

200 EAST LAKE STREET – NEIGHBORHOOD MEETING – 1-5-2022 – 6:30pm

6:42pm – Introductions and Presentation from Team:

- Introductions of who is up front
 - o Steven Eggert – Planner, Lake West
 - o Curt Fretham – Principal, Lake West
 - o Nick Mannel – Engineer, Loucks
 - o Ryan Herm – Landscape Architect, Urban Ecosystems
 - o David Nims – Architect, Hobbs + Black
- Steve, Curt, Nick, Ryan, and David speak on the project

7:06pm - Questions/Comments from public:

- Barry Petit presents his dissatisfaction for the Wayzata Design Standards and how this building does not meet the intention of those standards. “If the City thinks this is a charming building, this defines charming for the rest of the history of Wayzata.”
 - o Wants to see a better distinction between commerce and residential.
 - o Asks if all cars are parked by Valet people?
 - A: No, the parking diagram on page 40 shows mechanized parking highlighted in blue and pink. Orange and Green stalls are regular stalls, provided for public, restaurant, guest, and retail overflow. There will be valet provided as a service above and beyond regular and public parking.
 - o Petit would personally like to see another iteration of design standards.
- Petit & Pat Hughes ask how will parking work?
 - o A: Residential and Office spaces will have assigned parking spaces. This design meets all parking requirements for the uses within the building. Visitors may park in the paid public parking spaces which will be allocated in the highlighted in Green on page 40 of the submittal.
 - o A: the total number of parking stalls is 229 spaces and the total required under the Joint Facilities code (Section 920.09) is 176 stalls during the peak weekday, and 141 stalls during the peak weekend.
 - o A: The traffic study demand total for the project with the uses was 133 under current traffic standards.
- A participant in the crowd asked about the hours of the office uses versus restaurant, retail, and residential.
 - o A: Fretham responds the peak times of each use are shown on page 39 of the submittal and that the Joint Facilities code uses the worst case scenario as the “peak parking time”.
- Betsy asks how will people be directed to the parking?
 - o A: Eggert responds with directional arrows on the building
- No street parking at all? What about delivery trucks?
 - o A: Nims responds there are truck berth areas in both entrances which allow servicing, loading and unloading from a full semi including the trailer. Valet parking can be utilized within and/or adjacent to those spaces. Porter rooms are stationed near the loading/unloading areas.
 - o A: Fedex trucks will go into the truck berth areas.
 - o A: the truck berth areas are 50’ in depth as per code requirements with additional maneuvering and truck unloading areas from 10’-18’ behind the 50’ deep truck berths.
- Pat Hughes asks if there is pedestrian access on the backside and in between the buildings by the public?
 - o A: No, these spaces are designated to the office users on the first floor.
- Patricia Arnold asks if we have the results of the reports on the railroad easement and traffic study
 - o A: The pedestrian railroad easement does not exist as it stands today and the City does not have interest in pursuing the easement at this time.
 - o A: The traffic study demand total for the project with the uses was 133 under current traffic standards.

- Chris Plantan asks about the West Park being as big as the west edge of Meyer's Place compared to the road.
 - o A: Eggert responds it is similar in scale.
- Pat Hughes asks if it is too much development compared to the site.
 - o A: The design includes 44.43% open space which is larger than any other development in the general area. Nims states that the design guidelines would permit the design to have another building mass in replacement of the central plaza, but the developer has provided more open space for the development as an amenity.
- Petit was surprised by the amount of commercial space
 - o A: Fretham responds that there is already a lot of interest in the commercial space of approximately 28,000 SF including a grocery store and several office users.
- A participant in the crowd inquires about the potential increased traffic count with the restaurant and commercial uses.
 - o A: The traffic engineer was hired to provide a traffic study which has concluded a grade of A out a grading system of A-F, and that there is an acceptable traffic impact with the proposed development.

7:44pm – Meeting concludes, participants break off, some stay and ask questions to presenters
Zoom Attendees (10 Participants), In-person Count Attendees (approximately 17, not all listed):

- See Neighborhood Meeting Sign In Sheet for In-Person
- Zoom Attendees List
 - o Betsy
 - o Brad Hilgenkamp
 - o Chris Plantan
 - o Fred Richter
 - o Larry Shaw
 - o Laura Merriam
 - o Meredith Howell
 - o Patricia Arnold
 - o Peggy Douglas
 - o David Nims

WAYZATA BEACH CLUB - NEIGHBORHOOD MEETING SIGN IN SHEET

DATE: 1/5/2022

#	Print Name	Address	Phone #	E-mail
1	Lora Wardlake	117 Edgewood Ct	9524845355	lorawardlake@gmail.com
2	Kathy Iverson	City Council Member		
3	JEFF ZOTZLOFF	319 Barry Aly	452-210-0053	jeffzotloff@hotmail.com
4	Kelly Iverson	430 Carpenter Pt Wayzata	612-940-5922	6bschwalbe@gmail.com
5	JEFF ZOTZLOFF	222 Junderly	452	
6	Peggy Watson	295 Grace Pointe Ct	612 720 7511	PWatson@cbburnet.com
7	Doug Cooley	214 BARNEY	612-750-9932	
8	Robert Mello		612-251-4123	
9	KEN SCRENSON	WAYZATA		
10	SARIT PETIT	420 KEAVEY LN	612-750-0883	
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