

Appendix L:

Wayzata Comprehensive Plan
Community Input Meeting
Participant Issue Prioritization Summary

May 22, 2007



Wayzata Comprehensive Plan
Community Input Meeting
Participant Issue Prioritization Summary

Tables 1-9 Issue Reporting

Tuesday, May 22, 2007

7:00-9:00 p.m.

Community Room

Table 1: Group Comments

Image and Identity

- Destination (2)
 - o Small shops – not necessities (Target)
 - o No big boxes/national chains
 - o Blend of unique specialty, including hardware-drug stores

- What makes Wayzata special (5)
 - o Lake
 - o Walk
 - o Smallness
 - know people
 - geographic
 - o downtown
 - o houses with sidewalks

- Gateways
 - o Calming trees/flowers/lights on evergreens in winter
 - o Bushaway – tree-lined

- Too strict building design guidelines

Environment/Parks/Cultural

- Existing Comp plan is good in protecting wet/green spaces (greenways)
 - o Need to understand economic pressures to develop these areas
 - o Develop connectivity of natural areas

- Protect Eastman Swamp

- Connect from 3 Rivers Trail to Luce Line

- Develop new trail from Bushaway to Wayzata Blvd.

- Municipal lot (Sunsets) (2)
 - o Don't change – it works!
 - o Walk along lake – Broadway to Depot

Traffic Circulation

- Superior Blvd (2)
 - o Traffic too fast
 - o Better wayfinding signage (2)
 - o Better signage to parking

- Wayzata Blvd – Superior Blvd.
 - o Intersection confusing and unsafe (2)
- Wayzata Blvd
 - o Sidewalks in middle section
 - Grand to Wells Fargo
 - Ferndale to Barry Ave
 - o Superior to Ferndale
 - Make more residential friendly

Land Use

- Connectivity of Lake Street (2)
 - o West to East
 - o Walkability
 - o Circulation – Slower Traffic
- Lake St. Character
 - o Architecture
 - o Setbacks good
 - o Varied heights
- Wayzata Bay Center
 - o Mixed use (2)
 - o Enough office (too much vacant)
- Preserve neighborhoods (2)
 - o Calm traffic in neighborhoods
 - o Stop cut thru traffic

Table 2: Group Comments

Land Use

- Retail Community (4)
- Zoning (4)
- Diverse Retail (2)
- Big homes on small lots
- How to connect Wayzata Bay Center to Lake St.
- Affordable Housing (2)

Community Image

- Safe
- Friendly (Family)
- Library/City Square Area
- Lake Area
- Small shops/stores – Not Maple Grove
- Wayzata is a Midwest Franchise (4)
- Better signage to Downtown
- Central Ave entrance to City
- Quality of Life
- Maintain current building heights (2)
- Gardens

Environment

- Improve Bike/Trail Connectivity
- Lakefront Park (3)

- Maintain/uphold streetscape
- Use of Big Woods
- Use of Nature Center
- Protect Lake Minnetonka
- Open space at Wayzata Bay Center
- Well managed environment in City (2)
- Where are the parks? (signage, maps)

Transportation

- No Lakeside Park (2)
- Better identify parking
- Pedestrian safety (2)
- Wayzata Blvd safety improvements
- Parkway on Wayzata Blvd?
- Use of Railroad to MPLS?
- Better Trail/Bike System
- Community Center?
- Intersections:
 - o Superior/Lake (2)
 - o McGinty/101
 - o Ferndale

Table 3: Group Reporting

Environment

- Large mature tree cover (not former farm fields)
- Identify historic properties
 - o Is of benefit to City
 - o e.g. Gold Mine, Depot
- Lake
- Natural land cover
- Underutilized parks – too many of them?
- Protect hillsides (views + building design -> noise pollution)
- Flexibility should come with changing building technologies
- Protection from noise pollution (e.g. white noise, traffic (motorcycles))
- Train whistle should be quieted/removed
- Marina a good example of improving water quality
- Should preserve public access at Lake (what scale/extent of access is not agreed)

Image and Identity

- Depot only structure on National Register
- New development should use high quality design and architecture to reinforce high quality
- Retail, lakeview, lakeshore + bay, mature trees
- Big Woods, mature trees very important (watershed)
- Two Downtowns 1 @ Lakeshore (for the area and residents), 1 @ Wayzata Blvd
- Make lakeshore a usable public resource
 - o e.g. outfitters for bike rental, tourism industry
- Diversity in architectural style, building height, and density (e.g. pitched roofs)

- Museum
 - o Maritime and freight history
 - o Minnehaha Creek

Transportation

- Reduce drive-through downtown traffic (6)
 - o Coming from I-394
- Create new access routes so residents and pass-through traffic don't have to cut-through downtown (2)
 - o Support vehicle movement – parking, retail, residents
- Need sidewalks: Wayzata Blvd (Southside) (3)
 - o Connections east side of Lake Street @ WBC

Land Use

- Diversity of size in residential lots very important
- Protect residential neighborhoods from traffic
- Missing quaint areas in downtown
 - o E.g. little pocket gardens @ Maggie's dress
 - o Shop @ 500 block of Lake St.
 - o "Bring a sense of discovery and mystery"
- Downtown needs retail; retail needs customers; customers drive cars (2)
 - o Cars should be managed so there is not cut-through downtown traffic but customers can park easily
- Still make downtown a great place to walk
- Need contiguous retail along east side of Wayzata Blvd: will be secondary become Lake is not adjacent
- Lake St. west of Wayzata Place should be more vibrant and active – but retail will be dynamic/difficult to predict.

Table 4: Group Reporting

Image and Identity

- Design standards – implications for creativity (2)
- Architectural Creativity (4)
- Incorporation/Planning for new technologies (and in buildings)
- Creative community gateways/entrances
 - o “Where is Wayzata?”
- Eastman/101 Intersection (City Entrance Points)
- Building Scale (2)
 - o Preserve natural geographic divisions (create neighborhoods)
- Wayzata is the People (3)
- Preservation of Historic Buildings (5 Swans, Residential)

Environmental

- Connection between Dakota Trail to Luce Line
- Civic gathering space on the lake
 - o Boardwalk?
 - o Bandshell?
 - o Desire for lake views
- Enhance Shaver Park and Beach
- Underutilized parks (Big Woods, Nature Center) (4)
- Demographic changes – implications for parks
- Use of resources – Draw out of town users
- Public Art presence (public/private)
- Road Master House Preservation
- Building height restrictions in residential areas (4)

Circulation

- East Wayzata Blvd traffic
- Barry and Wayzata Blvd
- Superior branch from Wayzata Blvd
- Slowing speed on Wayzata Blvd (4)
- “Calm” Superior
- More one-way streets? (Traffic patterns)
- Missing sidewalks (Ferndale) (2)
- Appropriate setbacks and materials for sidewalks
- Re-evaluate downtown sidewalks
- Design standards (safety concerns)
- Pedestrian connectivity/network
- Cul-de-sacs – cut through traffic
- Continuous bikeway?
- Road signage (Wayzata Blvd @ 15th)

Land Use

- Reconcile zoning with comp plan (2)
- Wayzata Blvd – What land use should be
 - o East of Central Ave. – Gateway?
- Building heights
- Signage (Entrances to City) (2)
 - o “Business District”?
- Physical form promotes outdoor activity
- Conversion of the Bluff land

- Preserving views
- Future of retail of west of Barry
- Land use for Mill Street?

Table 5: Group Reporting

Land Use

- Affordable housing for all residents who want to work in the City (2)
 - o Ex: Firefighters – City of Bloomington buys homes to sell to workers
- Transition from houses to offices (enforcement from office)
- Concerned about increase in traffic from increase in density
- Encourage pedestrian traffic in city (Lake to Wayzata Blvd) (3)
- Continuous sidewalks
- Boulevard treatment for Wayzata Blvd (3)
- Pedestrian traffic crossing Wayzata Blvd.
- No gateway/image from downtown (CBD)
- Increased signage on both ends of Wayzata (3)
- Increase walkability can help retail become more viable (3)
- Loss of service type business (Hardware, etc.)
- Movie theatre on Lake St. (3)
- Uniformity of height along Lake St. (Uninteresting)

Community Character

- Changing community character
- Lake is the City's Gem (2)
- Visitor's center at WBC
- Welcome Wagon
- "Wayzata stigma" – negative, need to shake it
- Need to make Wayzata more inviting
- Wayzata is not "50th and France"

- Elegant and charming town
- Boat rides – increase awareness
- Bring retail out to the street

Environment

- Boat access to the lake
- Under-utilized parks
- Lack of information about Cenacle Park
- Sufficient number of parks
- Lack of architectural creativity

Transportation

- Amount of traffic along Wayzata Blvd
- Noise of traffic affects quality of life
- Desire addition traffic calming measures
- Cut-through traffic –safety/children
- Signage at Central and Wayzata Blvd
- Boardwalk on/along Lake (6)
- No Sunsets Park
- Safety for women walking near Lake St.
- Wayzata Bay Center traffic
 - o Density

Table 6: Group Reporting

Environment

- Maximize use of school fields – coordination between schools, city, parks
- Maintain lake, Klapprich Field, wetlands, Big Woods as natural resources for community
- Connect parks and trails
- Better park/trail signage
- Enhance depot as (cultural) resources
- Utilize cultural resources as community activity centers
- Build community identity around cultural centers and history (2)
- Noise pollution of highways (3)
- Sustainable design, construction
- Light pollution (3)
- Lake preservation (water quality, noise) (2)

Image and Identity

- Restudy old Wayzata for design clues
- Historic preservation/historic clues (2)
- Presence/enhance relationship to lake
- Convenient-bedroom community to Mpls
- Identifiable community – Main Street, downtown
- Diverse, high quality building materials
- Character (2)
 - o Historic recall
 - o Eclectic
 - o Singular design aesthetic

Circulation

- Sport Hut intersection on Wayzata Blvd
- Auto-pedestrian conflicts on Lake St.
- Appropriate speeds in different locations (residential, commercial, etc.)
- Traffic levels on 101
- Improved ped/bike connectivity for “orphaned” neighborhoods (2)
- Bike lanes on streets
- Ensure adequate park & ride facilities – consider creative use sharing of parking lots.

Land Use

- Building size/impervious surface (2)
- Single-family vs multi-family (2)
- Management of redevelopment/lot splits
- Maintain/improve affordability
 - o Workforce housing/live-work balance (3)
- Flexible zoning – multi-family housing
- Improve streetscape/aesthetics (signage) on Wayzata Blvd (auto-oriented) – East of Central Ave.

Table 7: Group Reporting

Environmental

- “Big Woods” as parkland
- “Boardwalk wetland” as park
- Tree preservation
- Reforestation – by city
- Tree-lined boulevard on Wayzata Boulevard
- Park identity/wayfinding
- Lakefront pavilion
- Lakefront park?
- Building historical value
- Role of public art?

Community Image and Identity

- Attention to all neighborhoods
- The Lake!
- Walkable downtown area (4)
- Accessible, convenient stores
- Connections to downtown from neighborhoods
- Preserve “What we have”
- “If only connections”
- Pick up trash and debris
- Neighborhood markers
- Community gateways

- Downtown wayfinding (2)
- Building scale/character
- Community gathering location

Land Use

- Increasing land values
- Housing affordability
- Life-cycle housing/diversity (4)
- Ordinances -> Housing Improvements
- Downtown housing
- Mixed uses in downtown (5)
- High rents in downtown
- Centralized parking
- Movie theater/entertainment
- Wayzata Blvd as a “Boulevard (2)

Circulation

- Safe pedestrian crossings
- Traffic/speed on Wayzata Blvd (4)
- Overall traffic connections
- Wayfinding/direction signs
- Access from Hwy. 12
- “Calm” traffic
- Hwy. 101/ Wayzata Blvd.
- Sidewalk continuity

- Linkages (Ped/Bike) to Lake
- Lakefront boardwalk (3)
- Safe biking
- Yacht club edge parking
- Roundabouts

Table 8: Group Reporting

Environmental

- Boat ramp – needs to be preserved
- Sunsets parking lot vs. park
- Communities obligation to environment (sustainability) (i.e. Green roofs) (4)
- Electric golf carts for city staff
- Mandating green space with commercial development
- Preserve existing park/green space
- Conservation – standards relating to development (4)
- Identity future park areas
- Gas station
- Cap on increase in fees for boat slips

Community Image and Identity

- Design
- Architectural integrity/continuity
- Buffers to preserve neighborhoods (roads)
- Transitions (2)
- Landscaping
 - o Preserve and develop an “overall vision”
- Lake Street should have a different feel than Wayzata Blvd
- End of Flat Roofs
- Enhance community pride and stewardship
- Gateway signage
- Public lake access signage

- Design standard continuity (2)
- Professional vision for architectural integrity (for entire community) (3)
- Resist homogenization
- Signage for “Wayzata” and landmarks

Land Use

- Bay Center redevelopment (3)
- Avoid McMansions Syndrome (3)
 - o Appropriate development of neighborhoods
- High quality multifamily (2)
- Density (5)
- Lifecycle housing (2)
- Preserve existing neighborhoods

Circulation

- Walkability – Good overall but incomplete
- Parking – more
- Cut-through traffic
- Intersection – Super & Lake
- Access to 394 off of Ferndale
- Access to 394 off of Lake St. (Dangerous)
- Speed limits – too high now
- Signage
- Biking – Ferndale
- Bikes – free fleet available for usage
- On-street parking - maximize

Table 9: Group Reporting

Environmental

- Community theater (2)
- Bring small movie theater back
- Sunset parking impact on lakeshore
- Increase community based activities for youth
- Continue planting in public spaces
- Preserve open space (2)
- Implement trail plan
- Recognize Wayzata's history

Community Image and Identity

- Enhance community gateways
- Boat access (Gateway) to Wayzata
- Better signage – Architecturally appropriate
- Promote diversity – age, housing options, income groups
- Retain small town community (2)
- Building design – diversity

Land Use

- Overall density concerns for new developments and redevelopments (8)
- Wayzata Bay Center (6)
- Vitality of the local retail community (5)
- Building heights (3)
- Office land use

Circulation

- Improve walkability/ bike-ability (3)
- Safe crossings
- Sidewalks
- Light rail on existing tracks (2)
- Cut-through traffic
- High speeds in residential areas
- Pedestrian friendly Lake Street
- Preserve narrow residential streets

Community Input Meeting Priority Voting Summary May 22, 2007



