0.0%	0.0%	3.6%	1.2%	0.0%	1.8%	100.0%	1.5%	



WAYZATA BLVD. E.



1
A-0.1
ARCHITECTURAL SITE PLAN
1" = 10'-0"



PRELIMINARY - NOT FOR CONSTRUCTION

REVISION HISTORY		
NO.	DESCRIPTION	DATE

date: 03-07-2025
job: 24-028
d. by:

A-0.1

A NEW BUILDING FOR:
WALSER LAMBORGHINI
WAYZATA, MINNESOTA

©Copyright. This Print/Computer File
Is The Exclusive Property Of
Gries Architectural Group, Inc.
Use Only For Purpose Which Loaned. Copying Or
Reproducing Is Prohibited. Return Upon Request.

NEENAH OFFICE:
920 North Commercial Street
Neenah, WI 54956
Phone: 920-722-2445
www.griesdesign.com

HUDSON OFFICE:
400 South 2nd Street
St. Paul, MN 55102
Phone: 612-224-4445
www.griesdesign.com

Existing Conditions - AM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Superior Boulevard	Movement Delay (sec/veh)	5.1	6.5	1.9	7.5	2.1	0.4	50.1	31.8	37.5	56.0	0.0	7.9	8.3
		Movement LOS	A	A	A	A	A	A	D	C	D	E	A	A	A
		Movement 95th Queue (ft)	5	115	71	104	102	102	25	25	150	33	33	33	
		Approach Delay (sec/veh)	6.4			3.6			37.8			36.8			
		Approach LOS	A			A			D			D			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & West Access	Movement Delay (sec/veh)	0.0	0.9	0.4	3.4	0.6	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.7
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	21	0	0	0	0	17	0	0	0	
		Approach Delay (sec/veh)	0.9			0.6			3.5			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & East Access	Movement Delay (sec/veh)	0.0	0.8	0.0	0.0	1.6	0.0	0.0	0.0	3.2	0.0	0.0	0.0	1.3
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	8	0	0	0	0	0	0	14	0	0	0	
		Approach Delay (sec/veh)	0.8			1.6			3.2			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Central Avenue	Movement Delay (sec/veh)	38.8	11.4	3.7	53.7	28.5	4.1	65.0	62.2	7.4	33.9	35.5	10.9	21.6
		Movement LOS	D	B	A	D	C	A	E	E	A	C	D	B	C
		Movement 95th Queue (ft)	78	130	122	53	240	73	57	57	55	323	323	164	
		Approach Delay (sec/veh)	16.1			23.3			32.8			24.0			
		Approach LOS	B			C			C			C			

Existing Conditions - PM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Superior Boulevard	Movement Delay (sec/veh)	17.7	17.9	8.0	21.3	2.6	0.8	35.3	0.0	29.6	46.2	103.4	8.8	16.1
		Movement LOS	B	B	A	C	A	A	D	A	C	D	F	A	B
		Movement 95th Queue (ft)	25	328	271	195	98	98	35	35	209	35	35	35	
		Approach Delay (sec/veh)	17.6			10.0			29.9			44.2			
		Approach LOS	B			A			C			D			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & West Access	Movement Delay (sec/veh)	0.0	1.6	0.5	27.3	1.1	0.0	0.0	0.0	4.7	0.0	0.0	0.0	1.4
		Movement LOS	A	A	A	D	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	19	17	10	54	0	0	0	24	0	0	0	
		Approach Delay (sec/veh)	1.6			1.1			4.7			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & East Access	Movement Delay (sec/veh)	0.0	1.4	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	38	35	0	0	0	0	0	0	0	0	0	
		Approach Delay (sec/veh)	1.4			1.5			0.0			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Central Avenue	Movement Delay (sec/veh)	33.9	13.1	11.4	47.2	24.2	7.9	38.5	51.0	7.8	30.5	29.9	9.5	18.8
		Movement LOS	C	B	B	D	C	A	D	D	A	C	C	A	B
		Movement 95th Queue (ft)	145	171	178	76	205	153	46	46	59	213	213	125	
		Approach Delay (sec/veh)	18.9			18.2			22.3			19.3			
		Approach LOS	B			B			C			B			

2026 No Build Conditions - AM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Superior Boulevard	Movement Delay (sec/veh)	10.2	6.2	2.0	7.1	1.9	0.6	36.6	44.3	38.2	47.4	0.0	13.0	8.2
		Movement LOS	B	A	A	A	A	A	D	D	D	D	A	B	A
		Movement 95th Queue (ft)	9	104	65	110	95	95	31	31	173	39	39	39	
		Approach Delay (sec/veh)	6.1			3.3			38.3			30.2			
		Approach LOS	A			A			D			C			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & West Access	Movement Delay (sec/veh)	0.0	0.9	0.6	4.7	0.6	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.8
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	25	0	0	0	0	21	0	0	0	
		Approach Delay (sec/veh)	0.9			0.7			3.7			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & East Access	Movement Delay (sec/veh)	0.0	0.8	0.0	0.0	1.5	0.0	0.0	0.0	3.4	0.0	0.0	0.0	1.2
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	4	4	0	0	0	0	0	18	0	0	0	
		Approach Delay (sec/veh)	0.8			1.5			3.4			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Central Avenue	Movement Delay (sec/veh)	38.5	11.4	5.6	49.3	25.5	4.1	51.8	53.1	8.1	31.1	36.3	10.7	20.1
		Movement LOS	D	B	A	D	C	A	D	D	A	C	D	B	C
		Movement 95th Queue (ft)	79	126	123	51	222	74	62	62	57	289	289	145	
		Approach Delay (sec/veh)	16.0			20.8			29.9			22.3			
		Approach LOS	B			C			C			C			

2026 No Build Conditions - PM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Superior Boulevard	Movement Delay (sec/veh)	16.7	18.6	7.2	20.8	2.5	0.8	33.0	0.0	27.6	55.4	48.8	13.1	16.0
		Movement LOS	B	B	A	C	A	A	C	A	C	E	D	B	B
		Movement 95th Queue (ft)	26	334	272	207	90	90	37	37	212	39	39	39	
		Approach Delay (sec/veh)	18.3			9.8			27.9			39.4			
		Approach LOS	B			A			C			D			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & West Access	Movement Delay (sec/veh)	0.0	1.6	0.5	15.4	1.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	1.4
		Movement LOS	A	A	A	C	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	16	13	12	44	0	0	0	25	0	0	0	
		Approach Delay (sec/veh)	1.6			1.0			6.9			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & East Access	Movement Delay (sec/veh)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	45	50	0	8	0	0	0	0	0	0	0	
		Approach Delay (sec/veh)	1.5			1.5			0.0			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Central Avenue	Movement Delay (sec/veh)	32.4	14.4	5.5	47.7	25.3	7.6	53.8	56.3	8.4	29.3	29.8	9.7	19.1
		Movement LOS	C	B	A	D	C	A	D	E	A	C	C	A	B
		Movement 95th Queue (ft)	137	175	180	78	208	157	53	53	59	225	225	136	
		Approach Delay (sec/veh)	19.1			18.8			28.0			18.9			
		Approach LOS	B			B			C			B			

2026 Build Conditions - AM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Superior Boulevard	Movement Delay (sec/veh)	14.4	7.4	1.6	8.6	2.3	2.5	34.4	37.5	39.7	56.3	0.0	11.5	9.2
		Movement LOS	B	A	A	A	A	A	C	D	D	E	A	B	A
		Movement 95th Queue (ft)	14	127	88	125	106	106	33	33	169	41	41	41	
		Approach Delay (sec/veh)	7.3			3.9			39.4			39.5			
		Approach LOS	A			A			D			D			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & West Access	Movement Delay (sec/veh)	0.0	1.0	0.6	4.2	0.6	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.8
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	25	0	0	0	0	24	0	0	0	
		Approach Delay (sec/veh)	1.0			0.7			2.6			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & East Access	Movement Delay (sec/veh)	0.0	0.8	0.0	0.0	1.6	0.0	0.0	0.0	3.0	0.0	0.0	0.0	1.3
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	7	4	0	0	0	0	0	20	0	0	0	
		Approach Delay (sec/veh)	0.8			1.6			3.0			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Central Avenue	Movement Delay (sec/veh)	38.9	11.3	4.1	51.5	28.3	4.7	60.5	54.9	7.7	34.4	35.0	10.4	21.6
		Movement LOS	D	B	A	D	C	A	E	D	A	C	C	B	C
		Movement 95th Queue (ft)	80	136	130	67	257	81	57	57	62	318	318	133	
		Approach Delay (sec/veh)	16.0			23.4			29.8			23.9			
		Approach LOS	B			C			C			C			

2026 Build Conditions - PM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Superior Boulevard	Movement Delay (sec/veh)	15.9	19.0	7.0	21.8	2.8	1.5	48.1	0.0	28.7	56.0	67.3	12.4	16.5
		Movement LOS	B	B	A	C	A	A	D	A	C	E	E	B	B
		Movement 95th Queue (ft)	23	315	274	217	99	99	47	47	199	41	41	41	
		Approach Delay (sec/veh)	18.7			10.5			29.5			42.0			
		Approach LOS	B			B			C			D			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & West Access	Movement Delay (sec/veh)	0.0	1.7	0.8	15.0	1.3	0.0	0.0	0.0	6.6	0.0	0.0	0.0	1.6
		Movement LOS	A	A	A	B	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	25	21	17	63	0	0	0	35	0	0	0	
		Approach Delay (sec/veh)	1.7			1.3			6.6			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Boulevard & East Access	Movement Delay (sec/veh)	0.0	1.7	4.8	0.0	1.6	0.0	0.0	0.0	12.1	0.0	0.0	0.0	1.7
		Movement LOS	A	A	A	A	A	A	A	A	B	A	A	A	A
		Movement 95th Queue (ft)	0	53	64	0	0	0	0	0	22	0	0	0	
		Approach Delay (sec/veh)	1.7			1.6			12.1			0.0			
		Approach LOS	A			A			B			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Boulevard & Central Avenue	Movement Delay (sec/veh)	31.5	15.6	7.5	46.9	28.5	7.7	64.8	62.8	10.9	30.5	30.7	10.2	20.3
		Movement LOS	C	B	A	D	C	A	E	E	B	C	C	B	C
		Movement 95th Queue (ft)	132	185	192	72	243	154	68	68	63	216	216	136	
		Approach Delay (sec/veh)	19.6			20.8			31.9			19.6			
		Approach LOS	B			C			C			B			



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 9, 2025	AGENDA ITEM: 7.a
TITLE: Review of Development Activities	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Alex Sharpe, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

A verbal update will be provided at the meeting.

ACTION REQUESTED:

N/A

ATTACHMENTS:

None



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 9, 2025	AGENDA ITEM: 7.b
TITLE: Planning Commission Meeting Schedule	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Alex Sharpe, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

The 2025 City Calendar and City Council Liaison Schedule are attached. The next Planning Commission meeting is scheduled for Monday, June 16.

ACTION REQUESTED:

N/A

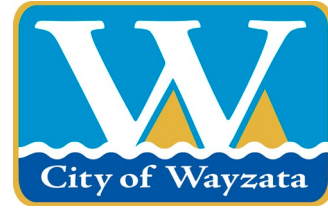
ATTACHMENTS:

1. 2025 Planning Commission Liaison List - updated February 2025
2. Wayzata calendar 2025 revised 05.27.2025

2025 Planning Commission Assignments at Council Meetings

	<u>Meeting Date</u>	<u>Commission Representative</u>
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	Sue Ankeny
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	Sue Ankeny
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	Sue Ankeny
Tuesday	November 18	Blake Cameron
Tuesday	December 2	Adam Elg
Tuesday	December 16	Joe VanLoy

City of Wayzata 2025 Meeting Calendar



January 2025						
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 2025						
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	

March 2025						
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 2025						
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 2025						
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 2025						
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 2025						
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 2025						
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 2025						
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 2025						
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 2025						
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 2025						
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 5:30 PM
 - Planning Commission - 6:30 PM
 - City Council - 7:00 PM
Local Board of Appeal & Equalization - April 17th
 - 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
 - Night to Unite
 - Holiday Observed
City Offices Closed
 - Election
- Precinct Caucuses - no statewide caucus in 2025

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

Revised
5/27/2025