

WAYZATA PLANNING COMMISSION

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street

Monday, February 9, 2026

6:30 PM

HYBRID MEETING INFORMATION

[Click here to join Teams Meeting](#)

Meeting ID: 297 745 414 916 7 Passcode: MG385hT9

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).

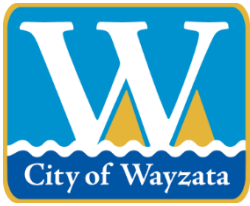
1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Consent Agenda**
 - a. Approval of Meeting Minutes of January 26, 2026
 - b. Approve Planning Commission Report and Recommendation of Approval of PUD for Walser Lamborghini at 1022 and 1042 Wayzata Blvd E
5. **Old Business Items**
6. **Public Hearing Items**
 - a. Consider an Application for a Subdivision at 190 Gleason Lake Road and 121 Gleahaven Road
7. **Other Items**
 - a. Review of Development Activities
 - b. Planning Commission Meeting Schedule
8. **Adjournment**

Upcoming Meetings:

City Council - February 10, 2026

Planning Commission - February 23, 2026

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: February 9, 2026	AGENDA ITEM: 4.a
TITLE: Approval of Meeting Minutes of January 26, 2026	
PREPARED BY: Alex Sharpe, Community Development Director	
REVIEWED BY: Alex Sharpe, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

N/A

ACTION REQUESTED:

Staff recommends approval of the meeting minutes of January 26, 2026

ATTACHMENTS:

None



City of Wayzata Planning Commission Agenda Report

MEETING DATE: February 9, 2026	AGENDA ITEM: 4.b
TITLE: Approve Planning Commission Report and Recommendation of Approval of PUD for Walser Lamborghini at 1022 and 1042 Wayzata Blvd E	
PREPARED BY: Alex Sharpe, Community Development Director	
REVIEWED BY: Alex Sharpe, Community Development Director	
60 DAY DEADLINE: 60 Day Deadline: February 27, 2026 120 Day Deadline: April 4, 2026	

BACKGROUND:

The applicant and property owner, Walser Real Estate, LLC, has proposed a Walser Lamborghini at 1022 and 1042 Wayzata Blvd E. The application includes the following requested actions:

- PUD General Plan
- Preliminary and Final Plat
- Vacation of Drainage and Utility Easements
- Required Parking Stall Variance
- Maximum Fence Height Variance
- Fence Location within the Front Yard Variance
- Parking Lot Setback Variance
- Access Spacing Variance
- Design Deviation for landscaping between the building and sidewalk
- Design Deviation for Tree spacing adjacent to roadway frontages

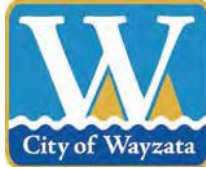
The attached staff report has been revised to include the tree spacing design deviation which was presented at the public hearing.

ACTION REQUESTED:

Staff recommends approval of the Planning Commission Report and Recommendation.

ATTACHMENTS:

1. Report and Recommendation Walser Lamborghini PUD General Plan Approvals
2. Revised Staff Report
3. Applicant Proposed PUD Narrative
4. Applicant Variance Narrative
5. Planset
6. Updated Elevations with Materials
7. Final Plat
8. Easement Vacation Exhibit
9. Photometric Plan
10. Public Comments 1-2
11. Public Comment 3
12. Fire Truck Turning Template_1-22-26.pdf - Packet



WAYZATA PLANNING COMMISSION

February 9, 2026

**REPORT AND RECOMMENDATION OF APPROVAL
OF PUD FOR WALSER LAMBORGHINI AT 1022 AND 1042 WAYZATA BLVD E**

DRAFT

SUMMARY OF RECOMMENDATION

1. Approval* of Planned Unit Development (PUD) General Plan
2. Approval* of Variances
3. Approval* of Lot Combination
4. Approval* of Design Standards Deviations
5. Rezoning* to PUD District

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

REPORT AND RECOMMENDATION

Section 1. BACKGROUND

- 1.1 Project. Applicant and Property owner Walser Real Estate, LLC (the “Applicant”) has submitted a development application deemed complete on January 13, 2026 (the “Application”) for the property at 1022 and 1042 Wayzata Boulevard E (together, the “Property”) requesting multiple approvals under the City’s Zoning and Subdivision Ordinances to construct and operate a Lamborghini automobile dealership and service center (the “Project”).
- 1.2 Previous Approval. The City Council approved a PUD Concept Plan of Development for the Project on July 1, 2025.
- 1.3 Approvals Requested. The Application includes requests for the following approvals for the Project:
 - A. PUD General Plan: Approval of a PUD General Plan for a new Lamborghini dealership, featuring a new building on the Property with a showroom, service

bays, customer lounges, and office spaces, and with related surface and underground parking for customers and employees (the “PUD General Plan”).

- B. Lot Combination: Approval of a combined preliminary and final plat that would combine the two lots comprising the Property into a single lot (the “Preliminary / Final Plat” or “Proposed Lot Combination”).
- C. Variances: Approval of the following five variances (the “Variances”):
1. Parking Stalls (Sec. 920.11): A variance from the 34 parking stalls required for the proposed use to allow for the 29 parking stalls proposed for the Project.
 2. Setback (933.02.A.13; Sec. 977.06.B): A variance from the required 10-foot setback to allow the proposed parking to be 4 feet from the property line.
 3. Curb Cut Proximity to Intersection (Sec. 920.05.E.6): A variance from the requirement that curb cuts accessing a property be at least 40 feet from a roadway intersection to allow for the current access to be maintained and updated for the Project.
 4. Fence Height (Sec. 918.01.E): A variance from the 6-foot fence height limit to allow for an 8-foot-tall fence along the southern property line to screen the proposed use from neighboring residential properties.
 5. Front Yard Fence (Sec. 918.01.E): A variance from the height limit and opacity standard for front yard fences to allow for the proposed 8-foot 100% opaque fence in the front yard to screen from the neighboring residential property.
- D. Design Deviations: Approval of the following two deviations from the Design Standards (the “Design Deviations”):
1. Landscape Buffer (Sec. 909.16D.3.c): A deviation from the Design Standard that requires a 6-foot landscape buffer between the sidewalk and building face to allow for the proposed 20-foot-long section of sidewalk with a one-foot buffer.
 2. Street Trees (Sec. 909.17. B.1. b.): A deviation from the Design Standard that trees on public frontages be spaced no more than 26 feet apart.
- E. PUD Rezoning (Ch. 903): Upon approval of the PUD Final Plan, an amendment to the Zoning Ordinance (Map) to rezone the Property from C-3 Service District to PUD Planned Unit Development District (the “PUD Rezoning”).

- 1.3 Property. The street address, property identification numbers and owner of the two parcels that comprise the Property are:

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

- 1.4 Land Use. The Property is currently zoned C-3 Service District and guided Mixed Use Commercial/Residential under the 2040 Wayzata Comprehensive Plan. The Property falls within the Wayzata Boulevard Design District.
- 1.5 Neighborhood Meeting; Notice and Public Hearing. A neighborhood meeting on the Application was held on January 22, 2026 in accordance with City policy. Notice of a public hearing on the Application was published in the *Sun Sailor* on January 15, 2026. A copy of the notice was mailed to all property owners located within 500 feet of the Property on January 10, 2026. The public hearing on the Application was held at the January 26, 2026 Planning Commission meeting.

Section 2. STANDARDS

2.1 Planned Unit Developments (PUDs).

- A. Approval Process for General Plan of Development. Approval of a Planned Unit Development is according to a multi-stage review and approval process (Concept Plan, General Plan, Final Plan) set forth in Section 33 of the Zoning Ordinance. Following the approval of a PUD Concept Plan, the Applicant must submit a new application for approval of a PUD General Plan of Development that depicts and outlines the proposed implementations of the approved Concept Plan, and that includes the information and materials outlined in Section 801.33.6. The same review procedure and criteria is followed for a General Plan of Development as is followed with a Concept Plan. Approval of a PUD Concept Plan in no way binds the City to subsequent approval of a General Plan of Development. Sec. 801.33.5.B.1.
- B. Intent and Purpose of PUDs. Chapter 933 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:

1. 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.
2. Higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects, and engineers.
3. More convenience in location and design of development and service facilities.
4. The preservation and enhancement of desirable site characteristics such as natural topography and geologic features and the prevention of soil erosion.
5. A creative use of land and related physical development which allows a phased and orderly development and use pattern.
6. An efficient use of land resulting in smaller networks of utilities and streets thereby lower development costs and public investments.
7. 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.)
8. A more desirable and creative environment than might be possible through the strict application on zoning and subdivision regulations of the City.

C. General Standards. Section 933.02.A of the Zoning Ordinance sets forth the general standards for a PUD and review of a PUD application. These include:

1. Health Safety and Welfare; Council Discretion. In reviewing the PUD application, the Council shall consider comments on the application of those persons appearing before the Council, the report and recommendations of the Planning Commission, the recommendations on design 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 Section 33 of the PUD Ordinance. 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 Section 33 of the PUD Ordinance, it may approve the PUD, although it shall not be required to do so.

2. Ownership. Applicant/s must own all of the property to be included in the PUD.
3. Comprehensive Plan Consistency. The PUD project must be consistent with the City's Comprehensive Plan.
4. Sanitary Sewer Plan Consistency. The PUD project must be consistent with the City's Sanitary Sewer Plan.
5. Common Open Space. The PUD project must provide common private or public open space and facilities at least sufficient enough to meet the minimum requirements established in the Comprehensive Plan, and contain provisions to assure the continued operation and maintenance of such.
6. Operating and Maintenance Requirements. Whenever common private or public open space or service facilities are provided within a PUD, the PUD plan must contain provisions to assure 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 must be placed under the ownership of one of the following, as approved by the City Council: (i) dedicated to the public, where a community-wide use is anticipated, (ii) Landlord control, where only tenant use is anticipated, or (iii) Property Owners Association, provided the conditions of 933.2.A.6.c are met.
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. The PUD project must meet the density standards agreed upon by the applicant and City, which must be consistent with the Comprehensive Plan.
9. Utilities. All utilities associated with the PUD must be installed underground and meet the utility connection requirements of Section 933.02.A.10.

10. Utility Connections. All utilities associated with proposed PUD must meet the utility connection requirements of Section 933.02.A.10.
 11. Roadways. All roadways associated with the PUD must conform to the Design Standards and Wayzata Subdivision Regulations, unless otherwise approved by City Council.
 12. Landscaping. All landscaping associated with the PUD must be according to a detailed plan approved by the City Council. In assessing the 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. 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 conditional use permit, or the previous zoning district, if a PUD District. No building shall be located less than fifteen (15) feet from the back of the curb line along those roadways which are part of the internal street pattern.
 14. Height. The maximum building height to be considered within a PUD District shall be thirty-five (35) feet and three (3) stories, whichever is lesser. There shall be no deviation from the height standards applied within the applicable zoning districts for PUD conditional use permits. In PUD Districts for parcels that were zoned commercial prior to PUD and which exceed 13 acres, the maximum allowable height and number of floors shall be as negotiated and agreed upon between the applicant and the City.
- D. Non-Residential PUD Standards. Section 933.04 sets forth minimum lot area, minimum frontage, municipal water and sewer availability, roadway and parking standards for PUDs which have a residential components. In addition to the standards set forth in these sections, City Council may impose such other standards for a PUD project as are reasonable and as the Council deems are necessary to protect and promote the general health, safety and welfare of the community and the surrounding area.
- 2.2 Subdivision / Preliminary Plat. Review and approval of lot combinations and subdivisions of property are governed by the City's Subdivision Ordinance, Part X of City Code. The City may agree to review the preliminary and final plat simultaneously. In reviewing such requests, 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 found in Section 1003.02.E:
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 filing 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 Section 9 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.

2.3 Variances. The applicable criteria for granting a variance from the standards of the Zoning Ordinance under Sec. 905.1.C. are:

- A. Variances shall only be permitted when they are:
 - (i) in harmony with the general purposes and intent of the Zoning Ordinance; and
 - (ii) consistent with the Comprehensive Plan.
- B. Variances may be granted when the Applicant establishes that there are practical difficulties in complying with the Zoning Ordinance.
- C. "Practical difficulties," as used in connection with the granting of a variance, means that:
 - (i) the property owner's proposal for the property is reasonable but not permitted by the Zoning Ordinance;
 - (ii) the plight of the landowner is due to circumstances unique to the property, and not created by the landowner; and
 - (iii) the variance, if granted, will not alter the essential character of the locality.
- D. Economic considerations alone do not constitute practical difficulties. Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems.
- E. The City Council shall not permit as a variance any use that is not allowed under the Zoning Ordinance for property in the zoning district where the affected person's land is located, except the City Council may permit as a variance the temporary use of a one family dwelling as a two family dwelling.
- F. 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.

2.4 Design Standards and Deviations.

- A. All new building construction in the City that has a nonresidential and/or multifamily component must comply with the Design Standards found in Section 9 of the Zoning Ordinance. Staff has reviewed the proposed design for the Project and found that the proposed design is compliant with the applicable standards except for two significant deviation that require City Council approval.

- B. A deviation from the Design Standards may be permitted under Sec. 909.29 if City Council (after considering the Planning Commission's recommendation) makes a finding that the negative impact of such deviation is outweighed by one or more of the following factors:
1. The extent to which the project advances specific policies and provisions of the City's Comprehensive Plan.
 2. The extent to which the deviation permits greater conformity with other Standards, the Guidance of the Design Standards, policies behind the Standards, or with other Zoning Ordinance standards.
 3. The positive effect of the project on the area in which the project is proposed.
 4. The alleviation of an undue burden, taking into account current leasing, housing and commercial conditions.
 5. The accommodation of future possible uses contemplated by the Design Standards, the Zoning Ordinance or the Comprehensive Plan.
 6. A national, state or local historic designation.
 7. The project is the remodeling of an existing building which largely otherwise conforms to the Design Standards.

2.5 Zoning Map Amendment / Rezoning. City Council has the discretion and authority under state law and City Code to amend the City's Zoning Ordinance (Text or Zoning Map). In considering a proposed amendment to the Zoning Ordinance under Sec. 903.02.F of the Zoning Ordinance, the Planning Commission and City Council must consider the possible adverse effects of the proposed amendment. Their judgment shall be based upon (but not limited to) the following factors:

- A. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.
- B. The proposed use's conformity with present and future land uses of the area.
- C. The proposed use's conformity with all performance standards contained in the Zoning Ordinance (i.e., parking, loading, noise, etc.).
- D. The proposed use's effect on the area in which it is proposed.
- E. The proposed use's impact upon property value in the area in which it is proposed.

- F. Traffic generation by the proposed use in relation to capabilities of streets serving the property.
- G. The proposed use's impact upon existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity.

Section 3. FINDINGS

Based on the Application materials, additional materials submitted by the Applicant, staff reports, public comment and information presented at the public hearing, and the standards of the Wayzata Zoning Ordinance, Subdivision Ordinance and Comprehensive Plan, the Planning Commission of the City of Wayzata makes the following findings of fact:

- 3.1 PUD General Plan. The PUD General Plan of Development would implement the approved PUD Concept Plan, and improve upon that plan in several respects, as noted in this Report and the Planning Commission minutes and public hearing on the Application.
 - A. The PUD General Plan reflects higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects, and engineers.
 - B. The PUD General Plan meets the land use designation for the Property, and is consistent with the goals and objectives of the comprehensive plan in that it would enhance the City's reputation as a premier destination for upscale retail and services that support economic growth while maintaining Wayzata's character and aesthetic appeal. The Project will be designed in a way that respects the City's vision of blending modern development with the existing residential and commercial areas. The Project would also remove an existing non-conforming building from the Property.
 - C. The PUD General Plan allows for phased and orderly development by consolidating, improving, and updating the buildings and vehicle and pedestrian access on the Property. The Project will also result in improved traffic conditions, with two fewer roadway access points to the Property.
 - D. The PUD General Plan creates a more desirable and creative environment for a challenging location than would be possible under the existing C-3 Service District, and addresses several concerns of the adjacent residential neighborhood related to traffic, noise, and aesthetics.
 - E. The PUD General Plan meets all of the PUD general standards listed in Section 801.33.2.A of the Zoning Ordinance and Section 2.1 of this Report and Recommendation except where variances and Design Standards deviations are being sought.

- F. The Application contains the information and materials listed in Section 801.33.5.C of the Zoning Ordinance.

3.2 Subdivision / Preliminary Plat.

- A. The Planning Commission finds that there would be no significant adverse effects of the Proposed Subdivision based upon the following factors found in Section 1003.02.E:
1. The Proposed Lot Combination would be consistent with the guidance of the Wayzata Comprehensive Plan as noted elsewhere in this Report.
 2. The potential building pads that result from the Proposed Lot Combination will not negatively impact sensitive natural, scenic, historic or community assets, and instead improve the landscape, stormwater management and general development of a challenging commercial property, with over 40 feet of elevation change sloping towards an adjacent residential neighborhood.
 3. The building pad that results from the Proposed Lot Combination will respect natural topography and minimize filling and grading as shown in Applicant's submittals and City staff's analysis. Through the repair and installation of new retaining walls the topography of the site will be improved from existing conditions.
 4. New trees will be planted as part of the Proposed Lot Combination in accordance with the requirements of the City Tree Preservation Ordinance.
 5. The Proposed Lot Combination will not adversely impact the scale, pattern or character of the City, its neighborhoods, or its commercial areas, and would instead improve upon existing conditions as noted in this Report.
 6. The design of the lot, the building pad, and the site layout will respond to and be reflective of the surrounding lots and neighborhood character, as noted elsewhere in this Report, Applicant's submittals and Staff Report.
 7. The lot size resulting from the Proposed Lot Combination would not be dissimilar to nearby commercial lots.
 8. The architectural appearance, scale, mass, construction materials, proportion and scale of roof line and functional plan of the Project would have a positive effect on the area as noted in this Report.
 9. The Project will conform to the Wayzata Design Standards provided

the Design Deviations are approved.

10. The proposed lot layout and building pads resulting from the Proposed Lot Combination would conform with all performance standards contained in the Subdivision Ordinance as noted in the Staff Report.
11. The Proposed Lot Combination is not likely to have a negative effect on the values of neighboring properties in the area in which it is proposed.
12. The Proposed Lot Combination will be accommodated with existing public services, including those related to transportation and utility systems, and will not overburden the City's service capacity.

3.3 Variances. The Variances requested are in harmony with the general purposes and intent of the Zoning Ordinance and is consistent with the Comprehensive Plan. The following conditions are met for the Variances:

- A. The Applicant has established that there are practical difficulties in complying with the applicable standards of the Zoning Ordinance.
- B. The Applicant's Project and the Variances requested are reasonable in that the Project will improve existing conditions on the Property, and the size, scope and impact of the aspects of the Project that require the Variances as detailed in this Report are unlikely to adversely affect any surrounding property, and will instead improve traffic flow and help to buffer sound, light and visual impacts of the Project.
- C. The Variances are due to circumstances related to the unique conditions of the Property, including its shape, size, topography, existing conditions, and location between a busy commercial corridor and residential neighborhood, and are not created by the Applicant.
- D. The Variances would not alter the essential character of the locality in that the Project would be located on a busy commercial corridor and be designed to lessen impacts of that area and the Project on the adjacent residential neighborhood. The variances requested for fence height are to address the concerns of neighboring properties and to reduce noise and light from Wayzata Blvd E.
- E. The practical difficulties necessitating the Variances is not solely economic in nature.
- F. The uses associated with the Project and the Variances are permitted within the Zoning District.

- G. The Applicant has provided the reasons that the Variances is justified under applicable criteria in order to make reasonable use of the land, structures and building on the Property.

3.4 Design Deviations.

- A. The Commission finds that there would be very little negative impact of deviating from the landscaping and street tree Design Standards as proposed by Applicant given their relatively small scope, as detailed in the Staff Report. To the extent there are any negative impacts of the Design Deviations, those impacts are outweighed by the overall positive effect of the Project and proposed improvements to the existing conditions.

3.5 PUD Rezoning. The Planning Commission has considered all of the factors of Sec. 903.02.F of the Zoning Ordinance and finds that the PUD Rezoning and the Project as currently proposed would have an overall positive effect as detailed in this Report. Specifically, the Planning Commission finds that:

- A. The PUD Rezoning does not contravene any policies and provisions of the official City Comprehensive Plan and the Project would advance some of the Comprehensive Plan's goals, including walkable and pedestrian friendly environment; attractive, high quality commercial development; and a desirable use for the Property that is challenging to develop due to grades, an irregular property line, proximity to Wayzata Blvd, and transitioning from a commercial use of the Property to residential uses of adjacent properties. .
- B. The proposed commercial uses associated with the Project would conform with the present and future land uses within the City provided that the PUD Final Plan and Development Agreement include standards for use and operations that reflect the Project as proposed and prevent other non-compatible uses and address concerns related to noise and visual screening.
- C. The proposed uses associated with the Project would conform with all performance standards contained in the Zoning Ordinance, provided the Variances and Design Deviations are approved and provided that the PUD Final Plan and Development Agreement include standards for use and operations that reflect the Project as proposed.
- D. The proposed uses associated with the Project would have an overall positive effect on the area, as noted elsewhere in this Report.
- E. The proposed uses associated with the Project would not have any known negative effect on property values in the City.
- F. Traffic generation by the uses associated with the Project in relation to capabilities of streets serving the Property would not create issues, as noted in this Report.

- G. The proposed uses associated with the Project would not negatively impact existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity.

Section 4. RECOMMENDATION

4.1 Planning Commission Recommendation. Based on the findings in section 3 of this Report, the Planning Commission recommends **APPROVAL** of (i) the PUD General Plan, (ii) the Combined Preliminary / Final Plat, (iii) the Variances, (iv) the Design Deviations, and (v) the PUD Rezoning, subject to the following conditions:

- A. The Applicant must secure all necessary building permits for construction of the Project, and follow all laws and regulations applicable to thereto, including building codes and land use regulations, and City Code and policies applicable to days and times of work, and construction management.
- B. Stormwater Facilities, Grading, Drainage, and Erosion Plans for the Project must be approved by the City Engineer prior to the submission of building permits and submitted to the City for review.
- C. The Applicant must enter into a PUD Development Agreement with the City, with terms and in a form acceptable to the City Attorney, that incorporates: (i) the approvals and conditions of this Resolution, (ii) the plans and specifications of the approved PUD General and Final Plans, and (iii) the requirements of the Zoning Ordinance.
- D. The Final PUD Plan and PUD Development Agreement must incorporate all of the following: (i) general description and specifications of the permitted use for the PUD, including the hours of operation of the high-end automobile dealership; the volume of cars shown, sold and serviced; and the plans, policies and procedures to be followed by the Applicant to minimize noise and lighting that would impact the adjacent residential area; (ii) expanded fence design to run the entire length of the south end of the Property adjacent to the residential neighborhood; and (iii) a construction management plan for the Project that is acceptable to City staff.
- E. All expenses of the City of Wayzata, including consultant, expert, legal, and planning fees incurred must be fully reimbursed by the Applicant.
- F. The PUD Rezoning should take effect only upon approval of PUD Final Plan.

Adopted by the Wayzata Planning Commission this 9th day of February 2026.

Attachments:

Attachment A: Legal Description of Property

DRAFT

Attachment A
Information and Legal Description of Property

Parcel 1:

Lot 1, Block 1, Wayzata Boulevard Retail, except that part of said Lot 1 embraced within the following described land:

That part of Block 45, Minnetonka Arlington Heights, described as commencing at the Northeast corner of Government Lot 4, Section 6, Township 117, Range 22; thence South along the East line of said Government Lot 4, a distance of 50 feet; thence South 89 degrees 45 minutes West (assuming said East line as bearing North and South) a distance of 168 feet; thence South, parallel to the East line of said Government Lot 4, a distance of 150 feet to the actual point of beginning; thence South 0 degrees 32 minutes West a distance of 30.72 feet; thence South parallel to the East line of said Government Lot 4, a distance of 4.28 feet; thence South 88 degrees 08 minutes West a distance of 124.7 feet, more or less, to the West line of said Block 45; thence North along the West line of said Block 45 a distance of 35 feet to an intersection with a line bearing South 88 degrees 08 minutes West from the actual point of beginning; thence North 88 degrees 08 minutes East to the actual point of beginning.

Hennepin County, Minnesota
Abstract Property

Parcel 2:

That part of Lot 1, Block 1, Wayzata Boulevard Retail, embraced within the following described land:

That part of Block 45, Minnetonka Arlington Heights, described as commencing at the Northeast corner of Government Lot 4, Section 6, Township 117, Range 22; thence South along the East line of said Government Lot 4, a distance of 50 feet; thence South 89 degrees 45 minutes West (assuming said East line as bearing North and South) a distance of 168 feet; thence South, parallel to the East line of said Government Lot 4, a distance of 150 feet to the actual point of beginning; thence South 0 degrees 32 minutes West a distance of 30.72 feet; thence South parallel to the East line of said Government Lot 4, a distance of 4.28 feet; thence South 88 degrees 08 minutes West a distance of 124.7 feet, more or less, to the West line of said Block 45; thence North along the West line of said Block 45 a distance of 35 feet to an intersection with a line bearing South 88 degrees 08 minutes West from the actual point of beginning; thence North 88 degrees 08 minutes East to the actual

point of beginning.

Hennepin County, Minnesota
Torrens Property

(Per Title Commitment for Title Insurance issued by Commercial Partners Title, a division of Chicago Title Insurance Company, Commitment No. CP73897, commitment date June 28, 2024)

That part of Block 45, "Minnetonka Arlington Heights" described as commencing at the Northeast corner of Government Lot 4, Section 6, Township 117, Range 22 West; thence along the East line of said Government Lot 4 a distance of 50 feet; thence South 89 degrees 45 minutes West (assuming said East line as bearing North and South) a distance 83 feet, along a line hereinafter referred to as Line "A" to the actual point of beginning; thence continuing South 89 degrees 45 minutes West, a distance of 85 feet; thence South parallel to the East line of said Government Lot 4 a distance of 126.72 feet; thence Easterly to a point in the East line of said Block 45 distant 124 feet South of its intersection with the aforementioned Line "A"; thence North along the East line of said Block 45 a distance of 74 feet; thence Northwesterly a distance of 70.56 feet more or less to the actual point of beginning.

Hennepin County, Minnesota
Torrens Property



**Staff Report
Wayzata Planning Commission
January 26, 2026**

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

“60 Day” Deadline: 120 Day Extension to April 28, 2026

Development Application Introduction

The applicant, Walser Real Estate, has submitted a development application requesting approval of a Planned Unit Development (PUD) General Plan, Preliminary and Final Plat, variances, vacation of drainage and utility easements, and a design deviation to combine the two lots at 1022 and 1042 Wayzata Boulevard East and to construct a new building for an automobile dealership.

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 & Summary

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

- PUD General Plan (§ 933.06): The applicant has proposed PUD General Plan to combine the two properties, construct a new building for an automobile dealership at 1022/1042 Wayzata Boulevard East.
- Preliminary and Final Plat (§1003.02 & 1003.03): The applicant is proposing to combine 1022 and 1042 Wayzata Boulevard East into a single lot. A portion of this property is unplatted.

- Vacation of drainage and utility easements (§674.07): The applicant is proposing to vacate drainage and utility easements established around the perimeter of 1022 Wayzata Blvd that were established when it was platted in 2019. The applicant will then rededicate easements around the perimeter of the combined parcel if the project is approved.
- Variance to the required parking stalls (§920.11): 34 parking stalls are required. The applicant is seeking a 5 stall variance for employee parking. 15 of the stalls provided will not be accessible to the general public as they are located in the secure underground garage. 5 employee dedicated stalls are included in the 15 underground stalls.
- Variance to allow a fence above 6 feet in height (§918.01E): Fences exceeding 6 feet in height require a variance. The applicant is proposing an 8 foot tall fence along the southern property line to screen the use from neighboring residential properties.
- Variance to allow for a fence in the front yard (§918.01E): The maximum height of a fence in the front yard is 4 feet and fences must be no more than 75% opaque. The applicant is seeking an 8 foot 100% opaque fence in the front yard (east property line). To screen from the neighboring residential property.
- Variance to the required parking lot setback (§977.06B): Parking lots are required to be 10' from the side property line. The applicant is seeking a 6 foot variance to allow the parking lot to be 4 feet from the property line.
- Variance to access spacing for drive entrances (§920.05E6): The existing access from Huntington Ave S is being demolished and constructed in the same location but loses its legal non-conforming status due to demolition. The access is required to be 20 feet from a roadway intersection and is being reinstalled 8 feet from the intersection of Huntington Ave S and Wayzata Blvd.
- Design Deviation to the required 6 foot landscape buffer between the sidewalk and building (§909.16D.3.c): Code requires a six foot wide landscape buffer between sidewalks and the building face. The proposed site plan includes an approximate 20 long section of sidewalk with a one foot buffer.

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on January 15, 2026. The public hearing notice was also mailed to all property owners located within 500 feet of the subject property on January 10, 2026.

Neighborhood Notification

The applicant held a neighborhood meeting on January 22, 2025, to discuss their proposed plans. Five residents attended the meeting and expressed support for the site plan but also noted concerns for potential noise created by the vehicles.

Previous Development Applications

In 1953, these properties were zoned for commercial development and shortly after, a gas station and repair garage were 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 2024, the former gas station was demolished.

In 2025, the Planning Commission and City Council reviewed a PUD concept plan for this development, which was approved. The applicants have adapted their proposal from the original submission by removing the existing Mullberrys dry cleaning business from the proposed plans.

Existing Conditions

The existing site is split between two parcels that total 0.88 acres. The larger parcel fronts Wayzata Boulevard. To the west 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 Central Avenue right-of-way and a residential neighborhood to the south. The western 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 and provides access to the subject property. Huntington Avenue was disconnected from Huntington Avenue Road to the south with the construction of the Edina Realty office building (1000 Superior Boulevard). Huntington Avenue road ends in

a cul-de-sac southwest of the property which includes stairs creating a pedestrian connection between Wayzata Blvd., and the cul-de-sac.

Proposed Project Description

The applicant proposes to combine the two parcels into a single parcel and construct a new 8,848 square feet for the operation of an Lamborghini auto dealership. The applicant has stated that the site will allow for trade-ins and may sell other vehicle makes/models that have been traded as part of a sale. The existing Mulberries dry cleaning business and structure would be demolished and is no longer proposed as a continuing use.

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 20 parking stalls, oil and parts storage, the air compressor, trash enclosure and the electrical and information technology room. The lower level will be accessed through the lower parking lot on Central Ave.

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 reduces the total access points to two, one off of Huntington Ave N and one from Central Ave S.

This proposal differs significantly from the concept plan but primarily to address comments and concerns expressed during this process. The proposed building has increased in size by 1,003 square feet from the concept plan (8,848 current – 7,845 concept plan). However, the total building coverage of the site has decreased with the demolition of Mullberrys.

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 second step in a three step process for PUD approval which is the PUD General Plan. The application also includes additional land use approvals outlined in the summary above. The following provides additional details for each request. If the project is approved, the Final Plat, Vacation, 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 is requesting to combine the lots through a preliminary and final plat and requesting a zoning map amendment to PUD. The following table contracts the requirements vs. the proposed plan.

Regulation	Required within PUD District	Proposed Dealership
Building Height (max.)	Three stories and 35 feet in height, whichever is lesser.	1 story: 26 feet
Lot Area	Minimum of 15,000 square-feet	38,496 square-feet
Lot Coverage (max.)	N/A	23%
Impervious Surfaces (max.)	N/A	40%
Building Setbacks (min.)	Front: 10 ft Rear: 10 ft Sides: 10 ft Next to Residential: 50 ft	East (front): 10 West (rear): 48 North (side): 10 ft. South (res.): 50 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.*

*Variance Requested

Preliminary and Final Plat

The application as submitted meets code requirements for minimum lot size, frontage, width and depth. No variances are required to combine the two parcels.

Vacation of Drainage and Utility Easements

The applicant is proposing to vacate all of the drainage and utility easements established as part of the Wayzata Boulevard Retail plat. These easements are the standard perimeter easements and only located on the western parcel. The exhibit showing the easement to be vacated is attached to this report.

New perimeter easements are proposed to be dedicated around the new boundary of the combined parcels. If the project is approved, staff will ensure that the vacation occurs concurrent with the filing of the new final plat to ensure the City maintains these easements.

Parking

The applicant has proposed a combination of 49 parking stalls:

- 29 surface parking stalls
- 20 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
Total			34

The applicant is seeking a 5-stall variance for employee parking. The five stalls are included in the underground parking, but do not count towards the parking demand due to this parking being unavailable to the general public.

Code requires that parking lots be 10 feet from the side property line (south). The applicant is seeking a 6 foot variance to allow the parking lot 4 feet from the property line and is proposing a 8 foot tall fence to screen the parking areas.

Loading/Deliveries

City Code requires at least one loading berth being 50 feet in length. The applicant has provided a 50 foot truck/firetruck turning exhibit demonstrating the site's ability to accommodate deliveries or fire safety needs.

Site Access and Circulation and Access Spacing Variance

The primary access is from Huntington Avenue with a secondary access from Central Avenue for the lower parking lot. The primary access from Huntington Ave is existing, but is proposed to be completely demolished, losing it's legal non-conforming status. A 12 foot variance is required as the access does not meet the 20 foot required spacing from the intersection of Huntington Ave and Wayzata Blvd.

Huntington Ave is primarily used as parking area is no longer a through street due to steep grades. Required access spacing is typically to reduce potential accidents due to conflicts in traffic that are not present due to the current design of Huntington Ave.

Due to the grade change on the site, the southern access on Central Avenue does not provide circulation to the west portion of and would only be used to access the lower level of the dealership and parking.

Design Standards Review

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

materials and found that the mix of glass, brick, and accent materials meet design guidelines.

The applicant is requesting one design deviation for a landscape buffer between the building and front sidewalk. Code requires a 6-foot buffer and for an approximately 20-foot section between the parking lot and front entrance, a 1-foot buffer is provided.

Fencing/Retaining Wall

The applicant is proposing an 8-foot-tall compost screen decorative fence along the south property line. The maximum fence height allowed by code is 6 feet. The applicant is seeking a fence height variance to allow a 8 foot tall fence to allow for improved screening of the parking lot from the residential property to the south. Additionally, the applicant is seeking a variance to allow a 100% opaque fence in the front yard, which is the eastern property line abutting Central Ave. The proposed fence extends closer to Central Ave than the building and is intended to screen the parking lot from the front yard of the residential property. Neither of these variances are required for the project to proceed and are being requested as a result of neighborhood comments made during the concept plan.

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.

Photometric Plan

At the request of staff, the applicant has included a photometric plan. The lighting plan as submitted meets code requirements and a final plan will be required at submission of the building permit to ensure building and parking lot lighting at that time remains code compliant.

Landscape Plan and Tree Preservation

A landscape plan has been submitted to the City and has been reviewed by the City Forester with the following comments:

- Three trees shown on the plan for preservation have already been removed due to Dutch Elm Disease.
- 33 inches of Heritage Trees are proposed to be removed
- 64 inches of Significant Trees are proposed to be removed
- The proposed removals require 123 inches of tree replacement of which the applicant has committed to 77 inches on site, the remaining replacements inches are mitigated through the non refundable fee for tree replacement.
- Fee and escrow payments will be accompanied by a notarized Tree Mitigation Agreement, to be provided by the City. This agreement will contain all mitigation details, including release schedules, conditions, and responsibilities. The Tree Mitigation Agreement must be accepted before any Tree Removal Permit can be issued for the project. (See §936.11)

- Tree quantities/varieties do not meet the City's genus diversity requirement (§936.09.B). Gleditsia (Honeylocust; 35%) and Pinus (Pine; 24%) are overrepresented. Plantings that surpass the City's 20% cap on each genus will not be considered for the release of tree replacement escrow.
- If approved, staff recommends a condition be included to ensure compliance with ordinance.

City Engineer's Comments

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

1. At the northwest corner of the subject parcel, at the Huntington Ave ROW, the truncated domes should cover the full 7-foot width of the public sidewalk, per ADA requirements.
2. At the northeast corner of the subject parcel, provide continuous 7-foot sidewalk width adjacent to Wayzata Blvd to the pedestrian curb ramps and signal facilities at the Central Avenue intersection. -Staff note: plans were revised to a 7-foot sidewalk.
3. Provide a stormwater management report and stormwater management for the east half of the site.
4. Provide more information about stormwater management on the site – how is drainage from the roof proposed to be managed?
5. The existing $\frac{3}{4}$ inch water service from Wayzata Blvd near the northwest corner of the subject parcel must be properly abandoned (physically disconnected) at the main. Show this on the plans.
6. The existing 2-inch water service from Central Avenue along the west side of the subject parcel must be properly abandoned (physically disconnected) at the main. Show this on the plans.
7. The existing sanitary sewer service to Central Avenue along the west side of the subject parcel must be properly abandoned (physically disconnected and capped) at the main. Show this on the plans.

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 Narratives
Existing Survey
Civil Plans
Architectural Plans
Traffic Impact Study dated March 31, 2025
Turning exhibit
Vacation Exhibit
Photometric plan

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.

Vehicle and Parts Delivery: The dealership will be taking new vehicle deliveries at one of their other facilities in and the vehicles will be either driven over by staff or delivered on a flatbed truck one vehicle at a time. They will not be receiving traditional car hauler deliveries at this site. Parts deliveries will be in a box truck that will be able to come into the site and turn around in the proposed parking lot.

WALSER LAMBORGHINI VARIANCE AND CONDITIONAL USE NARRATIVE

REQUIRED VARIANCE REQUESTS:

1. Parking setbacks (lower level south):

We are requesting a variance from the required 10' 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, irregular lot shape, topographical limitations, 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, through a conditional use, an 8-foot high decorative screen fencing to block parking from view.

2. Parking Variance (number of surface parking stalls)

We are requesting a variance from the City of Wayzata's required exterior parking stalls to include (5) employee parking stalls in the lower level garage. Allowing this variance will get us to the minimum required number of parking stalls for the facility. The parking was calculated using 4,259 square feet on the main floor as the area for motor vehicle rental and sales. For the motor vehicle service we are counting the six service bays shown on plan as the area labeled tool will be a future service bay. The lower level will have five dedicated employee stalls, labeled on the plan, to count towards the total parking count with an additional fifteen stalls for inventory.

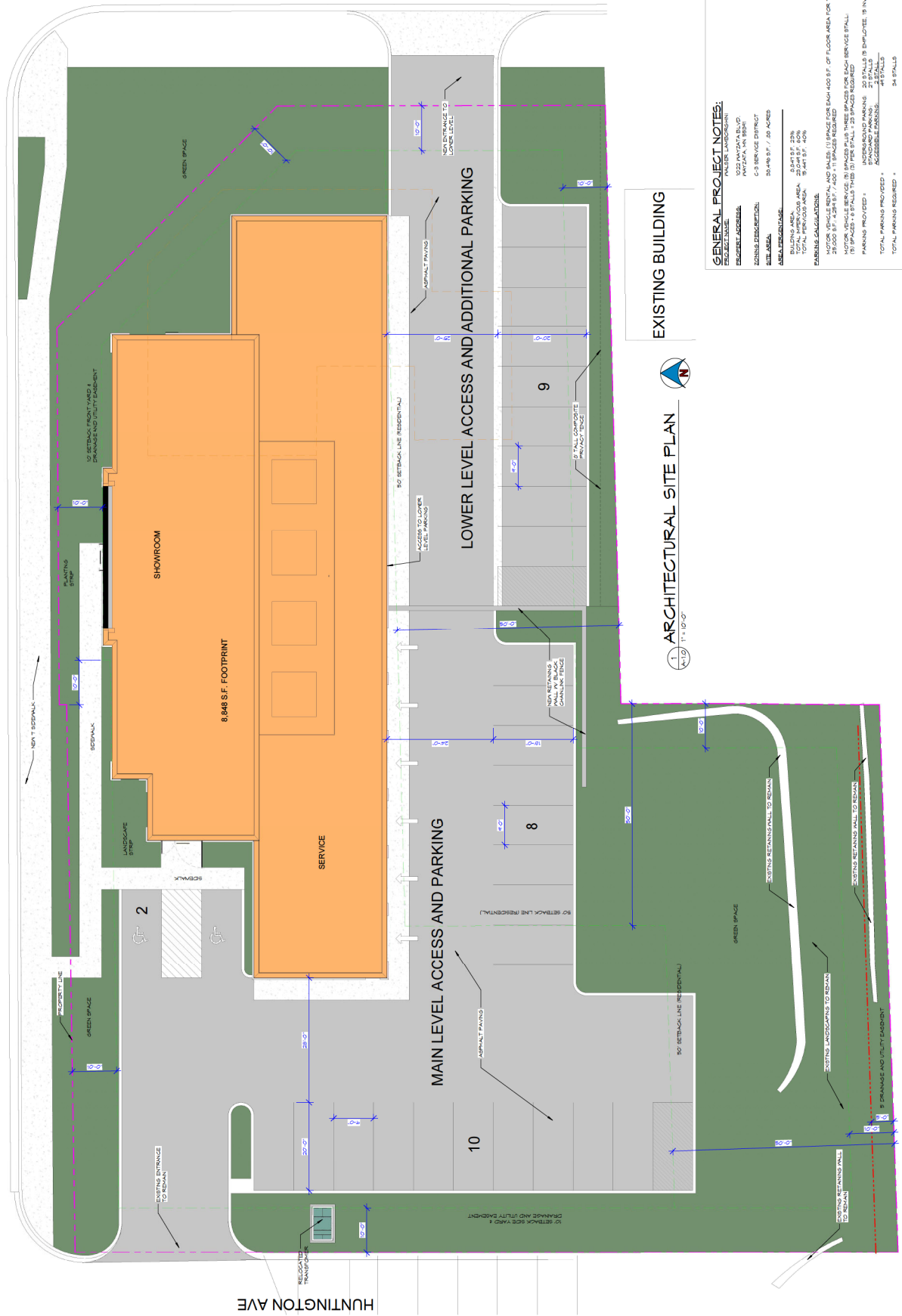
This request represents the minimum variance necessary to permit reasonable use of the property. Granting this variance will not alter the essential character of the area, nor will it compromise public safety or welfare.

REQUIRED CONDITIONAL USE PERMIT:

1. Fence height (lower level south)

We are requesting a conditional use to use 8' tall decorative screen fencing in the "front yard" instead of the allowed 6' tall fence. This was discussed with the landowner to the south as we have parking stalls facing the neighboring residential building.

Granting the conditional use will not alter the essential character of the area and will help block any headlights from vehicles shining into the residential units.



EXISTING BUILDING

ARCHITECTURAL SITE PLAN



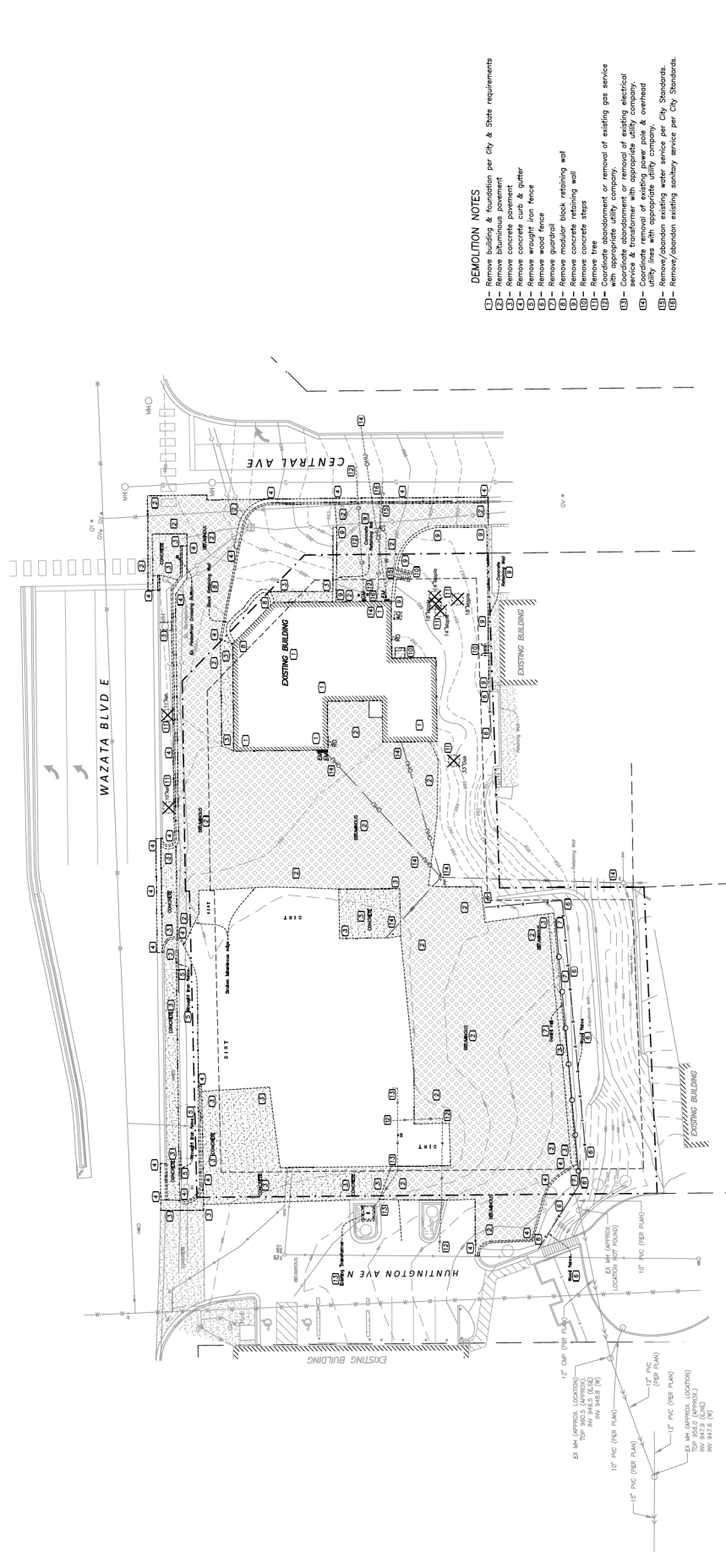
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A-1.0 1" = 10'-0"

GENERAL PROJECT NOTES:

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date: 12-14-2025
job: 24-020
d. by:

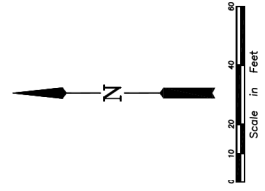
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- DEMOLITION NOTES**
- (1) - Remove building & foundation per City & State requirements
 - (2) - Remove bituminous pavement
 - (3) - Remove concrete pavement
 - (4) - Remove concrete foundation
 - (5) - Remove concrete foundation
 - (6) - Remove wrought iron fence
 - (7) - Remove wood fence
 - (8) - Remove guardrail
 - (9) - Remove modular block retaining wall
 - (10) - Remove concrete retaining wall
 - (11) - Remove concrete steps
 - (12) - Remove tree
 - (13) - Coordinate abandonment or removal of existing gas service
 - (14) - Coordinate abandonment or removal of existing electrical service & transformer with appropriate utility company.
 - (15) - Coordinate abandonment or removal of existing water service & water main with appropriate utility company.
 - (16) - Remove/abandon existing water service per City Standards.
 - (17) - Remove/abandon existing sanitary service per City Standards.

LEGEND

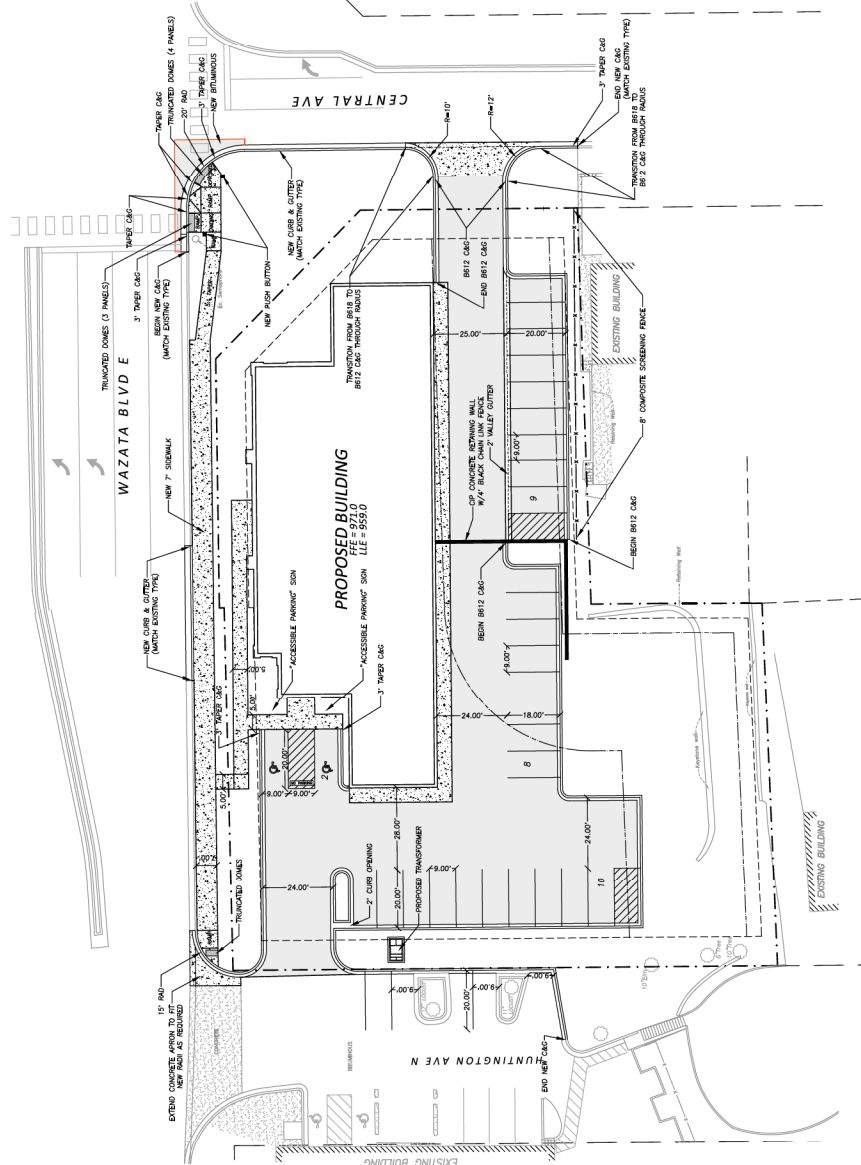
- EXISTING BITUMINOUS TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- BOUNDARY/ROW/BLOCK LINE
- BASEMENT
- BUILDING/PARKING SETBACK LINE
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING BURIED GAS LINE
- EXISTING BURIED ELECTRIC LINE
- EXISTING BURIED COMMUNICATION LINE
- EXISTING OVERHEAD UTILITY LINE
- EXISTING CONTOUR
- EXISTING ELEVATION
- EXISTING TREE
- EXISTING TREE TO BE REMOVED



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.

GOPHER STATE ONE CALL

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

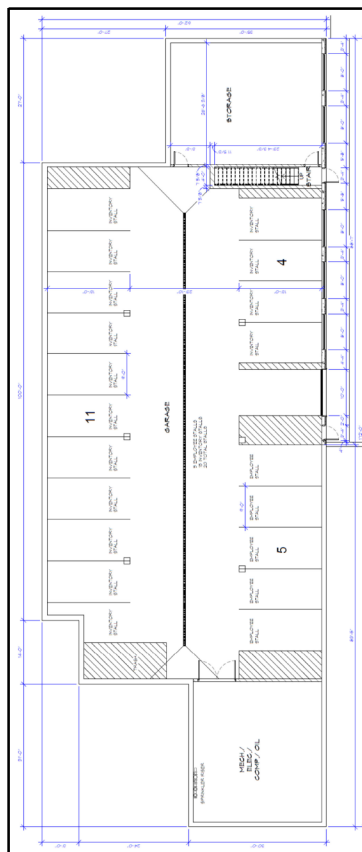


SITE SUMMARY

SITE AREA = 0.88 ACRES
SITE ZONING = C-3, SERVICE DISTRICT
DISTURBED AREA = 0.98 ACRES
EXISTING IMPERVIOUS AREA = 0.68 ACRES (77.3%)
POST CONSTRUCTION IMPERVIOUS AREA = 0.57 ACRES (64.8%)

LEGEND

- - - - - BOUNDARY/ROW/BLOCK LINE
 - - - - - EASEMENT
 - - - - - BUILDING/PARKING SETBACK LINE
 [Hatched Box] PROPOSED CONCRETE
 [Solid Box] PROPOSED STD. DUTY BITUMINOUS



LOWER LEVEL PARKING PLAN

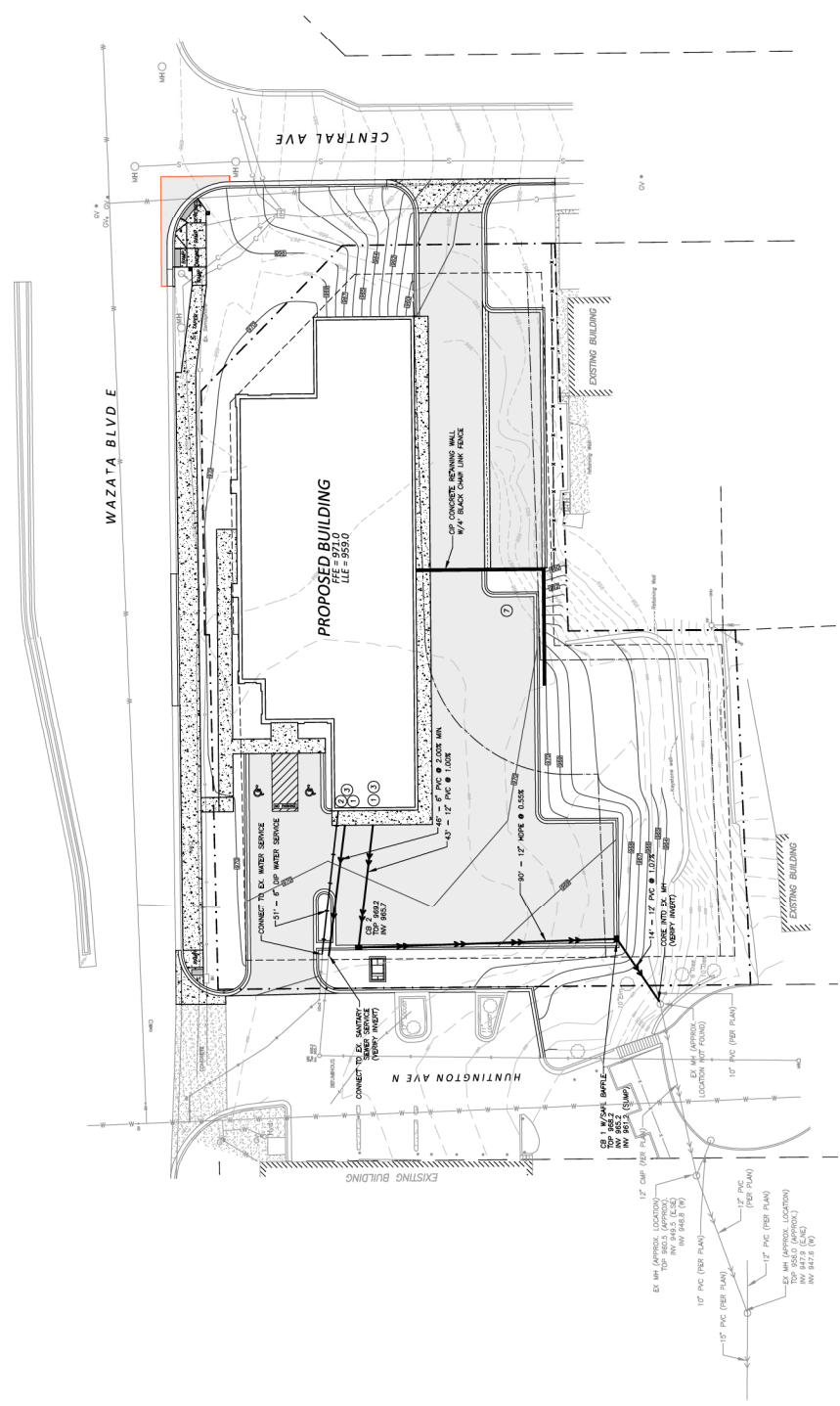
NOTE: INSTALL INLET PROTECTION DEVICE IN NEAREST DOWNSTREAM CATCH BASIN OR AS DIRECTED BY CITY OR WATERSHED DISTRICT.



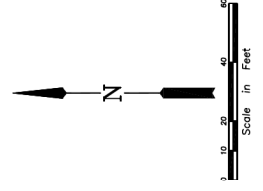
- ① Contractors are responsible for all restrictions and inspections required by General Storm Water Permit.
- ② All erosion control measures shall be installed prior to grading operations and maintained until all areas disturbed have been restored.
- ③ Sweep public street(s) as necessary where construction sediment has been deposited.
- ④ Erosion control measures shall be restored per the specifications within 14 days after completion of construction.
- ⑤ Temporary soil stabilizers must have all fence around them and can be placed in surface waters, including storm water conveyances such as curbs and gutter systems, s conduits and ditches.
- ⑥ Excess concrete/water from concrete trucks shall be disposed of in portable washout.
- ⑦ The proposed erosion and sediment control practices are the minimum. Additional practices may be required during the course of construction.

CODE COMPLIANCE

1. WORK SHALL BE IN ACCORDANCE WITH APPLICABLE LAWS, CODES AND ORDINANCES OF THE CITY OF WAYZATA.
2. VERIFY THE PROJECT ENGINEER'S RESPONSIBILITIES, 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. THE ENGINEER'S RESPONSIBILITIES ARE LIMITED TO 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
 - EXISTING WATERMAIN
 - EXISTING SANITARY SEWER
 - EXISTING STORM SEWER
 - EXISTING BURIED GAS LINE
 - EXISTING BURIED ELECTRIC LINE
 - EXISTING BURIED COMMUNICATION LINE
 - EXISTING OVERHEAD UTILITY LINE
 - EXISTING CONTOUR
 - EXISTING ELEVATION
 - x 995.50

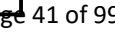


UTILITY NOTES

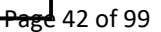
1. All sewer services to extend to a point 5' from proposed building.
2. Bring water main into proposed building and cap at the floor.
3. Verify all service locations and inverts with mechanical engineer before construction.
4. All wetwells to have a minimum of 7.5' of cover.

CATCH BASIN/MANHOLE SCHEDULE

STRUCTURE NO.	BARREL SIZE	NEEDHAM CASTING NO.
CB 1	48"	R-3057V
CB 2	48"	R-3057V

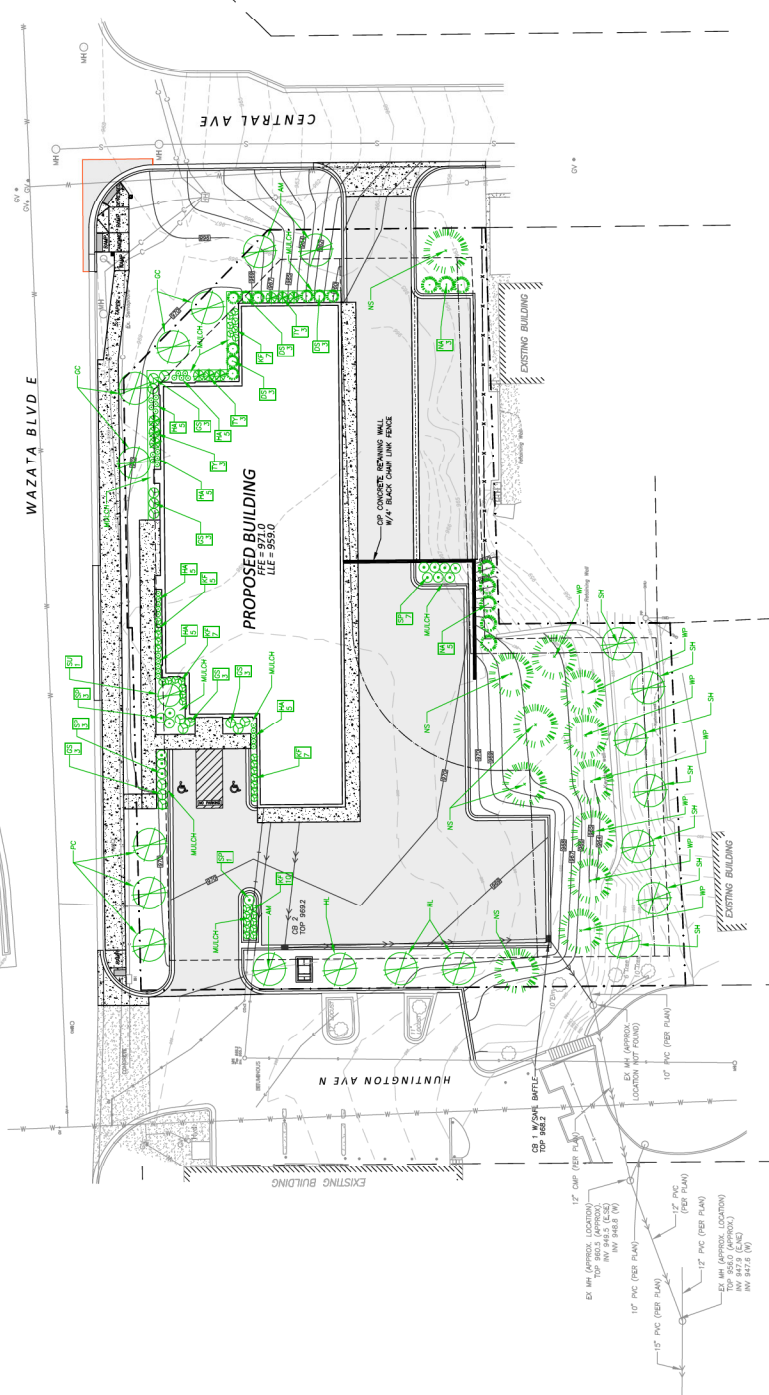


PLUMBERS A/C



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 PROJECT AND THE EXISTING RECORD DRAWINGS AND ANY AFFECTED AREA UNTIL THE DISCREPANCY HAS BEEN RESOLVED.
3. VERIFY CODES IN EFFECT AT THE TIME OF THE NOTICE TO PROCEED AND CITY CURRENT WITH CODE CHANGES WHICH AFFECT THE WORK UNTIL SUBSTANTIAL COMPLETION.



PLANT SHRUB AND TREE LIST

STANDARD	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE/ROOT
OS	15	Spiraea japonica 'Goldmound'	Goldmound Spirea	3' Galleon
SH	1	Rhus typhina 'Baillyer'	Tiger Eye Cufert Shagbark Sumac	7' Galleon
OS	9	Picea glauca 'Conica'	Deerf Alberta Spruce	5' Galleon
TY	3	Taxus x media 'Fastwell'	Taxus 'Yew'	5' Galleon
HA	33	Hosta 'Blueberry Muffin'	Hosta	1' Galleon
NA	8	Thuja occidentalis	North Pole Arborvitae	10' Galleon
KF	35	Comarogastis occidentalis	Kori Ferner	2' Galleon
SP	11	Spiraea nipponica 'Snowmound'	Snowmound Spirea	3' Galleon
TOTAL	122			
STANDARD	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE/ROOT
HA	3	Gleditsia triacanthos 'Inermis 'Impatiens'	Impatiens Honey Locust	2.5' B&B
AL	3	Acer x freemontii 'Jeffrey'	Ashum Blue Maple	2.5' B&B
SP	7	Gleditsia triacanthos var. 'Inermis 'Suncare'	Sunburst Honeylocust	2.5' B&B
PC	3	Prunus serotina 'Jelly-Jangle'	Pink Pear Cherry	2' B&B
GC	4	Melia x 'Nargazam'	Herbert Gold Crosspoll	2' B&B
WP	7	Pinus strobus	White Pine	8' B&B
NS	5	Pinus strobus	Norway Spruce	6' B&B
TOTAL	31			

GOPHER STATE ONE CALL

CALL 48 HOURS BEFORE YOU DIG
TWIN CITY AREA 651-454-0002
MIN. TOLL FREE 1-800-252-1186

LANDSCAPE PLAN
WALSER LAMBORGHINI
CITY OF WAYZATA

SHEET NUMBER
17

PROJECT NO.: 241-3440.015 DRAWING FILE: 3440015.DWG
REHDER & ASSOCIATES, INC.
Civil Engineers & Land Surveyors
15000 Highway 100, Suite 100
Eden Prairie, MN 55322
Tel: 952-938-0951
www.rehder.com

Issued
12-22-23
CITY SIGNATURE

12-23-23
Issued
CITY OF WAYZATA
WALSER LAMBROGHINI
LANDSCAPE PLAN

LANDSCAPE SPECIFICATIONS

GENERAL

Furnish all work required to complete as indicated by the contract documents and furnish all supplementary items necessary for completion of work specified.

REFERENCES – QUALITY ASSURANCE

Comply with all applicable federal, state, county and local regulations governing landscape materials and work.

Specify and install all materials and workmanship in accordance with the manufacturer's instructions and a qualified person acceptable to the owner.

All materials will be judged by the AMERICAN STANDARDS FOR HURRY STOCK, Latest Edition, American Joint Committee on Horticultural Nomenclature, Last Edition. State University of New York, Cornell University, Last Edition.

Coordinate planting with irrigation system installation and review continuously to insure complete coverage of plant materials.

Coordinate backfill and grading issues with general contractor so as unproductive work applications or delays do not occur.

GUARANTEE – LIABILITY

Contractor assumes all liability and replacement requirements of materials which are damaged, stolen, or mislabeled on the job site prior to acceptance of work.

Owner may request contractor to submit delivery tickets of bulk soil deliveries to verify quantities and dates of delivery.

All plants will be guaranteed for a period of one (1) year from the date of final acceptance. Owner will be responsible for proper maintenance of plants after final acceptance.

Contractor will replace plants which have partially died, thereby damaging slope, and/or which are damaged by frost, insect infestation, or other acts of God. Special equipment will be used to remove and replace damaged plants. Contractor will be responsible for the cost of replacement.

Contractor will maintain all plant materials including turf mowing until final acceptance. If it is the owner's intention to accept the project as soon as the contractor has demonstrated a complete project is ready for final acceptance.

Topsoil will be local in origin, clean friable, dark in color, free from lumps of clay, rocks, weeds, or other noxious materials.

Mulch will be aged, finely shredded bark mulch, brown in color run through a hammer mill and screened of undesirable materials.

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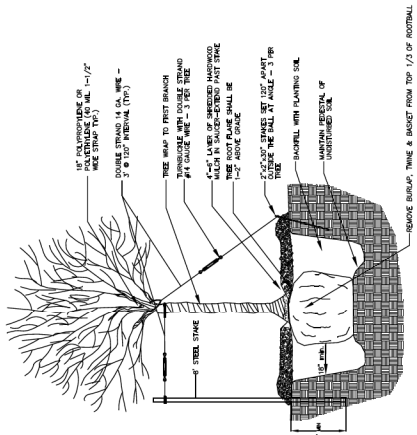
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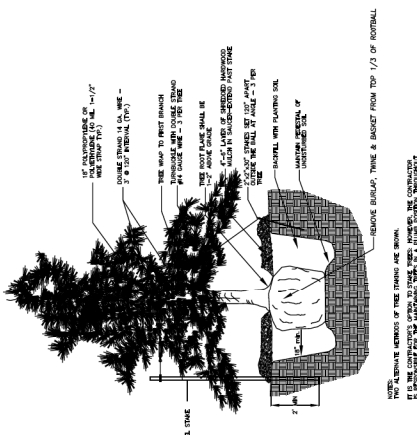
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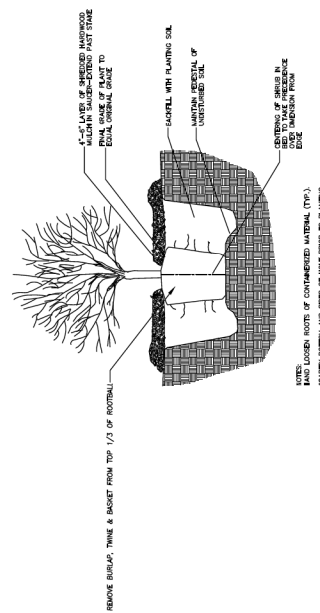
NOTES:
1. NOT ALTERNATE METHODS IF TREE STAKES ARE SHOWN.
2. IF ALTERNATE METHODS ARE SHOWN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE TREE IN A PLUMB POSITION THROUGHOUT SCUMPY BOTTOM AND SIZE OF HOLE PRIOR TO PLANTING.
3. NO MULCH TO BE IN CONTACT WITH BASE OF TREE.
4. DECIDUOUS TREE PLANTING DETAIL



NOTES:
1. NOT ALTERNATE METHODS IF TREE STAKES ARE SHOWN.
2. IF ALTERNATE METHODS ARE SHOWN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE TREE IN A PLUMB POSITION THROUGHOUT SCUMPY BOTTOM AND SIZE OF HOLE PRIOR TO PLANTING.
3. NO MULCH TO BE IN CONTACT WITH BASE OF TREE.
4. CONIFEROUS TREE PLANTING DETAIL

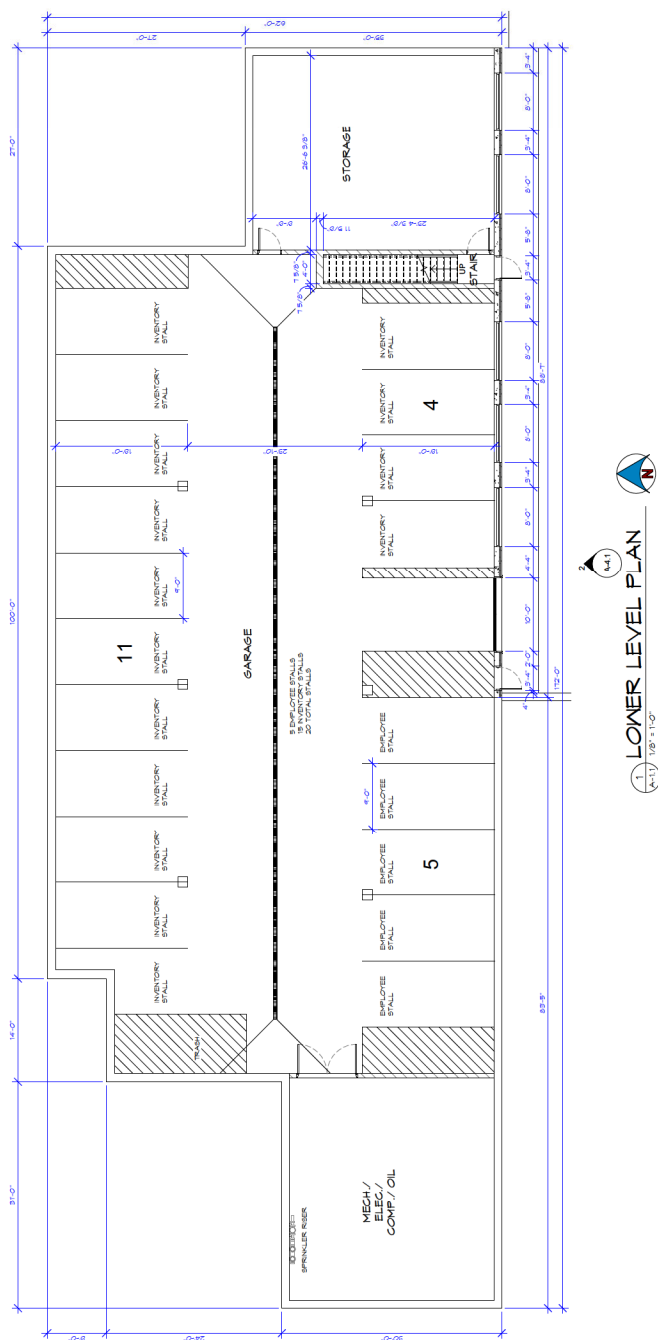
CONIFEROUS TREE PLANTING DETAIL

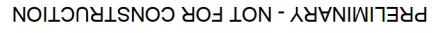
DECIDUOUS TREE PLANTING DETAIL



NOTES:
1. BAND LOWER ROOTS OF CONTAINERIZED MATERIAL (TYP.).
2. SCUMPY BOTTOM AND SIZE OF HOLE PRIOR TO PLANTING.
3. SHRUB PLANTING DETAIL

SHRUB PLANTING DETAIL

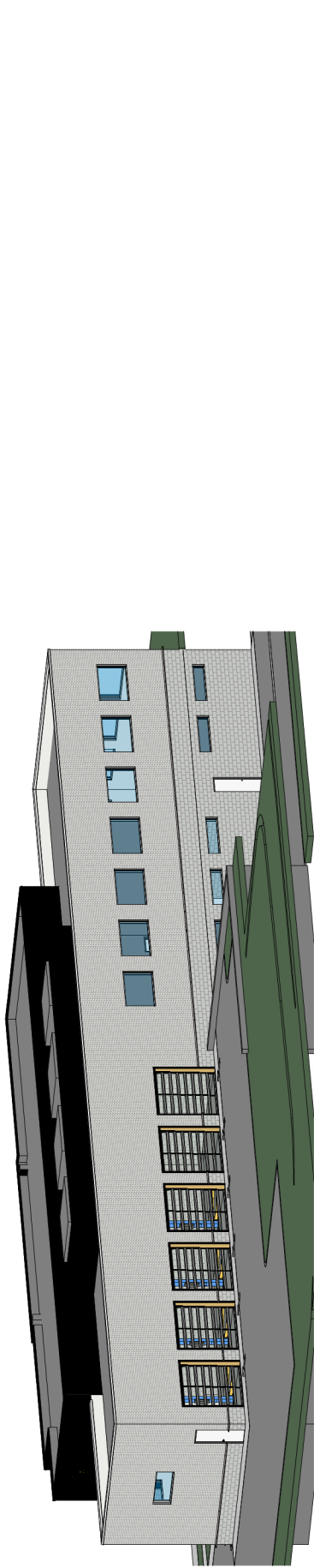




date: 12-18-2025
job: 24-020
d. by: AUDITOR

A NEW BUILDING FOR:
WALSER LAMBORGHINI
MAYZATA, MINNESOTA

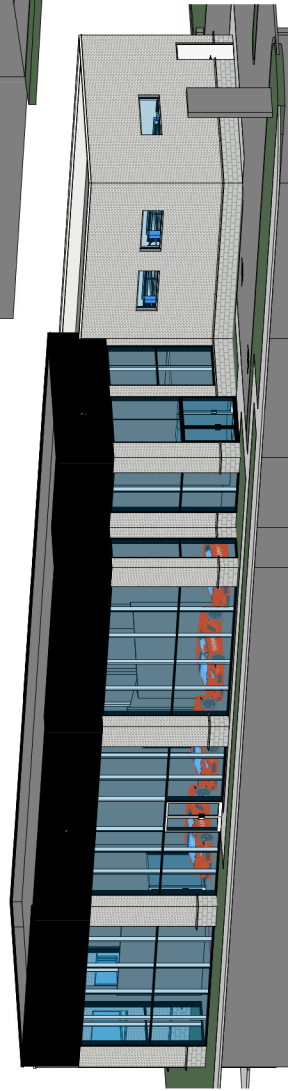
PRELIMINARY - NOT FOR CONSTRUCTION



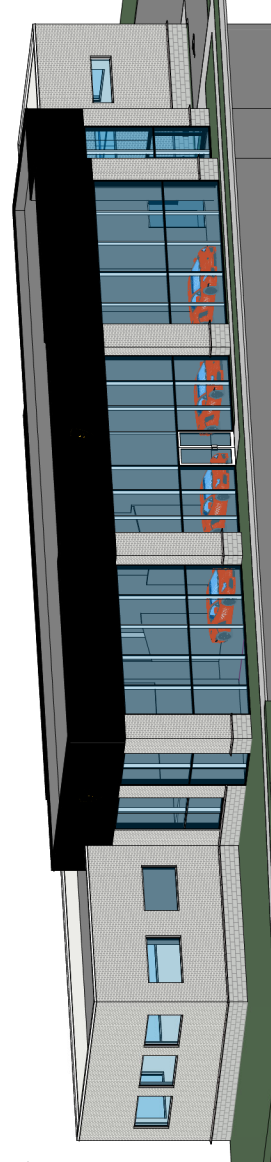
SOUTHWEST PERSPECTIVE



SOUTHEAST PERSPECTIVE



NORTHWEST PERSPECTIVE



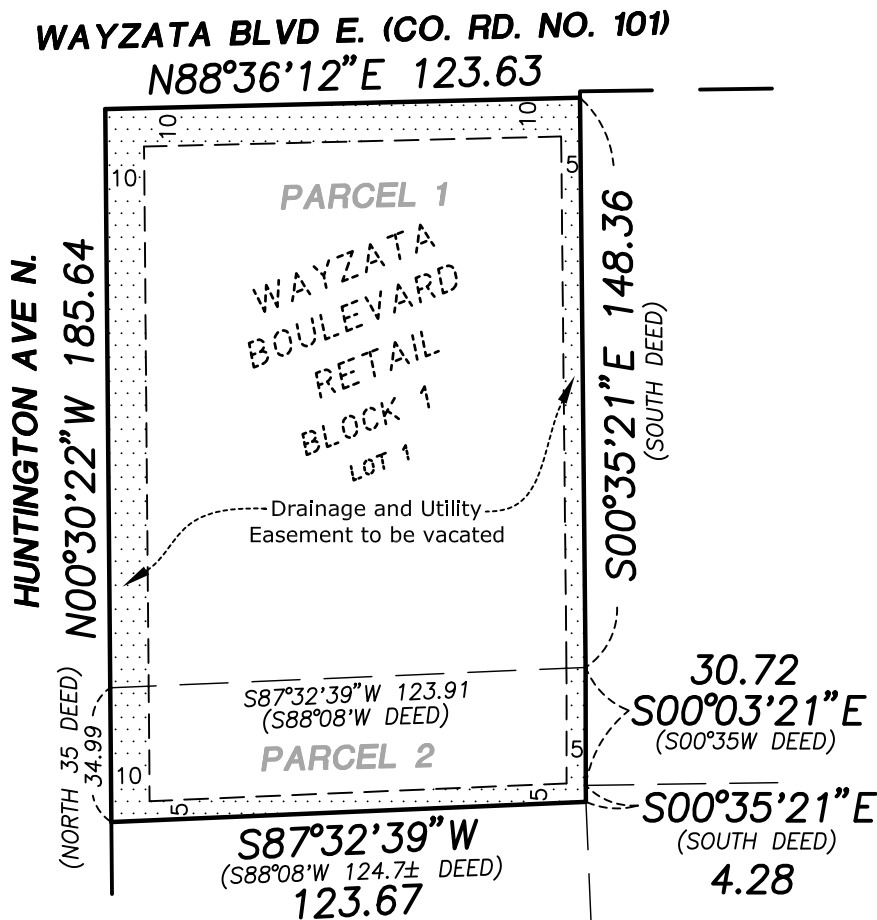
NORTHEAST PERSPECTIVE

An architectural rendering of a modern building facade. The building features a prominent dark, textured upper section and large glass windows that reflect the surrounding environment. A small, light-colored shield-shaped logo is visible on the dark upper section. The building is situated on a grassy area next to a paved road, with a few people and a bicycle visible in the foreground.

An architectural rendering of a proposed two-story building at 10000 10th Avenue. The building features a modern design with a dark, flat roof, large glass windows, and a light-colored facade. A small emblem is visible on the dark roof section. The building is situated on a street corner with a sidewalk, a grassy area, and a road. Several people are shown walking on the sidewalk, and a few cars are parked or driving on the street. The background shows a clear blue sky and some trees.

An architectural rendering of a modern building facade. The building is a multi-story structure with a light-colored, textured exterior. It features a series of rectangular windows and a prominent vertical element. A person is walking on a sidewalk in the foreground, and a car is parked on the street. The scene is set against a clear blue sky with some clouds.

Easement Vacation Sketch for: **WALSER AUTOMOTIVE GROUP**



DESCRIPTION

All of the drainage and utility easement, as dedicated in Lot 1, Block 1, Wayzata Boulevard Retail, according to the recorded plat thereof, Hennepin County, Minnesota described as follows:

Parcel 1:

Lot 1, Block 1, Wayzata Boulevard Retail, except that part of said Lot 1 embraced within the following described land:

That part of Block 45, Minnetonka Arlington Heights, described as commencing at the Northeast corner of Government Lot 4, Section 6, Township 117, Range 22; thence South along the East line of said Government Lot 4, a distance of 50 feet; thence South 89 degrees 45 minutes West (assuming said East line as bearing North and South) a distance of 168 feet; thence South, parallel to the East line of said Government Lot 4, a distance of 150 feet to the actual point of beginning; thence South 0 degrees 32 minutes West a distance of 30.72 feet; thence South parallel to the East line of said Government Lot 4, a distance of 4.28 feet; thence South 88 degrees 08 minutes West a distance of 124.7 feet, more or less, to the West line of said Block 45; thence North along the West line of said Block 45 a distance of 35 feet to an intersection with a line bearing South 88 degrees 08 minutes West from the actual point of beginning; thence North 88 degrees 08 minutes East to the actual point of beginning.

Hennepin County, Minnesota
Abstract Property

Parcel 2:

That part of Lot 1, Block 1, Wayzata Boulevard Retail, embraced within the following described land:

That part of Block 45, Minnetonka Arlington Heights, described as commencing at the Northeast corner of Government Lot 4, Section 6, Township 117, Range 22; thence South along the East line of said Government Lot 4, a distance of 50 feet; thence South 89 degrees 45 minutes West (assuming said East line as bearing North and South) a distance of 168 feet; thence South, parallel to the East line of said Government Lot 4, a distance of 150 feet to the actual point of beginning; thence South 0 degrees 32 minutes West a distance of 30.72 feet; thence South parallel to the East line of said Government Lot 4, a distance of 4.28 feet; thence South 88 degrees 08 minutes West a distance of 124.7 feet, more or less, to the West line of said Block 45; thence North along the West line of said Block 45 a distance of 35 feet to an intersection with a line bearing South 88 degrees 08 minutes West from the actual point of beginning; thence North 88 degrees 08 minutes East to the actual point of beginning.



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& ASSOCIATES, INC.
Civil Engineers & Land Surveyors

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Eagan, MN 55122
Telephone: 651-452-5051
www.rehder.com



From: [Reid Shaw](#)
To: [Alex Sharpe](#)
Subject: Re: January 26, 2026 Planning Commission Consideration of Application to Construct a Walser Lamborghini Dealership at 1022 and 1042 Wayzata Blvd E
Date: Monday, February 2, 2026 9:46:23 AM

Thanks for this, Commissioner.

First, as to use conditions, I agree that at the January 26, 2026 meeting, Walser said there would be test drives at this location. That's in direct contradiction to the representation made by Walser at the June 9, 2025 meeting during which the Commission approved the Preliminary PUD.

Walser made at least 3 representations during that June 9 meeting concerning (a) no used car sales (approximately 51:30 of the streamed meeting replay); (b) boutique, appointment only, no walk-in (approximately 52:30); and (c) no test drives (approximately 53:10).

Walser has now rescinded at least two of those representations following the Commission's initial approval.

A principal theme of Walser's pitch has been that this is isn't really just another car dealership. But as staff, the Commission, and Walser all recognize, PUD approval by itself doesn't lock in a particular dealership owner, dealership brand, or dealership business model. So establishing conditions to the PUD approval is critical to assuring that the operating assumptions that, at least in part, formed the basis for the Commission's approval in fact become reality.

Second, as to applicant suitability, I assume you have become aware, as did the general public on or about January 29 following the most recent Commission meeting, that Walser has been criminally charged by the State of Minnesota in a state sales tax avoidance scheme. Walser has denied the allegations and in its criminal proceedings is of course entitled to a presumption of innocence and the requirement that the State prove its allegations beyond a reasonable doubt. But this approval process is a quasi-legislative process. What is particularly concerning is that the tax avoidance scheme is alleged to have been centered on "high-end" vehicles. I've attached a January 30 Star Tribune Article.

Again, thanks for all your work in an incredibly difficult job balancing many competing interests.

Reid Shaw



On Feb 2, 2026, at 7:04 AM, Alex Sharpe <ASharpe@wayzata.org> wrote:

Mr. Shaw,

Agreed, these comments among others will be utilized and ultimately, the City Council would review a final agreement if the project is approved.

One item I would note as I have been provided differing information is on the subject of test drives. At the public hearing Wasler specifically noted they do intend to allow test drives at this location. With a project of this nature we tend to create ordinance provisions that directly reflect the use proposed and then highlight these to City Council.

In this instance we have some of the details, but are seeking clarity from Walser to ensure we accurately reflect their use and mitigate potential impacts to neighbors. At this point City Council is the final review, so keep an eye on the agendas and our Proposed Development Projects website as I will be updating the status there as well.

Alex

<image001.jpg>

Alex Sharpe

Community Development Director
asharpe@wayzata.org | 952-404-5312
600 Rice St E | Wayzata, MN 55391
www.wayzata.org

<image002.png>

<image003.png>

From: Reid Shaw [REDACTED]
Sent: Thursday, January 29, 2026 1:26 PM
To: Alex Sharpe <ASharpe@wayzata.org>

Subject: Re: January 26, 2026 Planning Commission Consideration of Application to Construct a Walser Lamborghini Dealership at 1022 and 1042 Wayzata Blvd E

Warning! External] Mesh suspects this email is **Spam**. [From: [REDACTED]

Contact your IT Provider before clicking on any links or responding to the email.

Realized that this may not get to you at the “devcomm” address. Have a great rest of your day.

On Jan 29, 2026, at 11:19 AM, Reid Shaw [REDACTED] >
wrote:

Thanks so much, Commissioner Sharpe!

This is a timely email exchange since I just finished watching the stream of Monday night’s meeting, which I was unfortunately unable to attend.

It strikes me that although not all of my comments were specifically mentioned in the meeting, it might be that the email could be at least one of the many inputs for you and the City Attorney as you do your work in preparing potential conditions to the PUD, specifically the Business Description prong under the Health, Safety, Welfare rubric.

Again, thank you so much to you and staff for all your work.

I hope as you approach your first anniversary with the city, you’ve found the job to be at least close to what you hoped it would be.

Regards,

Reid Shaw

On Jan 29, 2026, at 10:11 AM, Public Comment
<publiccomment@wayzata.org> wrote:

Mr. Shaw,

My apologies, I did not see this email prior to the Planning Commission meeting on Monday. I will include it in the next Planning Commission packet, and will be sure that it is also included in the City Council packet for their review.

Thank you for your comments,
Alex

Alex Sharpe

Community Development Director

asharpe@wayzata.org | 952-404-5312

600 Rice St E | Wayzata, MN 55391

www.wayzata.org

<image001.jpg>

[<image002.png>](#)

[<image003.png>](#)

From: Reid Shaw <[REDACTED]>
Sent: Sunday, January 25, 2026 10:56 PM
To: Public Comment <publiccomment@wayzata.org>
Subject: January 26, 2026 Planning Commission
Consideration of Application to Construct a Walser
Lamborghini Dealership at 1022 and 1042 Wayzata Blvd E

To Members of Planning Commission:

As shown in the email chain below, I have previously expressed concern to both the Planning Commission and the City Council about this proposed project because of (a) the likelihood of increased traffic at the already difficult traffic intersection of Wayzata and Central and (b) the inappropriate nature of this business for Wayzata's City Center.

As noted below, in an apparent attempt to gain the original approval from the Commission, Walser representatives previously represented to the Commission that any prospective customer would need to make an appointment, that there would be no test drives originating at the dealership, and that there would be no used car department at the dealership.

But, according to the Staff Report prepared for the current application, "The applicant has stated that the site will allow for trade-ins and may sell other vehicle makes/models that have been traded as part of a sale." If that's correct then the applicant has already reneged on its commitment and representation to the Commission and we'll be dealing with, at least in part, just another used car dealership in the City Center.

Is the applicant also backing away from its other representations about "by appointment" shopping and no test drives?

I urge the Commission to formally condition and enshrine any approval of this project on the three conditions (already previously committed to by the applicant) of "by appointment" shopping, no test drives originating at the dealership, and no used car sales.

Thank you very much for your consideration and for the work you do.

Reid Shaw
470 Waycliffe Dr N

Begin forwarded message:

From: Reid Shaw

[REDACTED]

Date: June 27, 2025 at 11:51:31 PM CDT

To: PublicComment@wayzata.org
Subject: July 1 City Council Review of
Proposed PUD at 1022 and 1042
Wayzata Blvd E (Walser Lamborghini)

To Members of City Council:

On May 1, prior to the Planning Commission's initial consideration of the proposed PUD, I expressed concern about the proposed project in the email comments below.

Four members of the Commission, however, voted to approve the PUD.

During their presentation, Walser's representatives told the Commission that (a) any prospective customer would need to visit the dealership by appointment only (PC06.09.2025 Minutes Final Draft, p. 6, lines 26-28); (b) there would be no test drives at the facility (p. 6, lines 31-32); and (c) there would be no used car department (p. 6, lines 19-20). I can only assume that these assurances at least in part influenced the votes of the Commissioners approving the proposal.

I continue to believe this proposal is ill-advised. If it is approved, however, it seems wholly appropriate that conditions of approval, to run with the property, include (a) appointment-only visitation, (b) no test drives from the location, and (c) no used car department.

Thank you for your consideration.

Reid Shaw

470 Waycliffe Dr N
Wayzata MN 55391

Begin forwarded message:

From: Reid Shaw

[REDACTED]

Date: May 1, 2025 at
11:10:56 PM CDT

To:

publiccomment@wayzata.org

**Subject: Planning
Commission Review of
Proposed PUD at 1022 and
1042 Wayzata Blvd E (Walser
Lamborghini)**

To Members of the Wayzata
Planning Commission:

I write to express concern about
the Proposed PUD because:

1) The intersection of Wayzata
Blvd and Central Avenue is
already a very difficult
intersection from a traffic
perspective. Adding traffic not
only from casual, potential
automobile buyers but also
from the steady stream of
vehicles being brought for
servicing and repairs throughout
the day will only make the issue
worse.

2) The proposed car dealership
is simply not a business
designed to preserve the

character of Wayzata's city center. Walser knows how to appropriately site its facilities. Walser Nissan is on Wayzata Blvd facing Hwy 12. Walser's Autoworks Collision of Wayzata is on Wayzata Blvd facing Hwy 12. The newest of Walser's many facilities in the Wayzata area is currently being built on Wayzata Blvd facing Hwy 12 in nearby Minnetonka. No matter how luxurious a Lamborghini vehicle may be, the fact is that we're talking about a car dealership and associated repair shop being sited at one of the principal gateways to Downtown Wayzata and the Lake. It's not appropriate.

Thank you for carefully scrutinizing this application.

Reid Shaw
470 Waycliffe Dr N
Wayzata MN 55391

To: City of Wayzata Planning Department / City Council

From: Mike Tanghe

Date: January 26, 2026

Subject: Formal Objection to Parking Setback Waiver – 152 & 153 Huntington Ave S

Statement of Opposition

I am writing to formally voice my **opposition** to the proposed waiver of the parking setback requirements currently under consideration for 1022/1024 Wayzata Blvd – Preliminary Plat, Conditional Use Permit, Variances and Planned Unit Development General Plan.

As the owner of the properties located at **152 Huntington Ave S** and **153 Huntington Ave S**, I have a vested interest in the character, safety, and long-term value of our neighborhood.

I believe that all developments should adhere to the established zoning ordinances that protect the integrity of our community. I respectfully request that the City Council/Planning Commission **deny the request** for a parking setback waiver.

Thank you for your time and for considering the impact this decision will have on neighboring property owners.

Sincerely,

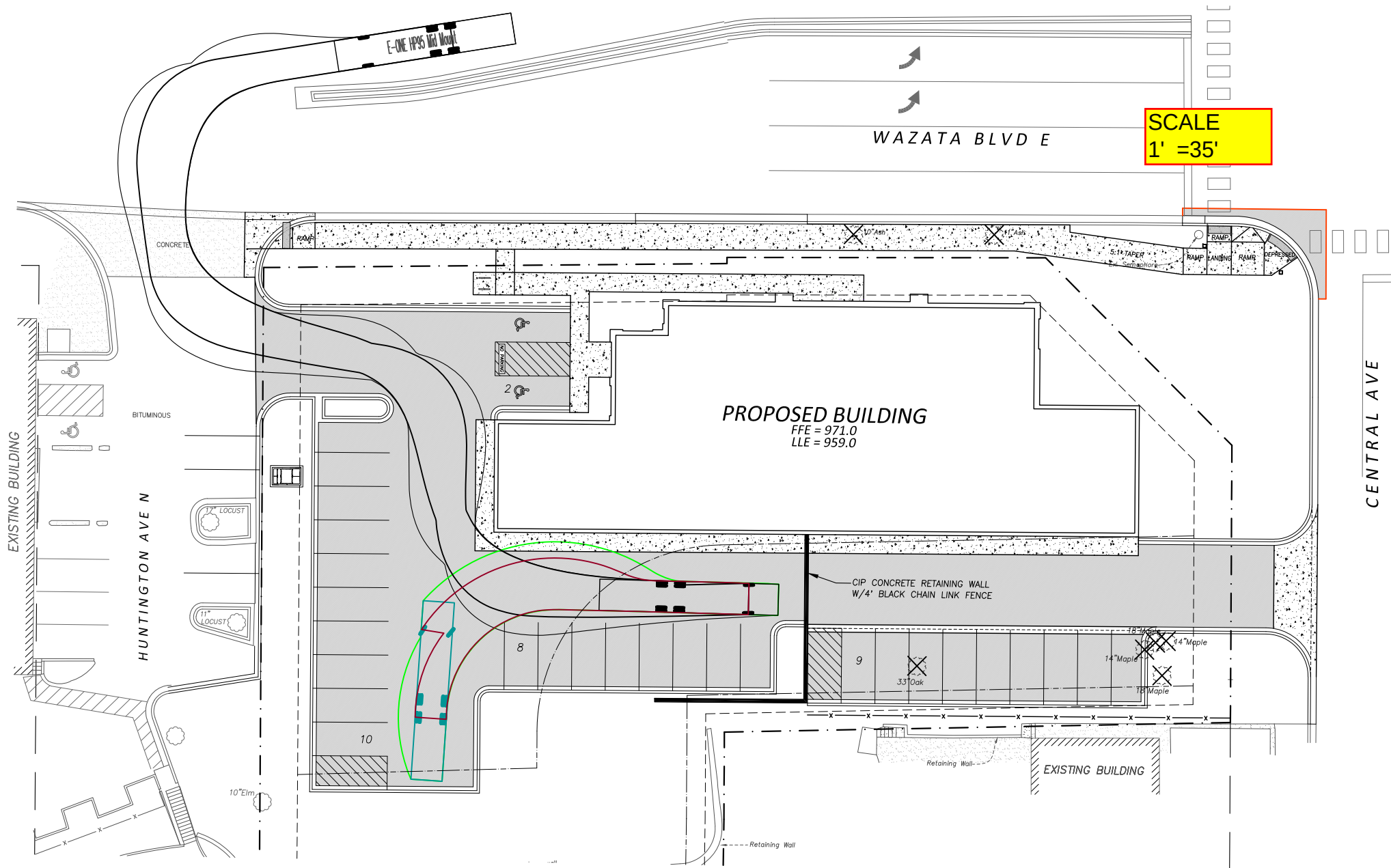
Mike Tanghe

Mike Tanghe

Property Owner

152 & 153 Huntington Ave S

Wayzata, MN 55391





City of Wayzata Planning Commission Agenda Report

MEETING DATE: February 9, 2026	AGENDA ITEM: 6.a
TITLE: Consider an Application for a Subdivision at 190 Gleason Lake Road and 121 Gleahaven Road	
PREPARED BY: Nick Kieser, Parks and Environment Planner	
REVIEWED BY: Alex Sharpe, Community Development Director	
60 DAY DEADLINE: March 22, 2026	

BACKGROUND:

Lake West Development LLC has submitted an application for a subdivision at 190 Gleason Lake Road and 121 Gleahaven Road on behalf of the property owner, Dave Heil. The proposed subdivision would divide the two existing single-family lots into four separate single-family lots. Upon approval, the subdivision would create four lots that conform to the requirements of the R-3 Zoning District.

The attached staff report provides additional information on the project proposal.

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. Staff Report
2. Applicant Narrative
3. Plan Set
4. Public Comments Received by February 4, 2026



**Staff Report
Wayzata Planning Commission
February 9, 2026**

Project Name: Glea Haven 2nd Addition
Approval Request: Subdivision
Applicant: Lake West Development LLC
Addresses of Request: 190 Gleason Lake Road and 121 Gleahaven Road
Applicant's Representative: Kelsey Thompson
Property Owner: David Heil
Prepared by: Nick Kieser, Parks and Environment Planner

“60 Day” Decision Deadline: March 14, 2026

Development Application Introduction

Lake West Development, LLC has submitted an application for a subdivision at 190 Gleason Lake Road and 121 Gleahaven Road on behalf of the property owner, Dave Heil. The proposed subdivision would divide the two existing single-family lots into four separate single-family lots. If approved, the subdivision would create four lots that conform to the requirements of the R-3 Zoning District.

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

Address	PID	Owner
190 Gleason Lake Road	05-117-22-13-0014	David Heil
121 Gleahaven Road	05-117-22-13-0032	David Heil

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

Current Zoning:	R-3 Single and Two Family Residential District
Comprehensive Plan Designation:	Low Density Residential (1 to 3 units per acre)
Overlay Districts:	Shoreland Overlay District
Design District:	N/A

Project Location

The subject parcels are located on the southeast side of Gleason Lake Road along Gleahaven Road. Access to 121 Gleahaven Road is provided from Gleason Lake Road, while access to 190 Gleason Lake Road is provided from Gleahaven Road.

Map 1: Project Location



Source: Hennepin County

Application Requests

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

1. **Subdivision §1001.02:** The applicant is requesting a Subdivision to create four parcels from the existing two parcels.

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on January 29, 2026. The public hearing notice was mailed to all property owners located within 500 feet of the subject property on January 28, 2026.

Neighborhood Notification

Although not required, the applicant sent a neighborhood notification letter regarding the proposal to all property owners within 500 feet from the subject properties. A neighborhood meeting was held by Lake West on Monday, February 2 at City Hall to discuss the project.

The applicant reported that only one stakeholder attended the neighborhood meeting. The attendee raised questions regarding drainage, the construction timeline, the appearance of the proposed homes, and the history of the R-3 Zoning District in the neighborhood.

Public Comment

As of February 4, staff has received four separate public comments regarding the subdivision application. The public comments are attached to the agenda packet for review. The public comments provided are against the proposed subdivision. The general concerns regarding the application are listed below:

- Increased density
- Safety and traffic concerns
- Tree removal
- Reduced property values
- Out of neighborhood character

Existing Conditions

Each of the existing lots contains a single-family home and together encompass a total area of 61,499 square feet (1.41 acres), excluding the right-of-way. Access to 190 Gleason Lake Road is provided via a driveway from Gleahaven Road, while access to 121 Gleahaven Road is provided via a driveway from Gleason Lake Road. The existing homes comply with all requirements of the R-3 Zoning District, including setbacks and impervious surface limitations. A total of 27 trees were surveyed across the two lots, three of which are classified as Heritage trees.

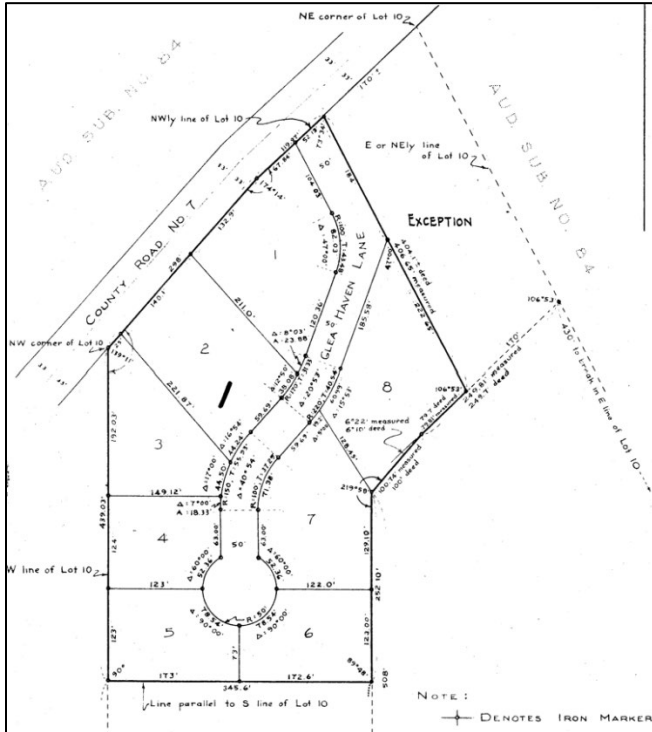
Gleahaven Subdivision History

The original Gleahaven Subdivision, approved in 1956, created eight parcels along Gleahaven Lane. The road name was changed from Gleahaven Lane to Gleahaven Road as it is currently named now. As depicted in the recorded plat image below, the northeastern property within this subdivision was exempt from the subdivision at that time.

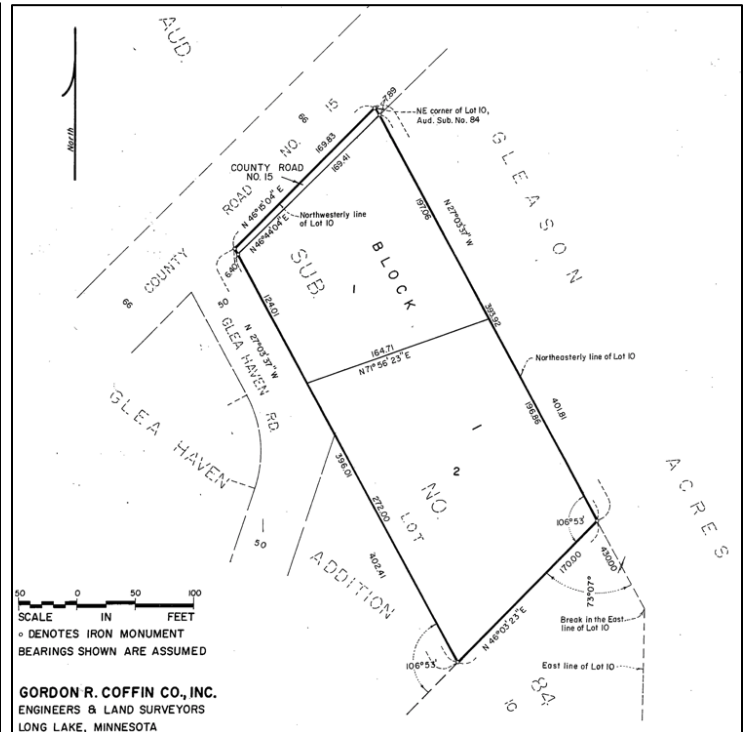
In 1971 the neighborhood was zoned R-2, the next available records from 1980 show that the neighborhood was zoned R-3.

In 1983, the previously exempt property within the original Glea Haven Subdivision was subdivided from a single parcel into two parcels, as shown in the plat image below, known as the Goodwin Addition. These two parcels now have access from Gleahaven Road.

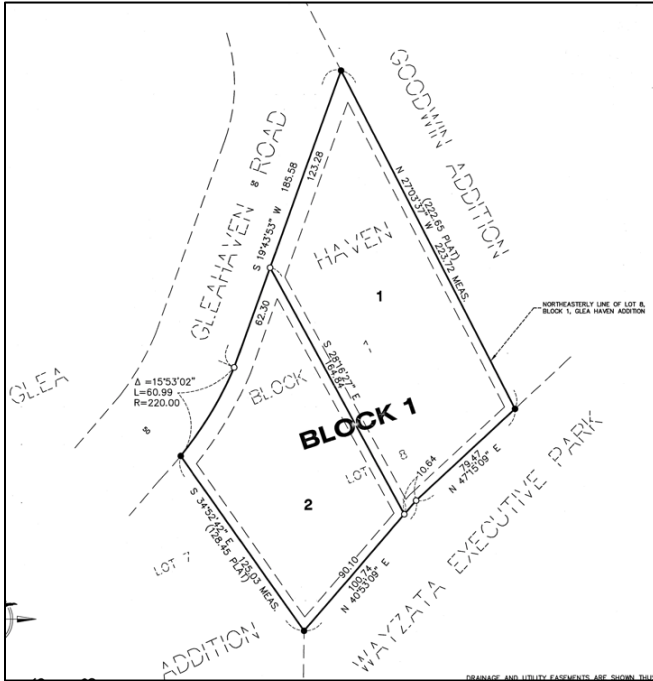
Since sometime between 1971 and 1980, the subject properties and neighboring lots have been zoned R-3. The R-3 zone has reduced lot area and setback requirements that have allowed the previously noted subdivisions to meet requirements.



1956 Subdivision – Glea Haven



1983 Subdivision – Goodwin Addition



2013 Subdivision – Glea Haven 2nd Addition

In 2013, Lot 8 from the original Glea Haven Subdivision was subdivided from one parcel into two parcels, as shown in the plat image below, referred to as the Glea Haven 2nd Addition.

Past Application

In 2017, the property owners of 190 Gleason Lake Road and 121 Gleahaven Road submitted a development application to subdivide the two properties into five single-family residential lots. The City Council denied the application under Resolution 38-2017. According to the findings in the Planning Commission Report and Recommendation, the application was denied based on the following considerations:

- The proposed building pads would have negative impacts on sensitive areas
- The proposed building pads would require significant alteration of natural topography and require significant filing and grading.
- A substantial number of trees would be removed.
- The proposed lots were significantly smaller than the existing lots in the neighborhood which would adversely impact the scale, pattern, and character of the surrounding neighborhood.
- The surrounding lots are significantly larger and are wooded lots.
- The average proposed lot size was 12,290 square feet compared to the average existing lot size within the neighborhood being 22,089 square feet.

Topography

The site's highest elevation is located on the southern lot at an elevation of 986 feet. The topography slopes down to the northern most lot to an elevation of 966 feet. The lowest elevation is located at the street level on Gleahaven Road near the north end of the

properties. This represents a total elevation change of 20 feet across the properties, including the right-of-way.

According to the proposed plans, the ground floor elevation of Lot 4 is 985 feet, while the ground floor elevation of Lot 1 is 970.5 feet, indicating that the ground floor elevations of the proposed homes appear to reflect the existing home grades. Upon issuance of a building permit, the applicant will be required to submit cut and fill calculations to the Engineering Department, detailing the amount of grading necessary for each lot.

Zoning District

The properties are zoned R-3 Single and Two Family Residential District. The purpose of this district is to “provide a district for high density single family dwelling units and to introduce on a restricted basis, two family dwelling units, accessory dwelling units, and directly related, complementary uses.”

Land Use Designation

The 2040 Comprehensive Plan land use designation for the site is Low Density Residential. This category represents the single-family home developments within and in close proximity to the community core. Densities within the category range from 1 to 3 units per acre. The primary residential structure of this category is single-family units.

The proposed subdivision has a density of 2.84, which complies with the Low Density Residential land use designation.

Proposed Subdivision

The applicant is proposing to subdivide the property into four new single-family lots. This application is subject to the preliminary and final plat approval process. The submitted preliminary plat illustrates the proposed lots and the approximate building pads for each lot. These building pads are provided for reference purposes only; the exact home configurations will be determined at the time of building permit submittal and must comply with all requirements of the R-3 Zoning District.

The tables below present the requirements of the R-3 Zoning District and the Shoreland Overlay District, along with the proposed lot dimensions, areas, and conformance to those requirements.

	R – 3 Requirement	Lot 1	Lot 2	Lot 3	Lot 4
Lot Size	9,000 sf	15,580 sf	14,107 sf	15,769 sf	15,996 sf
Lot Width	60 feet	87 feet	75 feet	75 feet	75 feet
Lot Depth	100 feet	173.58 feet	173.58 feet	202.58 feet	212.83 feet
Lot Coverage	30%	16.05%	17.72%	15.85%	15.63%
Impervious Surface	35%	23.18%	29.43%	28.58%	28.33%

R-3 Setback Requirement	
Front Yard Setback	20 Feet
Side Yard Setback	10 Feet
Front Yard Setback	20 Feet

Each home that is constructed would be required to meet these setback requirements along with the additional R-3 Zoning District requirements.

	Shoreland Overlay District Requirement	Lot 1	Lot 2	Lot 3	Lot 4
Impervious Surface	25%*	23.18%	29.43%	28.58%	28.33%

*The lots may exceed 25% impervious surface, up to the maximum allowed 35% under the R-3 Zoning District, provided that stormwater management measures are implemented and approved by the Engineering Department.

Tree Preservation

A total of 26 trees are located on the two parcels, in addition to one Ash tree situated within the right-of-way at the northern end of the subdivision that is not included in the replacement calculations and is planned to be preserved. Based on the City Forester's review, two trees are classified as exempt to the replacement calculations due to their species and condition. In addition, one tree on the property is designated as a Heritage tree and will be preserved.

For new home construction, tree replacement requirements are evaluated on a lot-by-lot basis. The tables below provide a summary of significant tree removal and the corresponding tree replacement requirements for each lot.

Lot 1	
Total Significant Tree Inches	55.5 inches
Total Significant Tree Removal	0
Removal Allowance (25%)	13.88
Replacement Required	0

Lot 2	
Total Significant Tree Inches	92.5 inches
Total Significant Tree Removal	27
Removal Allowance (25%)	23.13
Replacement Required	3.88

Lot 3	
Total Significant Tree Inches	99 inches
Total Significant Tree Removal	82
Removal Allowance (25%)	24.8
Replacement Required	57.3

Lot 4	
Total Significant Tree Inches	87 inches
Total Significant Tree Removal	30
Removal Allowance (25%)	21.8
Replacement Required	8.3

In total, 69.5 inches of tree replacement are required across the properties. Based on the tables above, the majority of the tree replacement would be required on Lot 3. As this proposal involves a subdivision, staff is recommending that the required tree replacement inches be distributed among all lots, rather than concentrating a significant portion of the replacement on Lot 3. If the subdivision were to be approved, this would allow for better screening from a county roadway and all of the lots created to have a more proportional distribution of trees rather than the concentration on a single lot.

The applicant proposes to install the equivalent of 71.5 tree inches across the site, consisting of a total of 25 trees. This proposed replacement plan meets the applicable code requirements for the amount of tree removal associated with the project.

Stormwater

In 2016, a street improvement project was completed for Gleahaven Road, which included the installation of an underground stormwater management facility within the right-of-way of 190 Gleahaven Road. This facility would be protected as part of the proposed project. Should any of the proposed lots exceed 25% impervious surface, the builder will be required to implement additional stormwater management measures on the affected lot. Furthermore, each lot exceeding the 25% impervious surface threshold must enter into a Stormwater Management Maintenance Agreement.

The applicant has indicated that, as part of building construction, an underground storage facility will be installed to enhance stormwater management for the proposed homes.

Surrounding Neighborhood

The Gleahaven Road cul-de-sac currently serves 11 homes, one of which has driveway access from Gleason Lake Road. With the proposed subdivision, the total number of homes would increase to 13, all of which would have access from Gleahaven Road.

The table below presents the areas of the existing lots, as well as the proposed lot sizes for the subdivision.

Address	Area (square feet)
106 Gleahaven Road	38,126
140 Gleahaven Road	26,277
100 Gleahaven Road	26,078
133 Gleahaven Road	21,213
160 Gleahaven Road	19,305
167 Gleahaven Road	19,249
108 Gleahaven Road	17,606
155 Gleahaven Road	17,572
110 Gleahaven Road	13,381
Proposed Lot 1	15,580
Proposed Lot 2	14,107
Proposed Lot 3	15,769
Proposed Lot 4	15,996

Engineering Department Comments

The Engineering Department provided the following comments for this development application:

1. When application is made for permits for individual lots, grading/earthwork quantities will be required for each lot. List cut volumes separate from fill volumes.
2. The existing water services (2) are ¾ inch services, extended from Gleason Lk Rd (Co Rd 15). These services must be permanently abandoned and physically disconnected from the water main (within 1-foot) when the existing houses are demolished. This work will require a utility permit from the City of Wayzata and a ROW permit from Hennepin County.
3. Water and sewer services to serve the new lots must be extended from water and sewer mains in the Gleahaven Road ROW. The existing sewer services (2) may be reused with approval from the Wayzata Utility Department (submit televising footage for review). This work will require utility permits and ROW excavation permits from the City of Wayzata.
4. Existing underground stormwater management facilities are present in the Gleahaven Road ROW adjacent to 190 Gleason Lake Road and shall be protected. See attached construction drawings from 2016 and show the facilities on utility and grading plans prior to applying for permits for individual lots.
5. When application is made for permits for individual lots, if proposed impervious surfaces exceed 25.0%, stormwater management will be required as well as a formal Storm Water Facilities Maintenance Agreement between the property owner and the City of Wayzata.
6. A separate ROW excavation permit is required from the City of Wayzata for any work in the Gleahaven Road ROW, including for driveway/curb cuts,

landscaping, and excavations required for utility work. Inspections of forms for concrete are required before concrete is poured, and inspections are required on aggregate base before street or curb paving or patching occurs. Milled lap-joints are required on all bituminous street patches.

7. Any work proposed in the Gleason Lake Road/Co Rd 15 ROW will require a permit from Hennepin County, including excavation work related to utilities and removal of existing driveways and subsequent restoration.
8. Due to the steep terrain, multiple rows of bio-logs or silt fence will be required along the west side of the site grading limits. Use bio-logs to anchor the silt fence rather than machine slicing the silt fence into the soil where tree roots are present.

Many of these comments would be applicable to the building permit process and would be incorporated into a Development Agreement for this subdivision.

Analysis of Application Requests

Subdivision (§1001.02) The City's Subdivision Ordinance regulates blocks, lots, easements, park dedication, sidewalks, streets, and utilities. No new blocks are created with this proposal. The proposed lots and utilities meet all of the standards of the Subdivision Ordinance.

Easements

The applicant will need to provide standard drainage and utility easements adjacent to all new property lines which are shown in the plan set submitted by the applicant.

Park Dedication (§1006.15)

As a prerequisite to final plat approval, applicants for a subdivision of land shall dedicate land for parks, playgrounds, public open spaces or trails and/or shall make a cash contribution to the City's Park Fund. When a subdivision is too small for practical dedication of public land, the applicant may be required to pay an equivalent cash fee for all or part of the portion to be dedicated based on the fair market value of the land on the day of the final plat approval.

For this application, staff does not propose any land to be dedicated for park dedication, so instead a cash contribution is requested.

Standards of Planning Commission Review of Application Requests

Subdivision Planning Commission Criteria (§1003.02.E)

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.

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 proposed subdivision, for review and adoption at the next Planning Commission meeting.

Attachments

1. Applicant Narrative
2. Subdivision Plan Set

Applicable Code Provisions for Review

Staff has analyzed the facts provided by the applicant in comparison with the criteria for approval. Listed below are additional code provisions to review as part of this development application.

Subdivision Purpose (§1001.02.A):

1. To encourage well planned, efficient and attractive subdivisions, by establishing adequate and impartial standards for design and construction.
2. To provide for the health and safety of residents, by requiring properly designed streets and adequate sewer and water service.
3. To place the cost of improvements against those benefiting from their construction
4. To secure the rights of the public with respect to public lands and waters.
5. To set the minimum requirements necessary to protect the public health, safety, comfort, convenience and general welfare.

Subdivision Goals (§1001.02.B):

1. Preserve and enhance Wayzata's "small town" character (Comprehensive Plan).
2. Respect the existing scale, character and pattern of the City, recognizing existing neighborhoods and commercial areas (Wayzata Physical Plan).
3. Provide a balanced housing supply available for all people no matter their income, age, race or ethnicity (Comprehensive Plan).
4. Support a pedestrian environment at a human, not automotive scale (Wayzata Physical Plan).
5. Relate development/redevelopment to the natural characteristics of the land to enhance the development through the preservation of attractive natural amenities (i.e., lakes, wetlands, creeks, wooded areas, slopes, etc.) (Comprehensive Plan).

LAKE WEST DEVELOPMENT, LLC

January 12, 2026

Subject: Narrative for Preliminary Plat Application for the Heil's Properties to be known as GLEA HAVEN 3RD ADDITION located at 190 Gleason Lake Road and 121 Gleahaven Road in Wayzata

Existing Legal Descriptions: Glea Haven Addition Lot 1 and Lot 2 Block 1

Development Team:

Property Owner:	David Heil
Developer & Applicant:	Lake West Development LLC
Engineer/Surveyor:	Sathre Berquist

Brief Summary:

Lake West is proposing to remove the two existing rental properties located at the subject properties and subdivide the land for improved utilization. While an earlier concept contemplated a 6-lot subdivision (see below), the materials attached to this narrative reflect a fully compliant 4-lot subdivision.

Background:

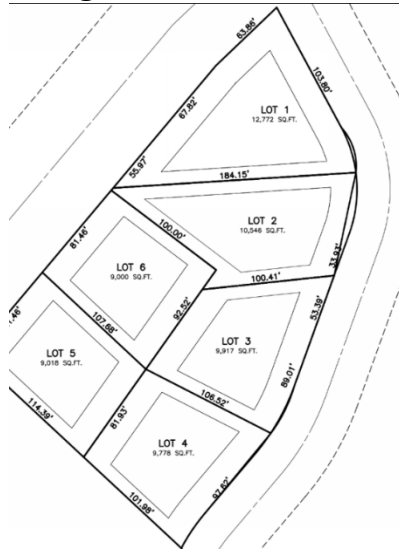


Figure 1. Illustrates the Heil's original 6-lot submittal

In 2017, the Heil's submitted a proposal to subdivide the two properties into six single-family residential properties, creating four additional lots (See Figure 1). This concept met the purpose and requirements for the R-3 zoning regulations, which allow a minimum lot size of 9,000 square feet. However, the Heil's did not proceed with the 6-lot plan.

Historically and currently, the two properties have been rentals (See Figure 2, below). The R-3 Zoning District allows for both Single-Family and Two-Family/Duplex Residential Homes.

Figure 2. Aerial image of the two subject rental properties outlined in red, totaling 1.411 acres



After evaluating both a 5-lot and 4-lot option, Lake West worked closely with the City Development Director and met with neighbors within and around the Glea Haven neighborhood. Based on this, the decision was made to pursue a 4-lot plan. Neighbors expressed concerns with the continued use of the properties as rentals and indicated a preference for owner-occupied, single-family homes. When asked to compare the 6-lot, 5-lot, and 4-lot plans, the general consensus favored the 4-lot plan for a variety of reasons. Site plan comparisons are provided below.



Figure 3. Illustrates a 5-lot Residential Plan meeting the 9,000 s.f. R-3 Zoning Requirements with average lot sizes of approximately 12,000 s.f..



Figure 4. Illustrates a 4-lot Residential Plan meeting the 9,000 s.f. R-3 Zoning Requirements with average lot sizes of about 15,000 s.f..

See below for lot information and details.

Benefits and Information/Details:

The proposed 4-lot plan removes the rental homes and replaces them with four for-sale, market-rate single-family homes. This results in a net increase of two lots. The average lot size is approximately 15,000 square feet, and the homes will range between 3,800 and 4,700 SF. The development is compliant with the R-3 zoning requirements, density guidance, grading standards, and shoreland overlay district requirements, while remaining consistent with the character of the neighborhood. In addition, the plan introduces stormwater management through an underground storage facility, treating run-off that is currently unmanaged. This plan asks for no variances and removes the uncontrolled driveway access off of the county road.

Overall Property Area = 1.411 Acres

Area Per Lot=

Lot 1: 15,580 s.f.

Lot 2: 14,107 s.f.

Lot 3: 15,769 s.f.

Lot 4: 15,996 s.f.

Density = 2.835 Units per Acre (Guided Density is between 1 and 3 units per acre)

Character of the Neighborhood:

An analysis of the surrounding neighborhood was completed, reviewing the property type, lot area, width, depth, and driveway configuration (shared or single). There are nine other homes on Gleahaven with all of the existing lots exceeding the 9,000 SF minimum, ranging between 13,000 SF and 38,000 SF. The lot width varies between 75 feet wide to a few being around 130 feet wide, all meeting the 60-foot minimum lot width requirement. There is a mixture of ramblers and two-story homes within the neighborhood. Other than the subject properties, all homes are owner-occupied, single family.

Table 1. Overview of R-3 Zoning Ordinance

R-3 SINGLE AND TWO FAMILY RESIDENTIAL DISTRICT			
	Area (Sq Ft)	Width (Ft)	Depth (Ft)
Single-Family:	9,000	60	100
Two-Family/Duplex:	18,000	100	100
Setbacks:	FY 20: Ft	SY: 10 Ft	RY: 20 Ft
Purpose:	The purpose of the R-3 Single Family and Two Family Residential District is to provide a district for high density single family dwelling units		

A 2-lot subdivision was approved in 2014 directly across the road from the subject properties creating a 13,381 square foot lot and a 17,606 square foot lot with an overall density of 2.81 units per acre. These “newer” 2-story construction homes were built in 2014 and 2015.



Figure 5. Aerial of recently approved 2-lot subdivision, the 13,381 square foot lot is outlined in blue. The 17,606 lot is adjacent to the Northeast.

Anticipated Project Timeline:

Application Submittal: January 12, 2026
Neighborhood Meeting: February 2, 2026
Planning Commission: February 9, 2026
City Council: March 10, 2026

Conclusion:

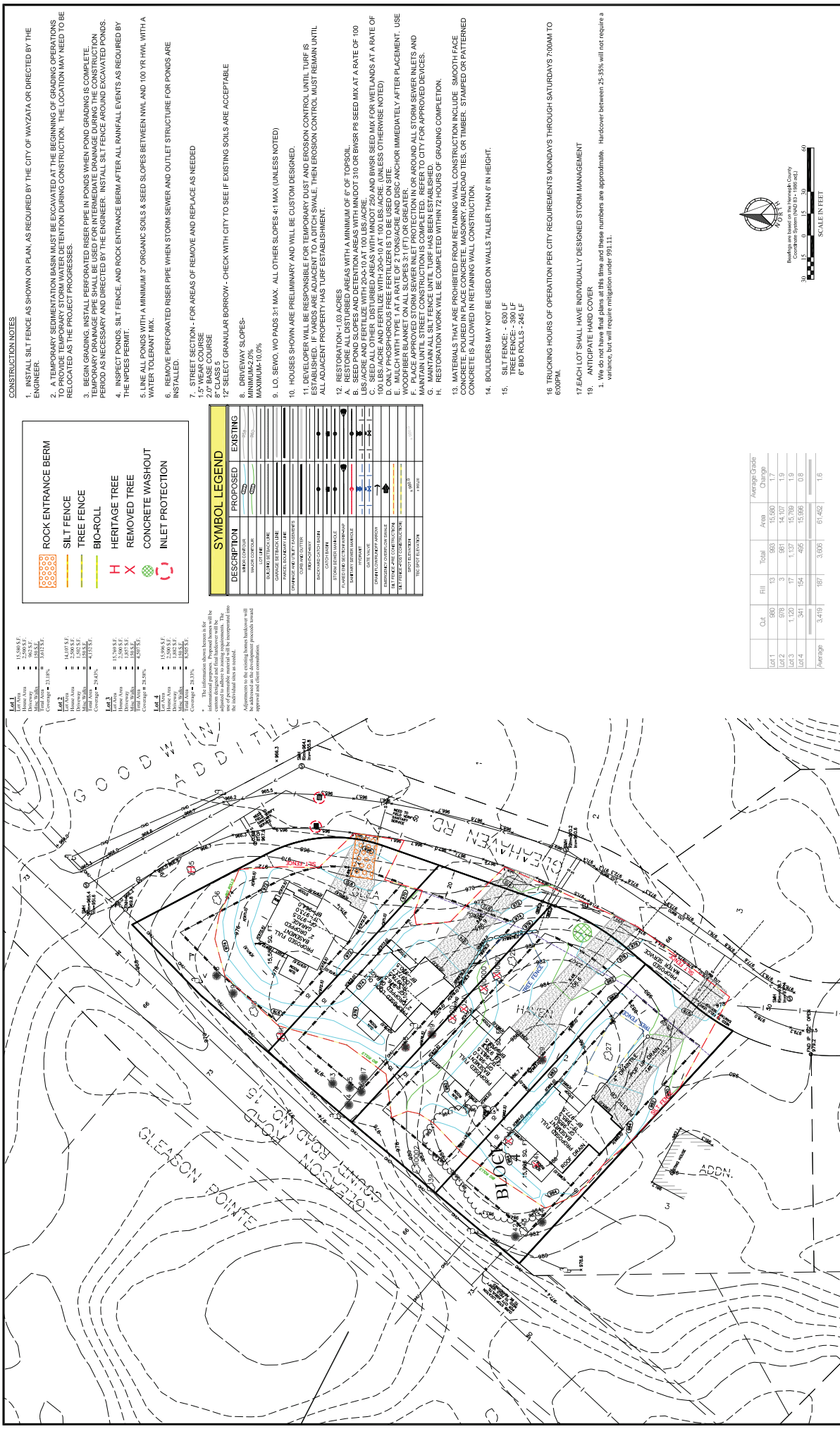
Lake West and the development team appreciate the City’s review of this narrative and our application submittal package. While earlier concepts explored 6-lot and 5-lot layouts, significant effort was made to design a plan that best fits the neighborhood and fully complies with City code. The resulting 4-lot plan requires no variances, rezoning, or comprehensive guide plan amendments and aligns with established density guidance. We welcome any questions or feedback.

Sincerely,



Kelsey Thompson
Development Director

Cc: Dave Heil, Property Owner
Dan Schmidt, Sathre Berquist
Curt Fretham, Lake West



CONSTRUCTION NOTES

1. INSTALL SILT FENCE AS SHOWN ON PLAN, AS REQUIRED BY THE CITY OF WAYZATA OR DIRECTED BY THE ENGINEER.
2. A TEMPORARY SEDIMENTATION BASIN MUST BE EXCAVATED AT THE BEGINNING OF GRADING OPERATIONS TO PROVIDE TEMPORARY STORM WATER DETENTION DURING CONSTRUCTION. THE LOCATION MAY NEED TO BE RELOCATED AS THE PROJECT PROGRESSES.
3. BEGIN GRADING, INSTALL PERFORATED RISER PIPE IN PONDS WHEN POND GRADING IS COMPLETE. TEMPORARY DRAINAGE PIPE SHALL BE USED FOR INTERMEDIATE DRAINAGE DURING THE CONSTRUCTION PERIOD AS NECESSARY AND DIRECTED BY THE ENGINEER. INSTALL SILT FENCE AROUND EXCAVATED PONDS.
4. INSPECT PONDS, SILT FENCE, AND ROCK ENTRANCE BERM AFTER ALL RAINFALL EVENTS AS REQUIRED BY THE NPDES PERMIT.
5. LINE ALL PONDS WITH A MINIMUM 3" ORGANIC SOILS & SEED SLOPES BETWEEN NWL AND 100 YR HWL WITH A WATER TOLERANT MIX.
6. REMOVE PERFORATED RISER PIPE WHEN STORM SEWER AND OUTLET STRUCTURE FOR PONDS ARE INSTALLED.
7. STREET SECTION - FOR AREAS OF REMOVE AND REPLACE AS NEEDED
8. SELECT GRANULAR BORROW - CHECK WITH CITY TO SEE IF EXISTING SOILS ARE ACCEPTABLE
9. LO. SEWO. VIO PADS 3:1 MAX. ALL OTHER SLOPES 4:1 MAX (UNLESS NOTED)
10. HOUSES SHOWN ARE PRELIMINARY AND WILL BE CUSTOM DESIGNED.
11. DEVELOPER WILL BE RESPONSIBLE FOR TEMPORARY DUST AND EROSION CONTROL UNTIL TURF IS ESTABLISHED. SEEDING SHALL BE COMPLETED WITHIN 14 DAYS OF COMPLETION OF GRADING. ALL ADJACENT PROPERTY HAS TURF ESTABLISHMENT.
12. RESTORATION OF 100 ACRES
13. SEED POND SLOPES AND DETENTION AREAS WITH MIN DOT 310 OR BWSR P8 SEED MIX AT A RATE OF 100 LBS/ACRE AND FERTILIZE WITH 20-0-10 AT 100 LBS/ACRE. AND BWSR SEED MIX FOR WETLANDS AT A RATE OF 100 LBS/ACRE AND FERTILIZE WITH 20-0-10 AT 100 LBS/ACRE (UNLESS OTHERWISE NOTED)
14. ONLY PHOSPHOROUS FREE FERTILIZER IS TO BE USED ON SITE.
15. MULCH WITH TYPE 1 AT A RATE OF 2 TONS/ACRE AND DISC/ANCHOR IMMEDIATELY AFTER PLACEMENT. USE ONLY PHOSPHOROUS FREE FERTILIZER.
16. PLACE APPROVED STORM SEWER INLET PROTECTION IN OR AROUND ALL STORM SEWER INLETS AND MAINTAIN UNTIL STREET CONSTRUCTION IS COMPLETED. REFER TO CITY FOR APPROVED DEVICES.
17. RESTORATION WORK WILL BE COMPLETED WITHIN 72 HOURS OF GRADING COMPLETION.
18. MATERIALS THAT ARE PROHIBITED FROM RETAINING WALL CONSTRUCTION INCLUDE SMOOTH FACE CONCRETE, POURED IN PLACE CONCRETE, MASONRY, RAILROAD TIES, OR TIMBER. STAMPED OR PATTERNER CONCRETE IS ALLOWED IN RETAINING WALL CONSTRUCTION.
19. SILT FENCE - 630 LF
20. TREE FENCE - 390 LF
21. 6" BIO ROLLS - 245 LF
22. TRUCKING HOURS OF OPERATION PER CITY REQUIREMENTS MONDAYS THROUGH SATURDAYS 7:00AM TO 6:00PM.
23. EACH LOT SHALL HAVE INDIVIDUALLY DESIGNED STORM MANAGEMENT
24. ANTICIPATE HARD COVER
25. We do not have final plans at this time and these numbers are approximate. Hardcover between 25-35% will not require a variance, but will require mitigation under 991.11.

ROCK ENTRANCE BERM

SILT FENCE

TREE FENCE

BIO-ROLL

HERITAGE TREE

REMOVED TREE

CONCRETE WASHOUT

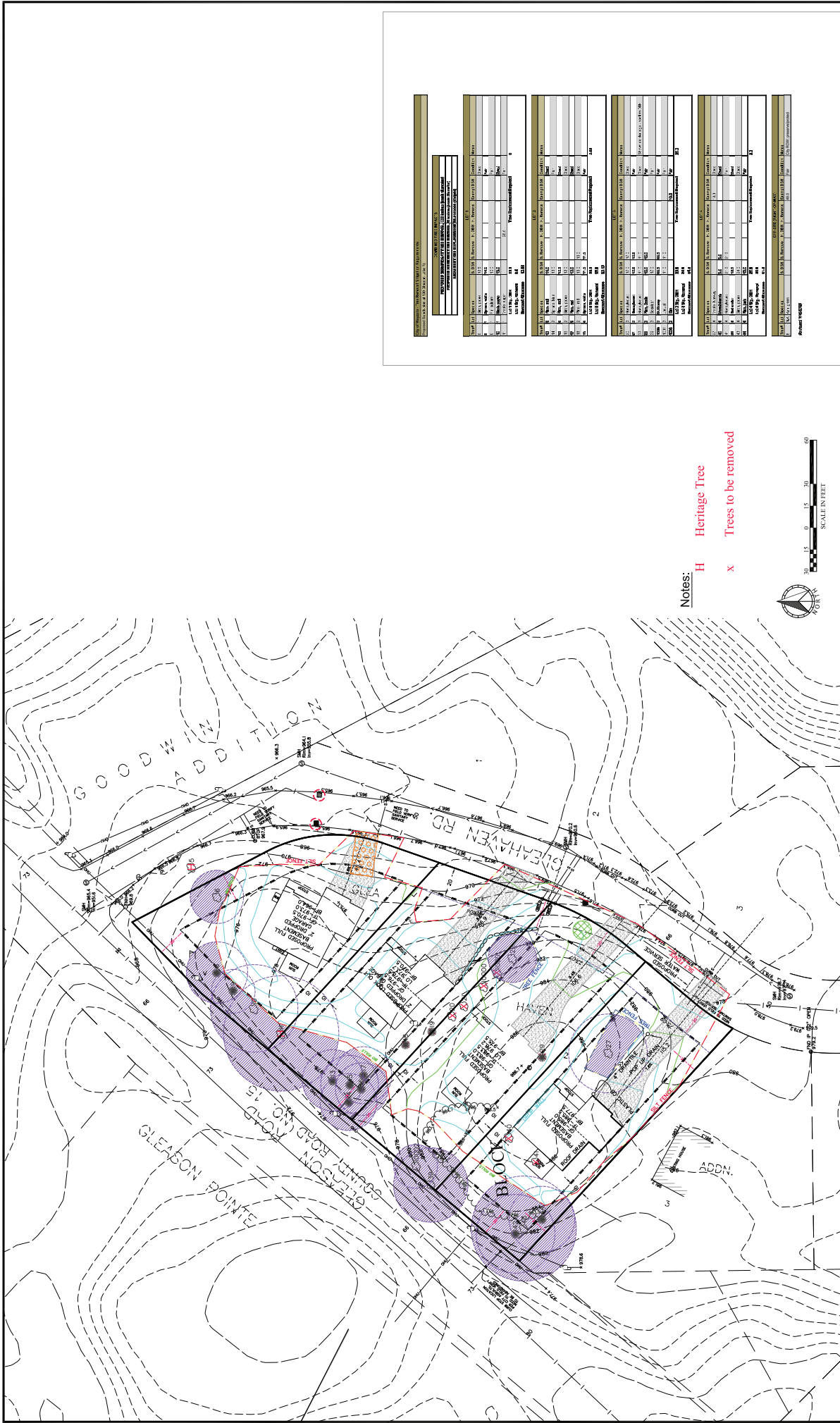
INLET PROTECTION

DESCRIPTION	PROPOSED	EXISTING
1. ROADWAY		
2. DRIVEWAY		
3. SIDEWALK		
4. CURB		
5. PAVED DRIVEWAY		
6. PAVED DRIVEWAY		
7. PAVED DRIVEWAY		
8. PAVED DRIVEWAY		
9. PAVED DRIVEWAY		
10. PAVED DRIVEWAY		
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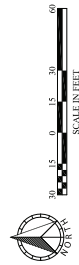
DESCRIPTION	PROPOSED	EXISTING
1. ROADWAY		
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DESCRIPTION	PROPOSED	EXISTING
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Lot 1	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
Lot 2	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
Lot 3	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
Lot 4	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.
	14,500 S.F.	14,107 S.F.



Notes:
H Heritage Tree
x Trees to be removed



TREES TO BE REMOVED									
Tree ID	Species	DBH (in)	Height (ft)	Location	Notes	Tree ID	Species	DBH (in)	Height (ft)
1	Maple	12	25	Lot 1	Remove	11	Maple	10	20
2	Oak	14	30	Lot 2	Remove	12	Oak	12	28
3	Maple	10	22	Lot 3	Remove	13	Maple	8	18
4	Oak	16	35	Lot 4	Remove	14	Oak	14	32
5	Maple	11	24	Lot 5	Remove	15	Maple	9	21
6	Oak	13	29	Lot 6	Remove	16	Oak	11	26
7	Maple	9	20	Lot 7	Remove	17	Maple	7	16
8	Oak	15	33	Lot 8	Remove	18	Oak	13	30
9	Maple	12	27	Lot 9	Remove	19	Maple	10	23
10	Oak	14	31	Lot 10	Remove	20	Oak	12	29

FILE NO.
2025-001

4

5

TREE PLAN
CONTROL PLAN
GLEA HAVEN 3RD ADDITION

WAYZATA,
MINNESOTA

TWP:117-22-22-SEC.08
Hennepin County

SATHRE-BERGOUST, INC.
103 SOUTH BROADWAY WAYZATA, MN 55391 (612) 475-6000
WWW.SATHRE.COM

USE THIS PLAN FOR CONSTRUCTION OF THE PROJECT. ANY CHANGES TO THE PLAN MUST BE APPROVED BY THE CITY OF WAYZATA. THE CITY OF WAYZATA IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN. THE USER OF THIS PLAN SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN.

REVISION
NO. DATE BY
1 01/02/2025 DLS
2 02/02/2025 DLS

DATE
02/02/2025

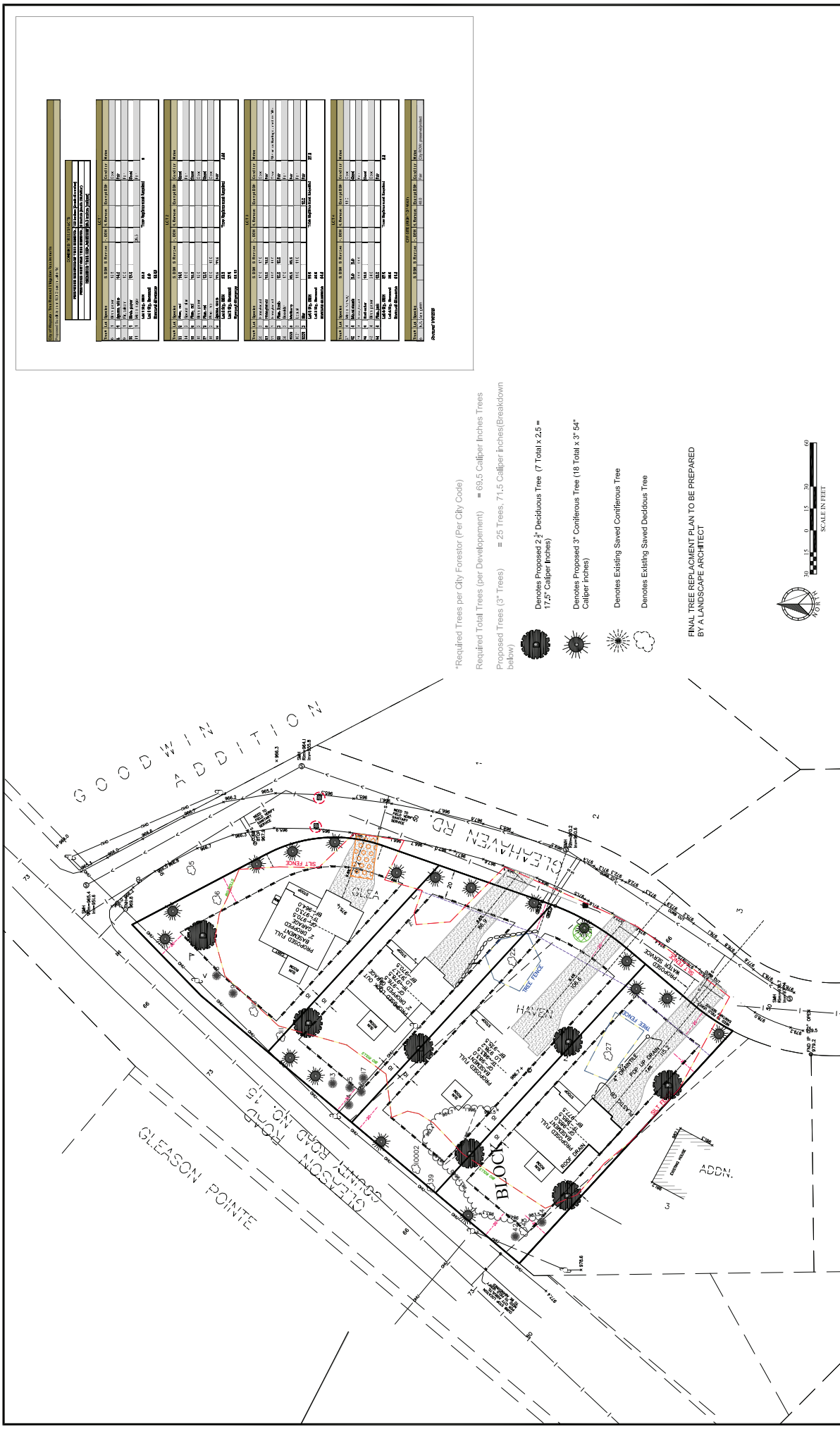
Drawn by: *David L. Schmidt*
Checked by: *David L. Schmidt*
Date: 02/02/2025

David L. Schmidt, P.E.
Minnesota License No. 20147

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 22nd day of December, 2025.

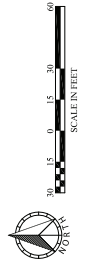
Page 86 of 99



TREES TO BE REMOVED									
Tree ID	Species	DBH (in)	Height (ft)	Health	Location	Notes	Removal Date	Removal Method	Replacement
1	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
2	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
3	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
4	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
5	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
6	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
7	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
8	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
9	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
10	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
11	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
12	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
13	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
14	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
15	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
16	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
17	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
18	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
19	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
20	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
21	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
22	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
23	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
24	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
25	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
26	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
27	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
28	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
29	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
30	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
31	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
32	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
33	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
34	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
35	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
36	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
37	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
38	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
39	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
40	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
41	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
42	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
43	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
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45	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
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47	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
48	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
49	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
50	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
51	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
52	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
53	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
54	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
55	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
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66	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
67	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
68	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
69	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
70	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
71	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
72	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
73	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
74	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
75	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
76	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
77	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
78	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
79	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
80	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
81	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
82	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
83	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
84	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
85	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
86	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
87	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
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96	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
97	Maple	12	25	Good	Front Yard	Remove	2025	Hand	None
98	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None
99	Maple	8	18	Good	Front Yard	Remove	2025	Hand	None
100	Oak	10	20	Good	Back Yard	Remove	2025	Hand	None

- *Required Trees per City Forester (Per City Code)
- Required Total Trees (per Development) = 69.5 Caliper Inches Trees
- Proposed Trees (3" Trees) = 25 Trees, 71.5 Caliper Inches(Breakdown below)
- Denotes Proposed 2 1/2" Deciduous Tree (7 Total x 2.5 = 17.5" Caliper Inches)
 - Denotes Proposed 3" Coniferous Tree (18 Total x 3" 54" Caliper Inches)
 - Denotes Existing Saved Coniferous Tree
 - Denotes Existing Saved Deciduous Tree

FINAL TREE REPLACEMENT PLAN TO BE PREPARED BY A LANDSCAPE ARCHITECT



FILE NO. 2025-001		PRELIMINARY TREE REPLACEMENT PLAN GLEA HAVEN 3RD ADDITION	
TWP:117-02-22-SEC:08 Hennepin County		WAYZATA, MINNESOTA	
SATHRE-BERGOUST, INC. 103 SOUTH BROADWAY WAYZATA, MN 55391 (612) 475-6000 WWW.SATHRE.COM		SATHRE-BERGOUST, INC. 103 SOUTH BROADWAY WAYZATA, MN 55391 (612) 475-6000 WWW.SATHRE.COM	
I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am duly Licensed Land Surveyor under the laws of the State of Minnesota. Dated this 23rd day of December, 2025. <i>Donald J. Schmitt</i> Donald J. Schmitt, R.L.S. Minnesota License No. 20147		I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am duly Licensed Land Surveyor under the laws of the State of Minnesota. Dated this 23rd day of December, 2025. <i>Donald J. Schmitt</i> Donald J. Schmitt, R.L.S. Minnesota License No. 20147	
NO.	BY	DATE	REVISION
1	DLS	11/20/2025	REVISED GRADING ON LOT 4
2	DLS	2/22/2026	CITY COMMENTS
DRAWN			
CHECKED			
DATE			
2/22/2026			

From: [ryan schultz](#)
To: [City](#); [Dan Koch](#); [Alex Plechash](#); [Molly MacDonald](#); [Ken Sorensen](#); [Andrew Mullin](#); [Nick Kieser](#); [Haily Hedblom](#)
Subject: Opposition to Proposed Gleahaven 3rd Addition (190 Gleason Lake Rd & 121 Gleahaven Rd)
Date: Wednesday, January 28, 2026 11:29:15 AM

Dear Members of the Wayzata City Council,

I am writing as a resident of Gleahaven Road to urge you to reject the proposed Gleahaven 3rd Addition subdivision. This project would fundamentally alter the character and feel of our neighborhood in ways that are inconsistent with Wayzata's values and our community's long-term interests.

My family has called this neighborhood home for nearly eleven years. We chose Gleahaven Road specifically for its defining qualities: quiet streets, low density, and mature tree canopy. The proposal to replace two existing homes with four new ones would destroy these qualities permanently.

Density That Doesn't Fit

Gleahaven Road is a small, dead-end street with nine homes on large lots—ranging from 13,000 to 38,000 square feet. Adding four new residences where only two exist today nearly doubles occupancy at the street entrance. Meeting minimum zoning compliance is not the same as being appropriate for this location. This level of density is fundamentally incompatible with the established character residents depend on. Unlike downtown Wayzata or in Plymouth suburb where there is a higher density, this street/neighborhood has larger lot sizes creating more open space between homes. That more open feel is an important and valued aspect of the neighborhood.

Real Safety and Traffic Concerns

Currently, this location has two modest driveways serving minimal traffic. The subdivision would generate four separate households—each with multiple vehicles—entering and exiting daily on a narrow street that cannot be widened due to topography and right-of-way constraints.

This matters directly to families here. My children catch the school bus at Gleahaven and Gleason Lake Road, where visibility is already limited by the hill and curve. Significantly increased traffic at this intersection creates genuine safety risks for child pedestrians and school transportation.

Environmental Loss That Cannot Be Recovered

The mature trees on these parcels currently provide visual screening and sound buffering from Gleason Lake Road. The proposed grading and construction will remove these trees and flatten the natural topography that shields our neighborhood. Replacement landscaping cannot recreate what will be lost—these impacts are permanent.

Our home will lose its green-space view and face direct sight lines to newly constructed homes and the busier road beyond.

The Rental Argument Doesn't Hold

The applicant suggests residents prefer redevelopment because of rental concerns. This misses the point. These rentals have been quiet and well-maintained. More importantly, rental status is temporary—homes could be sold to buyers who will be owner-occupied without any need for subdivision. The presence of tenants does not justify transforming the neighborhood's fundamental character.

Property Value and Property Rights

The quiet, low-density nature of Gleahaven Road is not incidental to its value—it is central to why people live here. Increasing density, removing trees, adding traffic, and eliminating views will directly diminish property values for existing residents.

Irreversible Consequences

Unlike rental turnover or other neighborhood changes, subdividing land cannot be undone. Once approved, the traffic, environmental, safety, character, and financial impacts will be permanent fixtures of this street for decades to come.

We chose this neighborhood deliberately, and we maintain our home and participate in our community. We are not opposed to development or change—we are opposed to development that is wrong for this particular neighborhood. Wayzata's reputation rests on thoughtful planning that respects context and existing residents.

I urge the City Council to preserve the two-home configuration that has served this neighborhood well and to reject a proposal that prioritizes density compliance over community character and resident welfare.

Thank you for your consideration. I look forward to the February 9th hearing.

Respectfully,

Ryan Schultz

108 Gleahaven Road

From: [Morgan Kaufman](#)
To: [City](#); [Dan Koch](#); [Alex Plechash](#); [Molly MacDonald](#); [Ken Sorensen](#); [Andrew Mullin](#); [Nick Kieser](#); [Haily Hedblom](#)
Subject: Proposed Glea Haven 3rd Addition subdivision
Date: Wednesday, January 28, 2026 8:15:54 PM

Hello Members of the Wayzata Planning Commission and City Council,

We wanted to reach out in regards to the proposed Glea Haven 3rd Addition Subdivision at 190 Gleason Lake Road and 121 Gleahaven Rd. We are **STRONGLY AGAINST** this development.

Our young family of 5 live at 167 Gleahaven Rd. When we bought in this neighborhood, we fell in love with the quiet and charming character that defines our neighborhood. There's so much value that would be lost if 2 lots became 4.

Speaking of adding 4 new construction homes, they would completely take away from the well established, maintained cul de sac. Including the mature trees and greenery. Which would again dramatically decrease and take away from our current neighborhood quality.

Not to mention the amount of traffic that would increase on an already busy/hard to see hill/street (Gleason Lake Rd), would be incredibly dangerous for the active community. Pedestrians/School Buses/emergency vehicles etc. It is absolutely scary trying to walk as a family or walk a dog and cross the street.

We are asking the planning commission and city council to **REJECT** the proposed Glea Haven 3rd Addition.

We unfortunately will not be able to attend the meeting on February 9th, but appreciate your attention to this matter and your service to our community.

Blessings,

Pete Trinh and Morgan Kaufman
167 Gleahaven Rd
Wayzata

Dear Members of the Wayzata Planning Commission and City Council,

We are property owners at 110 Gleahaven Rd, across from and with a prominent view of the proposed new subdivision. We were dismayed to learn of the extent of this proposal, replacing two lovely homes with four new single family homes.

As you well know, Gleahaven Rd is a quiet cul de sac. The street is tree lined, natural, the homes have privacy, the atmosphere is serene, and the homes have varied architecture. While we support controlled growth of the community, this development would sacrifice the unique character of this street which is so close to the center of Wayzata. The addition of four single family homes with the same look and feel would make Gleahaven Rd seem like any other high density subdivision found in neighboring communities. Aesthetics and architectural variety would certainly suffer due to this proposal subdivision, likely resulting in reduced property values.

More importantly than those considerations, we worry for the safety of our small Gleahaven community. Four homes nestled around a small corner and the likely 8-10 vehicles that would be entering and exiting multiple times per day would be a significant increase to an already dangerous intersection with difficult sight lines and very close proximity to an exit ramp. It is challenging enough to try to walk one's dog, accompany children to the bus stop, or just try to cross Gleason Lake Rd to get to the sidewalk. Adding to the traffic with four homes and all of the coming-and-going that would entail seems both unwise and unsafe. An additional practical consideration is that Gleason Lake Rd is soon to be redesigned and remediated because it is generally acknowledged that there are safety and speed concerns. The addition of four homes so close together and the traffic they will generate is not part of that roadwork plan that is already in the works.

For these reasons, we oppose the proposed Gleahaven 3rd Addition subdivision. We look forward to the upcoming public meeting on February 9 and will gladly share our views in that forum.

Sincerely,

Kumar & Kathy Das Gupta

110 Gleahaven Rd

Wayzata

From: [Michelle Schultz](#)
To: [City](#); [Dan Koch](#); [Alex Plechash](#); [Molly MacDonald](#); [Ken Sorensen](#); [Andrew Mullin](#); [Nick Kieser](#); [Haily Hedblom](#)
Subject: Strong Opposition to Proposed Glea Haven 3rd Addition (190 Gleason Lake Rd & 121 Gleahaven Rd)
Date: Wednesday, January 28, 2026 11:18:13 AM

Dear Members of the Wayzata Planning Commission and City Council,

I am writing as a long-time resident of Gleahaven Road (108 Gleahaven) to express my strong opposition to the proposed Glea Haven 3rd Addition subdivision at 190 Gleason Lake Road and 121 Gleahaven Road.

My family, which includes our two children, have lived here for nearly eleven years, and we deeply value the quiet, low-density, heavily treed character that defines this neighborhood. The proposed redevelopment, replacing two existing homes with four new single-family homes, would fundamentally and permanently alter this character in ways that are neither necessary nor beneficial to the neighborhood or community.

Request

For the many reasons set forth below, I respectfully urge the Planning Commission and City Council to **reject** the proposed Glea Haven 3rd Addition and preserve the existing two-home configuration that has served this neighborhood well for decades. This proposal is simply not the right fit for this uniquely quiet, green, and low-density part of Wayzata.

1. The proposed increase in density is incompatible with the established neighborhood

While the applicant emphasizes that the 4-lot configuration technically complies with R-3 density minimums, numerical compliance does not make the subdivision appropriate for this location. Gleahaven Road is a small, dead-end neighborhood road with only nine existing homes, all on large lots ranging from approximately 13,000 to 38,000 square feet (per the applicant's narrative, p. 3). Adding four new homes where only two exist today nearly doubles the number of residences at the entrance to our street. This fundamentally changes the feel of the neighborhood and contradicts the large-lot, low-traffic, green-space character that existing residents rely on and value.

2. Traffic impacts will be significant and unavoidable

The current configuration includes:

- One driveway on Gleason Lake Road for the single-family home, and
- One small, lightly used driveway for the duplex on Gleahaven Road. The duplex unit is small, and per our observations over many years, it has never been occupied by more than 2 adults and a toddler. Often, due to the small size, there is just a single occupant renter.

Under the proposed subdivision, four homes would be accessed from Gleahaven Road. Even with two shared driveways, four separate households (each almost certainly with multiple cars) will be entering and exiting daily on a narrow, non-expandable road. The grading plan also shows no ability to widen the street due to the steep hill and limited right-of-way (Preliminary Plat, p. 1–2).

Both of my children attend Wayzata Public Schools and take the school bus to and from the stop at the corner of Gleahaven Road and Gleason Lake Road. The increased traffic created by four additional homes materially reduces the safety of this bus stop, where children wait, cross, and board the bus on a road that already has limited visibility due to the existing hill and curve.

This is not a minor change. It places a disproportionate traffic burden on a street not designed to absorb it, and it poses real concerns for general safety, including child pedestrian and school transportation safety, walkability, and emergency vehicle access.

3. Loss of mature trees, green space, and natural noise buffer

The existing parcels provide a mature tree canopy, many of which are identified in the tree inventory (Preliminary Tree Plan, pp. 5–6). They form the natural landscape that shields Gleahaven Road from the noise and visual intrusion of Gleason Lake Road.

The proposed subdivision requires substantial grading, stormwater excavation, and driveway construction, removing multiple mature trees and flattening a natural hill that currently serves as a sound and sight barrier. Once removed, these environmental and visual and sound aesthetic benefits cannot be replaced by landscaping.

As a result, our home at 108 Gleahaven will lose its current green-space view and instead face newly constructed homes and direct sight lines to Gleason Lake Road. These impacts are permanent and cannot be meaningfully mitigated with replacement landscaping.

4. Claims about rentals do not justify subdivision

The applicant cites “concerns about rentals” as a reason residents purportedly prefer redevelopment. However:

- We have experienced no negative impacts from the rental status of these homes, which have been quiet and well maintained.
- Rentals are not permanent; the homes could be sold as owner-occupied tomorrow without any need for subdivision.
- The presence of renters does not justify transforming two lots into four or altering the fabric of the neighborhood.

5. Project will negatively impact property values

Changing the character of the street by increasing density, reducing green space, increasing traffic, and degrading views will have a negative impact on home values on Gleahaven Road, including my own. The quiet, low-density nature of the neighborhood is a material component of its market value, and the proposed plan would directly undermine it.

Further, if the City approves a subdivision that diminishes private property values by materially altering the surrounding conditions, this raises concerns resembling an “inverse condemnation” or eminent-domain-type effect where government action effectively reduces the value or utility of private property without compensation. While this is not a formal eminent domain taking, the impact on property rights and value is meaningfully similar.

6. This project is unnecessary and out of character

If we had wanted to live in a high-density neighborhood with smaller lots and houses packed closely together, when we built our home in 2015, we would have built in nearby areas such as North Plymouth or Medina. We and our neighbors chose Gleahaven Road precisely because of its low density, mature trees, and peaceful character. The proposed layout, despite meeting numerical zoning minimums, contradicts the spirit of this neighborhood and Wayzata’s broader commitment to thoughtful development that respects existing context.

7. The subdivision creates permanent adverse impacts

Unlike rental turnover, subdividing land is irreversible. If this plan is approved, the environmental, safety, visual, traffic, character and property value impacts cannot be undone. The long-term costs to the neighborhood outweigh any stated benefits of replacing two well-functioning homes with four large new ones.

Thank you for your consideration and for your service to our community. I would be happy to answer questions. I also plan to attend the public hearing on February 9th.

Sincerely,
Michelle Schultz
108 Gleahaven Road
Wayzata, MN 55391





City of Wayzata Planning Commission Agenda Report

MEETING DATE: February 9, 2026	AGENDA ITEM: 7.a
TITLE: Review of Development Activities	
PREPARED BY: Alex Sharpe, Community Development Director	
REVIEWED BY:	
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: February 9, 2026	AGENDA ITEM: 7.b
TITLE: Planning Commission Meeting Schedule	
PREPARED BY: Alex Sharpe, Community Development Director	
REVIEWED BY: Alex Sharpe, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

The 2026 City Calendar and City Council Liaison Schedule are attached. The next City Council meeting is scheduled for Tuesday, February 10. The next Planning Commission meeting is scheduled for Monday, February 23.

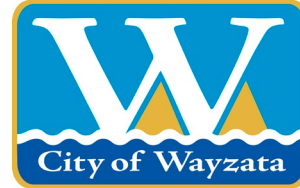
ACTION REQUESTED:

N/A

ATTACHMENTS:

1. 2026 City Calendar

City of Wayzata 2026 Meeting Calendar



January 2026						
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

HPB Mtg 1/21

March 2026						
S	M	T	W	Th	F	S
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29	30	31				

HPB Mtg 3/25

May 2026						
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31						

July 2026						
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September 2026						
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27	28	29	30			

November 2026						
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29	30					

E&E Mtg 11/24

February 2026						
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22	23	24	25	26	27	28

E&E Mtg 2/24

April 2026						
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June 2026						
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28	29	30				

August 2026						
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23	24	25	26	27	28	29
30	31					

October 2026						
S	M	T	W	Th	F	S
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

December 2026						
S	M	T	W	Th	F	S
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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 - TBD April 2026

Charter Commission - 9:00 AM

Lake Minnetonka
Conservation District (LMCD)

Heritage Preservation
Board (HPB) - 2:00 PM

Housing & Redevelopment
Authority (HRA) - 7:30 AM

Parks & Trails Board - 6:00 PM

Public Art Committee - 5:00 PM

Night to Unite

Holiday Observed
City Offices Closed

Election
Precinct Caucuses—2/3/26 (No Public Meetings)

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

Revised
1/20/2026