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ACKNOWLEDGEMENTS

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PART A: CONTEXT

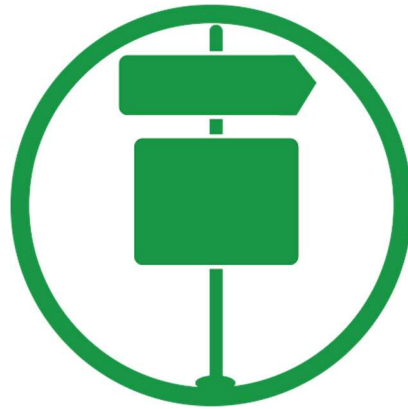
INTRODUCTION

An active and vibrant corridor contributes to a thriving community's identity while also providing access to destinations. Wayzata Boulevard serves as a major roadway within the community but also connects thriving retail areas and welcoming neighborhoods. Future development and transportation investments will shape that experience for years to come.

Overall, the corridor study set out to explore opportunities and strategies for the future of Wayzata Boulevard and Central Avenue in four areas:



**Land Use &
Development**



**Safety
Improvements**



**Transportation &
Mobility**



Public Realm

PROJECT OVERVIEW

The City utilized a four-step process to develop this Plan. The process began by exploring existing conditions through broad community engagement and data-gathering. This outreach was integrated into a second step to explore opportunities and develop a draft community vision for Wayzata Boulevard. These elements were discussed with the community and other stakeholders, which led to an analysis of

PART A: CONTEXT

potential solutions and recommendations. Solutions and recommendations were organized into a range of implementation strategies to guide decision-makers to accomplish desired goals.



A Corridor Study Committee was also created to guide the overall development of the planning process. The Committee was made up of the members of the City Council, Planning Commission and Housing and Redevelopment Authority. This group actively worked together to define solutions for the community.

Understand Current Conditions

The initial step set out to understand current conditions, experiences, and needs throughout Wayzata Boulevard. This phase focused on exploring existing conditions, such as existing and future land use, transportation safety and operations, physical conditions, economic data, and population growth forecasts, among other data to understand current conditions and the policies and actions that have informed these conditions.

Explore Opportunities and Vision

The second step built upon the understanding of current conditions to explore opportunities and priorities for Wayzata Boulevard from the community. This effort built from community needs and desires and technical analysis to craft a vision for the corridor and supplementary guiding principles.

Analyze Solutions/Solidify Recommendations

The third step of the process utilized the feedback and analysis of the first two steps to analyze and define draft strategies and recommendations to accomplish community desires. These draft strategies and recommendations were then reviewed with stakeholders to ensure that the final document would accurately reflect community understanding and support.

PART A: CONTEXT

Implementation Strategies

The final step of the process analyzed the strategies and framework needed to implement the corridor vision. Actions to support future land use and development strategies, mobility improvements, and public realm considerations were identified and organized into the implementation plan.

COMMUNITY ENGAGEMENT PROCESS

As a critical element of the process, an engagement plan was developed early in the process to outline the techniques and methods that would be used to collaborate with the community on this planning process. Engagement efforts were grouped into two primary phases:








Engagement Phase	Goal/Intent	Engagement Methods
Phase 1	Initial data gathering and exploration phase to establish a corridor vision	<ul style="list-style-type: none">• Community Survey• Pop-Up Event• Focus Groups
Phase 2	Explore opportunities and actions identified through a plan analysis.	<ul style="list-style-type: none">• Pop-Up Events• Open House• Stakeholder Conversations



PART A: CONTEXT

Phase 1: Data Gathering and Exploration

The first phase of engagement included tailored engagement materials to learn about the community's existing experiences and opportunities for Wayzata Boulevard. Events included an online survey, a pop-up event at James J. Hill Days and a focus group with local businesses, property owners, and stakeholders. Through these events, the project team learned about the community's priorities and what they want to see more and less of.

 <p>WHAT SHOULD WE PRIORITIZE ABOUT WAYZATA BOULEVARD?</p>	 <ul style="list-style-type: none">• Better pedestrian connections• Traffic safety• Roadway design and appearance <p>The two biggest concerns:</p> <ul style="list-style-type: none">• Access management (pulling in and out of driveways and business entrances)• Safety for all modes, including motorist, pedestrians and bicyclists.
 <p>PEOPLE WANT TO SEE MORE</p>	 <p>Parks</p>  <p>Dining and Entertainment</p>  <p>Everyday Shopping</p>  <p>Personal Services</p>  <p>Arts and Cultural Opportunities</p>

PART A: CONTEXT

Phase 2: Explore Opportunities

The second phase of engagement provided an opportunity to engage with the community on potential strategies and solutions for Wayzata Boulevard. Events included pop-up events at Lunds & Byerlys, an Open House, and Stakeholder Conversations. The input gathered through this phase provided an opportunity to ensure the study outcomes were aligned with the community's desires.



WHAT WERE
THE COMMON
THEMES?

- The development and built environment along Wayzata Boulevard create an opportunity to **maintain the charm and services** needed for the community. The boulevard should have its own identity.
- Infrastructure to support **movement by all modes** (e.g., walking, biking, and driving) is important, but **safety** for everyone must be prioritized.
- Enhancing the **plantings, landscaping and green spaces** along the corridor, along with **access to parks and recreation**, is desired.



WHERE ARE
INVESTMENTS
WANTED?



Additional
sidewalks
and trails



Improved
crossings
for bikes and
pedestrians



Increased
plantings and
landscaping



Investments
in parks and
open spaces



Improvements
to sight-lines

PART A: CONTEXT

HOW TO USE THE CORRIDOR STUDY

This Plan was designed to define a vision for Wayzata Boulevard based on community's preferences, including its visual and physical character, services, amenities, transportation system, future development, and experiences. It is intended to be used by city staff, developers, elected officials, economic development professionals, and regional stakeholders as a framework for future decision making. The Corridor Study should not be viewed as an uncompromising "blueprint" for what Wayzata Boulevard will look like, but rather a guide for future decisions to support the community's desires specific to the area.

WAYZATA BOULEVARD TODAY

In its current status, the corridor provides a traffic thoroughfare that supports local and regional trips. The current character of the eastern and western segments of Wayzata Boulevard is a legacy of its former state highway designation. However, the vision established by the 2040 Comprehensive Plan demands a reconsideration of the physical configuration and potential for future improvement. In addition to Wayzata Boulevard, the study incorporates a functionally similar section of Central Ave N from Wayzata Blvd E to Highway 12. The corridor plan was highlighted as an important project in the City's Strategic Plan and 2040 Comprehensive Plan.

Wayzata Boulevard is a former state highway, and it has been noted that there are concerns about the number and severity of the crashes in the corridor, specifically (East/West) of, and including Central Avenue. There are also gaps in the pedestrian and bicycle networks and the local transit line is infrequent and underutilized.



Wayzata Boulevard looking west from the preserve

PART A: CONTEXT

STUDY AREA

Wayzata Boulevard stretches from the eastern to western edge of the community. The study area is broken down into four individual areas, each with varying characteristics. The map and study area descriptions below, provide an initial understanding of each gateway segment.



PART A: CONTEXT

East Gateway: Hwy 12 to Superior Boulevard



The East Gateway segment is the main business area along Wayzata Boulevard and a Hennepin County roadway. This auto-focused area includes a variety of commercial businesses, including drive-thru restaurants, retail businesses, and office locations. The roadway includes a 5-lane section, including two travel lanes in each direction with a center left-turn lane. A sidewalk is available on either side of the roadway for many parts of this segment.

Punch Pizza and Chipotle looking west

North Gateway: Central Avenue from Wayzata Boulevard to Hwy 12

The North Gateway is the only segment outside of the Wayzata Blvd corridor. This segment is included in the study because it functions similar to Wayzata Boulevard east of Superior Blvd as a busy conduit connecting to Highway 12. It has a strong commercial presence and includes single-family homes on the west side. Central Avenue is also under Hennepin County's jurisdiction and includes two travel lanes in each direction.

Town Core: Minnetonka Avenue to Superior Boulevard

The Town Core segment has a mixture of land uses in the central core neighborhood with commercial, multi-family, school, and single-family homes fronting on a road that underwent a two-lane conversion and landscaped medians in the mid-2010's. This conversion created a two-lane street with a landscape median and sidewalks on either side.

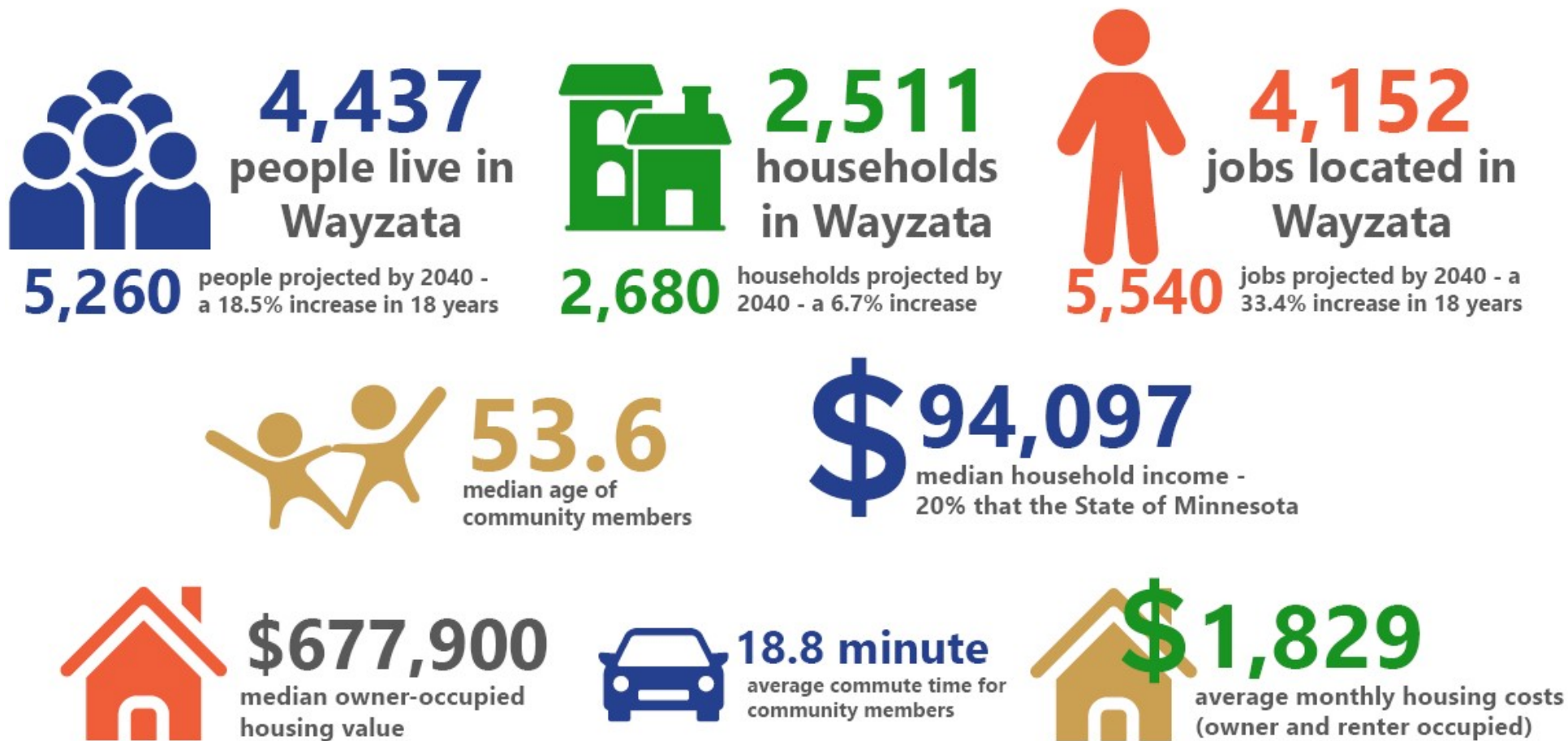
West Gateway: Hwy 12 to Minnetonka Avenue

The West Gateway segment has larger parcels of land and more institutional ownership than the other segments as well as more single-family homes, multi-family, recreational facilities, and a current park and ride site. This section continues the two-lane roadway without the center median. Sidewalks are generally consistent with some gaps on either side; however, the distance from the curb line varies. There will likely be less development pressure along this segment due to existing single-family home developments and large public uses. This area may provide future regional trail connectivity between the Luce Line and Dakota Rail trails, so balancing pedestrian and cyclist safety and connections with vehicular traffic are significant priorities.

PART A: CONTEXT

SOCIAL CONTEXT

Exploring the varied characteristics of the community is one way to explore potential issues and opportunities that apply today and into the future. The social context of the community was explored in the early phases of this effort to provide an understanding of the community. Key points are highlighted in the graphic below. The full social context analysis can be found in [Appendix D](#).



PART A: CONTEXT

DEVELOPMENT AND LAND USE CONTEXT

Existing Land Use

Existing land use categories identify various residential, commercial, public, and open space uses throughout the community. Within the study area, the primary uses adjacent to the corridor include Commercial, Central Core Residential, High Density Residential, Parks, and Institutional/Public as described below.

Land Use Category	Description
Central Core Residential	The Central Core Residential category represents the single-family residential development located in the central core of Wayzata. These homes include smaller lot sizes, with densities of 3 to 6 units per acre. Single-family units are the primary uses within this district.
High Density Residential	The High-Density Residential category allows for the highest density standalone residential uses at a density of 12 to 30 units per acre. Residential uses within this category predominately include multi-unit and multi-story buildings.
Commercial	The Commercial category represents traditional retail sales and service uses. This broad category includes office uses, shopping opportunities, and other general service uses.
Public/Institutional	The Institutional/Public category represents publicly owned buildings and properties that typically provide a community service. This can include schools, churches and government buildings.
Parks	The Parks category represents recreation facilities and land owned by the city or other public jurisdictions. These uses provide some form of recreation or public use for the general public. Park uses can include a dedicated city park, sports field or nature preserve.

Future Land Use

The 2040 Comprehensive Plan serves as the community's guiding document for development decisions, with a key tool being the future land use plan. Many of the existing land use categories are consistent with the future land use plan, other than the designation of a new land use

PART A: CONTEXT

category, Mixed-Use Commercial/Residential. This category was created as part of the 2040 Comprehensive Plan to create opportunities for redevelopment within the community that supported both the existing commercial development with opportunities for residential growth.

Land Use Category	Description
Mixed-Use Commercial/Residential	The Mixed-Use Commercial/Residential land use category represents a broad range of uses that represent retail, service, office and multi-family residential.

The intent of the Mixed-Use Commercial/Residential category is to encourage development that responds to the characteristics and locality of the property, while encouraging a mixture of development types to serve residents. The category has been designated in areas that are traditionally commercial uses. This designation allows for the continued use of commercial development but encourages the inclusion of residential uses. Areas designated for the Mixed-Use Commercial/Residential category are primarily located along the Wayzata Boulevard corridor.

Naturally Occurring Affordable Housing

Housing affordability is measured by the ratio of housing costs to income. Generally, affordable housing should cost no more than 30 percent of a household's annual income. For example, a household earning \$100,000 and spending \$30,000 or less annually would be considered affordable. This level of affordability varies from community to community. Wayzata residents had a median household income of \$94,097 in 2020, which would equate to a median affordable housing cost of \$2,352 per month. Additionally, the 2040 Comprehensive Plan identifies the regional goals for the development of additional affordable housing. Maintaining existing affordable housing units within the community is one tool for providing affordability. There are a number of Naturally Occurring Affordable Housing (NOAH) uses along the corridor. Each has been identified on the illustrative plans in each section. As development is proposed along the corridor, consideration of the preservation or enhancement of these NOAH properties should be considered.



Housing within the Town Core

PART A: CONTEXT

MOBILITY CONTEXT

Understanding how people move throughout a community and study area provides insight into overall patterns and trends. Whether by car, bike, foot, chair, or bus, all modes of transportation should be explored, understanding the infrastructure dedicated to each mode and the resulting access, connectivity, and safety.

Roadways

The study area for the Wayzata Boundary Corridor Study encompasses all of Wayzata Boulevard from Highway 12 on the west side to Highway 12 and Bushaway Road on the east side and Central Avenue from Wayzata Boulevard to Highway 12. There are a number of intersecting local roadways throughout the study area. The City of Wayzata and Hennepin County both have jurisdiction over roadways within the study area. Hennepin County has jurisdiction of Highway 101, also known as Central Avenue from Highway 12 to Wayzata Boulevard and Wayzata Boulevard from Central Avenue to Highway 12. All other roadways are local roadways under the jurisdiction of the City of Wayzata.

Roadway Volumes

Existing and forecasted traffic volumes provide an understanding of the overall use of a roadway and can be used to analyze potential cross sections and design improvements. The most recent traffic volumes collected within the study area were collected as part of the Comprehensive Plan. Volumes are presented as the number of trips on that segment of roadway on a daily basis. The existing volumes identified within the Comprehensive Plan range from 10,000 to 21,800 vehicles per day (vpd) throughout the study area. The Comprehensive Plan also forecasted future traffic volumes for the year 2040, based on development trends and anticipated growth rates. This analysis forecasted growth to 12,300 to 25,000 vehicles per day within the study area. The following table identifies the existing and forecasted volumes for each segment of the corridor.

Roadway Segment	Existing Volume	2040 Forecasted Volume	% Increase
Wayzata Boulevard – from Highway 12 to Minnetonka Avenue	10,000 vpd	12,300 vpd	23.0%
Wayzata Boulevard from Minnetonka Avenue to Superior Boulevard	14,700 vpd	17,000 vpd	15.6%
Wayzata Boulevard from Superior Boulevard to Highway 12	21,800 vpd	25,000 vpd	14.7%
Central Avenue from Wayzata Boulevard to Highway 12	17,400 vpd	22,000 vpd	26.4%

Source: 2040 Comprehensive Plan, MnDOT

PART A: CONTEXT

Bike and Pedestrian Infrastructure

In addition to the roadways within the study area, bicycle and pedestrian infrastructure rounds out the mobility options along Wayzata Boulevard. Bicycle and pedestrian infrastructure include both the dedicated travel facilities (i.e., sidewalks, trails, and lanes) and the facilities or improvements that aid movement by walking, biking, and rolling (i.e., crosswalks, median refuge, and pedestrian signs/lights). Infrastructure within the study area primarily includes sidewalks that range in width from 4 to 8 feet along with painted and/or signed crosswalks. Recent improvements at some intersections include median refuge opportunities, allowing pedestrians to cross halfway before the next break in traffic. There are a number of gaps in the sidewalk network that inhibit connectivity, particularly on the south side of Wayzata Boulevard. These identified gaps include gaps where no specific accessible pedestrian facility is provided.

Dedicated bicycle infrastructure is not present along Wayzata Boulevard. By law, bicycles have the right of way to share a driving lane with vehicles when no other facility is available. Additionally, traditional 4- to 6-foot sidewalks are designed for pedestrian traffic or the walking of bicycles. Dedicated on-street bike infrastructure is available adjacent to the corridor on Barry Avenue and Ferndale Road. These treatments include bike lane and sharrow, respectively.

There are a number of intersections with infrastructure to support the safe crossing of bicycles and pedestrians within the corridor. Many of the existing intersections have paved crosswalks to indicate a crossing location to all modes. Additionally, intersections controlled by a traffic signal provide a pedestrian controlled crossing and timing system to facilitate crossing.

Crash History

Crash data from the Minnesota Crash Mapping Analysis Tool (MnCMAT) was reviewed for the years 2012 through 2021. Five years of historic crash data is reviewed for all transportation modes. Ten years of historic crash data was reviewed for crashes involving pedestrians and bicyclists. Within the years 2017 through 2021, 258 crashes were reported on Wayzata Blvd and Central Ave within the study area. Approximately 63 percent of the total crashes were Rear End and Angle crash types. For the analysis of the corridor study, we are particularly interested in crashes that are a result of roadway design or function, rather than weather or other related incidents. Approximately 28 percent of total crashes involved Serious or Minor Injuries. The majority of crashes, 71 percent, were classified as Property Damage Only, indicating the no injury occurred. Note that of the crashes reviewed, one was fatal (2017), and one involved serious injury (2021).



Existing Flashing Beacon at Barry Ave

PART A: CONTEXT

Crash Types, 2017 - 2021

Crash Type	Total Crashes	% of Total
Pedestrian	4	1.6%
Bike	1	0.4%
Single Vehicle Run Off Road	16	6.2%
Single Vehicle Other	2	0.8%
Sideswipe Same Direction	30	11.6%
Sideswipe Opposing Direction	4	1.6%
Rear End	66	25.6%
Head On	4	1.6%
Left Turn	22	8.5%
Angle	98	38.0%
Other	11	4.3%
Total	258	--

Crash Severity, 2017 - 2021

Crash Type	Total Crashes	% of Total
Fatal	1	0.4%
Serious Injury	1	0.4%
Minor Injury	33	12.8%
Possible Injury	40	15.5%
Property Damage Only	1883	70.9%
Total	1,958	--

The majority of crashes were localized on the segment of Wayzata Blvd between Central Ave and Highway 12 to the east, and on the segment of Central Avenue between Wayzata Blvd and Highway 12 to the north. These areas not only have higher daily traffic volumes than the western segment; they also have access in closer proximity, and more complex lane configurations for travelers to navigate. Exploring the crash types and their density along various segments of the roadway is helpful for understanding opportunities for improvements. For example, there is a high density of Angle Crashes along the eastern segment of Wayzata Boulevard where there is also a higher density of local access points. Additionally, there is a density of rear end crashes (also identified as front to rear) along Wayzata Boulevard between Superior Boulevard and Central Avenue. This area includes two traffic signals and is an area of many turning movements off of the corridor. At least 12 of the 66 rear end crashes are located in this short segment of the corridor.

Other factors of the crash history should also be examined to understand a complete picture of any safety problems or considerations. As a winter season community, environmental factors are also a contributing factor to crashes. While some crashes are inevitable due to driver activity, the conditions of the roadway (e.g., snow covered, wet) and the season can influence crashes or increase severity.

PART A: CONTEXT

Figure 1. Crash Map

PART A: CONTEXT

Pedestrian and Bicycle Crashes

Pedestrian and bicycle crash data from the Minnesota Crash Mapping Analysis Tool (MnCMAT) was reviewed for the years 2012 through 2021. Within the years 2012 through 2021, 12 of the total 508 crashes reported on Wayzata Blvd and Central Ave involved a pedestrian or bicyclist. Nine crashes involved pedestrians and three involved bicyclists: of these, two involved serious injuries.

The majority of pedestrian and bicycle crashes followed the larger all-traffic crash trends of occurring on the segment of Wayzata Blvd between Central Ave and US 12 to the east, and on the segment of Central Avenue between Wayzata Blvd and US 12 to the north.



Wayzata Blvd and Minnetonka Ave looking west

Pedestrian and Bicycle Crashes, 2012 - 2021

Crash Year	Crash Type	Severity
2012	Pedestrian	Minor Injury
2013	Bike	Minor Injury
2014	Pedestrian	Possible Injury
2015	Pedestrian	Possible Injury
2015	Bike	Serious Injury
2016	Pedestrian	Serious Injury
2016	Pedestrian	Minor Injury
2017	Pedestrian	Minor Injury
2017	Pedestrian	Minor Injury
2019	Pedestrian	Minor Injury
2019	Bike	Possible Injury
2020	Pedestrian	Possible Injury

PART A: CONTEXT

Figure 2. Bike/Ped Crash Map

PART B: VISION & GUIDING PRINCIPLES

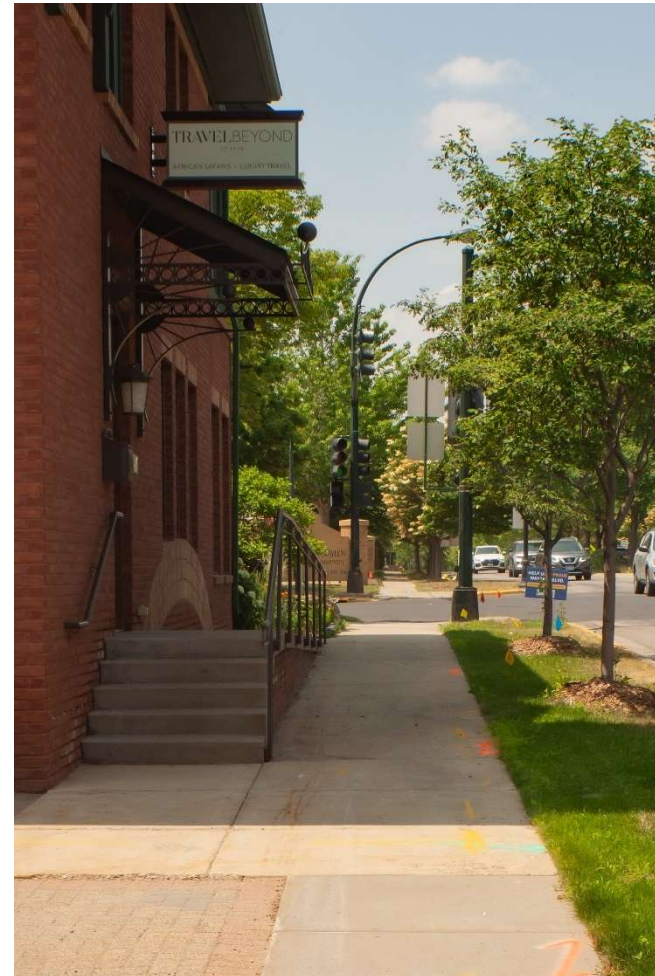
PART B: VISION & GUIDING PRINCIPLES

Wayzata Boulevard is a key feature of the Wayzata Community. The corridor plays a number of functions, each evolving with development changes, public investments, and economic growth. On average over 30,000 vehicles use at least one of the three study area termini to enter or exit the community each day. The transportation infrastructure and adjacent development inform the experiences and impressions for each of these travelers.

WHAT IS A CORRIDOR VISION?

The Wayzata Boulevard Corridor Study will define policy and implementation actions to support development, mobility, and public realm investments for years to come. A corridor vision provides a framework for supporting future decisions, public investments, and partnerships that support long-term community plans and needs. The vision statement needs to be broad enough to provide long-term guidance for the entire corridor, but with enough specificity to represent community input and guide investment.

Guiding Principles are an additional tool to support decision making and the corridor vision. They are intended to provide a big-picture direction and priorities for the corridor. They represent the community's needs and desires and connect to future investment and policy decisions. These elements will specifically inform the recommendations of the plan.



Existing Mixed-Use in the Town Core

PART B: VISION & GUIDING PRINCIPLES

COMMUNITY INPUT

Community input was a cornerstone of the Wayzata Boulevard Corridor Study process. Multiple themes were identified through engagement opportunities and these themes informed the development of the corridor vision and supporting guiding principles.

- **Safety:** Safety for all modes should be prioritized through moderation of speed and street design
- **Manage Mobility:** A balance between local access and overall mobility is desired to meet the various user needs.
- **Parks and Open Space:** The existing parks and open spaces in the study area are highly valued and should be prioritized for investment and maintenance.
- **Arts and Culture:** The corridor provides an opportunity to showcase the community's culture and charm.
- **Design and Appearance:** Development trends and patterns have shaped the corridor today and recent zoning and regulation updates are shaping the corridor appearance.
- **Development:** There are many valued and established developments along the corridor and a number of opportunities for investment and change. Development can be a means to achieve greater improvement to the corridor than public investment alone can accomplish.
- **Identity:** Wayzata Boulevard supports the overall charm and identity of the community and serves as a key gateway to greet visitors and welcome residents home.
- **Multimodal:** Wayzata Boulevard should support safe and efficient movement by all modes. Where provided, multi-modal improvements will be context-appropriate and implemented to reinforce existing networks.
- **Goods and Services:** Development along the corridor provides essential goods and services for residents, and access to these destinations is important.
- **Residential:** Residential development has been a component of the corridor for many years, and future growth can take many forms, but will remain compatible with Wayzata today.

PART B: VISION & GUIDING PRINCIPLES

CORRIDOR VISION

The vision for Wayzata Boulevard embraces the community's vision and mission:

Wayzata Vision:

Wayzata is charming, socially connected, and walkable lakeside community. A multi-generational community at the forefront of sustainability, with a healthy environment, enticing parks and public spaces. It is a proud steward of its premier natural asset, Lake Minnetonka.

Wayzata Mission:

To preserve and enhance the quality of life of the community, in order to be the idyllic city on Lake Minnetonka to live, work, shop and play.

WAYZATA BOULEVARD VISION

Wayzata Boulevard is a central element of the community's identity, providing connections, spaces, and destinations for community members and visitors. The corridor provides an opportunity for social, physical, and employment connections. The Wayzata Boulevard vision embraces the following key elements:

SENSE OF PLACE AND IDENTITY: Wayzata Boulevard serves as the gateway to the community, greeting visitors and welcoming residents home, so it is imperative to create unique opportunities to highlight the community charm and identity.

MOBILITY OPTIONS: Investment in Wayzata Boulevard will support safe and efficient mobility for all transportation modes.

PEDESTRIAN SAFETY: While safe transportation for all is important, investment to improve and complete the pedestrian network should be a priority.

RESIDENTIAL VIBRANCY: Wayzata Boulevard and the surrounding area is the heart of the Wayzata Community. Fine grained land use adjustments and overlay zoning will provide opportunities to enhance existing residential areas and allow for varied redevelopment.

DESTINATIONS AND ACCESS: Many destinations within the community can be accessed from multiple modes. Balancing needed access with overall mobility goals is a priority.

RANGE OF EMPLOYMENT: Wayzata Boulevard businesses provide a range of employment opportunities within the community, create opportunities for community members, provide needed community services, and welcome visitors into the community on a daily basis.

PART B: VISION & GUIDING PRINCIPLES

GUIDING PRINCIPLES

To support the Wayzata Boulevard corridor vision, eight guiding principles were created to support the specific direction and guidance to achieve the vision. The principles should be used as a tool for evaluating and directing future plans, decisions and investments. They encompass the corridor's future identity, safety, and public realm investments.

As future public and private investments are explored, the guiding principles should be used as a primary tool for evaluating projects and their fit within the plan. They are also intended to be used as a tool and framework for future policies, plans, and decision making.

1

Wayzata Boulevard serves as the **GATEWAY TO THE COMMUNITY**, creating opportunities to showcase and introduce community charm and identity through design, public infrastructure, and guided development.

2

Provide **SAFE, CONVENIENT**, and **PLEASANT** transportation options for all, through user-friendly features, such as sidewalks, crosswalks, bike lanes, lighting, signage, and more.

3

Expand on the diverse uses and development types of the corridor to optimize **ECONOMIC DEVELOPMENT** and **HOUSING** growth and investment opportunities.

4

Leverage the regional goals and opportunities to **INCREASE HOUSING ACCESS** and **AFFORDABILITY** through new housing opportunities along the corridor.

PART B: VISION & GUIDING PRINCIPLES

5

Promote investment, enhancement, and stewardship of the **NATURAL AND OPEN SPACES** along the corridor, expanding opportunities to enhance access for all.

6

Capture the value of existing parks and recreational destinations by exploring **PHYSICAL CONNECTIONS** and leverage the resources available to the community.

7

Promote **INVESTMENT** and **REDEVELOPMENT** along the Wayzata Boulevard Corridor to support the community's goals and needs for **EMPLOYMENT AND SERVICE OFFERINGS**.

8

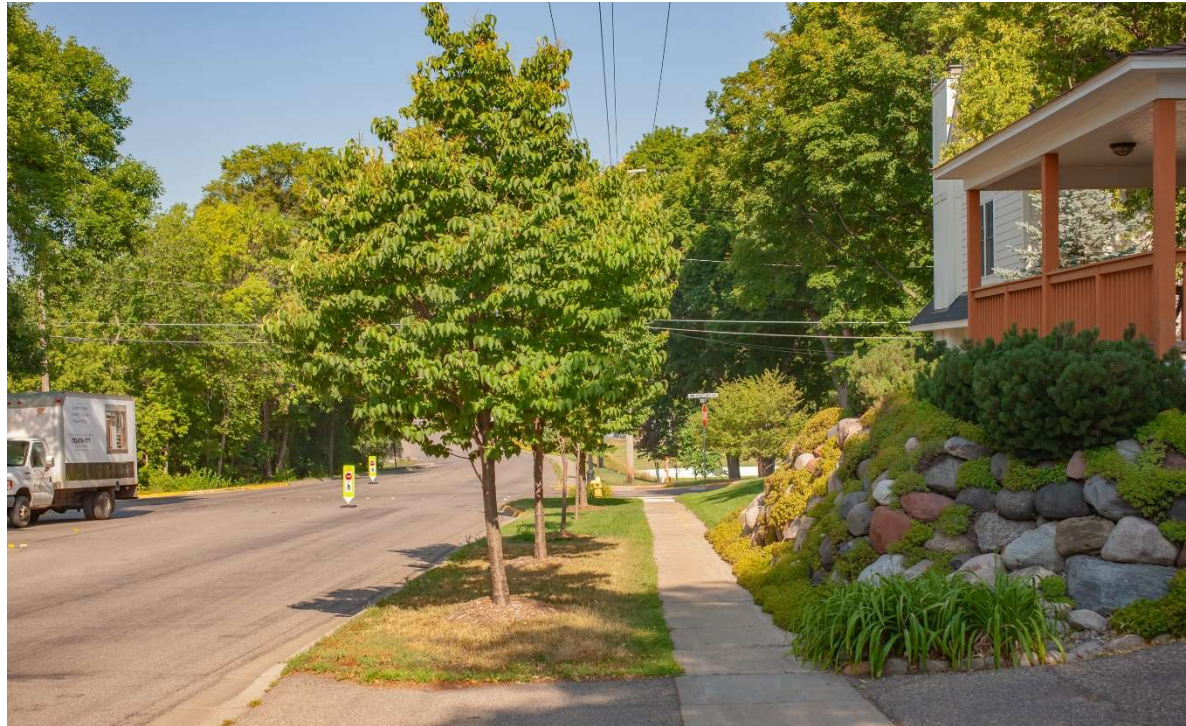
Create a **UNIFIED CORRIDOR** that builds on the overall identity of Wayzata, promotes its future potential, celebrates public art, and provides its own **UNIQUE SENSE OF PLACE**.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

INTRODUCTION

Corridor strategies were developed and analyzed to lay the framework for future implementation and decisions making that supports the community's vision for the corridor. This framework is organized into five sections – Framework Overview and the Segment Plans.

- **Wayzata Boulevard Framework Overview:** This section reviews the concepts and considerations that apply to the entirety of the study area and identifies the general framework for strategies.
- **Gateway Specific Plans:** These four plans tailor the overall strategies to the specific segment of the study area to create context specific solutions. Illustrative plans are provided for each gateway plan to illustrate the recommendations across the four focus areas.



Town Core looking west

PART C: FRAMEWORK & CORRIDOR STRATEGIES

WAYZATA BOULEVARD FRAMEWORK OVERVIEW

The framework each topical area (land use and development; safety improvements; transportation and mobility; and public realm improvements) establishes an overall approach that applies to the entirety of the study area. This framework provided the opportunity to create strategies and recommendations specific to each of the gateways. Details of the overarching approach to each area should be reviewed to support the specific strategies described in **Part D: Implementation**.

LAND USE AND DEVELOPMENT



What is Land Use and Development?

Land Use and Development supports overall guidance for land use decision making and strategies for development and redevelopment investments within the community.

Common Engagement Themes

Service uses: The Wayzata Boulevard corridor supports some of the only service-based uses in the community, and access to those uses should be maintained.

Access to housing: Access to a variety of housing types that are affordable and available for new or transitioning community members is desired.

Connecting community spaces: While there is a wide range of use types along the corridor, the community emphasized the connection between uses and the desire for access and connection, particularly to green spaces.

Land Use and Development Framework Elements

- Land use districts
- Specific land use opportunities
- Physical connection

The Wayzata Corridor Study is intended to establish an overall vision for the corridor with specific land use, transportation, safety, and streetscape strategies to achieve that vision. The land use and development component of the study is intended to build from the recommendations and guidance of the city's 2040 Comprehensive Plan and serve as a small area plan with additional guidance and recommendations beyond the traditional future land use approach. Recommendations identified within this section should be viewed as flexible, allowing the plan to respond to changing trends and needs through the decision-making process. This memorandum is not intended to be used as a proactive redevelopment plan; rather, it is a framework of strategies for implementation when the timing is appropriate.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

While the Comprehensive Plan will continue to serve as the primary guidance document for development decisions within the community, the Wayzata Boulevard Corridor Study identifies additional guidance, strategies and solutions that can inform future investments and decision making. In order to best serve as a supplement to the Comprehensive Plan, the land use opportunities along the corridor should be built from the future land uses identified in the 2040 Plan.

As noted, there are generally five land use categories used to guide development within the study area. These five categories provide broad context and recommendations to inform zoning and development decisions. However, analysis and community input within the study found that further refinement of the mixed-use category to align with current and future uses was warranted. For example, mixed-use development opportunities for a large parcel, like the Colonial Square site at 1125 Wayzata Boulevard East, have different potential than smaller parcels, like the former gas station at 1022 Wayzata Boulevard East to the south.

The land use framework within this Plan provides additional recommendations that can be used to inform future zoning updates that support the goals of this plan and the 2040 Comprehensive Plan when guiding mixed use development. The Comprehensive Plan will continue to serve as the primary document for informing land use decisions, and this Plan should support those decisions with the additional guidance and recommendations identified. The refined land use districts are identified in the following figure.



Bicyclist headed east on Wayzata Boulevard

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 3. Land Use Districts

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Mixed-Use Districts

The Mixed-Use Commercial/Residential category allows for a range of uses that represent retail, service, office, and multi-family residential. This broad category can take many forms, including vertical mixed-use with ground floor commercial and upper floor residential or horizontal mixed-use with residential uses adjacent to commercial uses. There are a number of opportunities for mixed-use within the study area that have been organized into the following districts:

- Auto Oriented Commercial
- Office, Service and Mixed-Use
- High Intensity Mixed-Use
- Medium Intensity Mixed-Use
- Neighborhood Mixed-Use

Auto Oriented Commercial

The Auto Oriented Commercial District is intended to support general commercial uses that are primarily oriented to access by vehicles. Examples include gas stations, drive-throughs, and other service-oriented uses.

Guided Uses:	General commercial uses focused on auto oriented uses. This district would be the only one to allow drive-thrus as a conditional use, along with other auto-centric uses (e.g., gas station).
Building Height:	Maximum three-story
Building Orientation:	Structures should be oriented on the site for the proper management of circulation within the site for vehicles and relationships to access Wayzata Boulevard.
Residential Density:	N/A
Parking and Access:	Future development to be guided for shared access and parking as much as possible. Careful consideration of queuing for drive-thrus and site circulation needed.
Other Considerations:	This district would be the only area where drive-thrus would be considered.

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Office, Service and Mixed-Use

The Office, Service and Mixed-Use District is intended to support general commercial uses with opportunities for residential uses. This district provides opportunities for residential development, but it is not a primary focus.

Guided Uses:	General commercial uses with limited opportunities for vertical mixed-use (residential on upper floors). Ground floor uses may include any arrangement of public and commercial uses. Examples may include a ground floor retail store or a community room managed by the residential manager.
Building Height:	Maximum three stories, with stepbacks required at the third story as identified by the <i>Wayzata Design Standards</i> .
Building Orientation:	Structures should be oriented to the street with parking located in the rear
Residential Density:	10 to 30 units/acre as allowed within the Comprehensive Plan, with opportunities for density bonuses as allowed within the city's code.
Parking and Access:	Future development should include opportunities for shared access to adjacent lots with parking located in the rear. Access points should be avoided within 100 feet of an intersection and should be spaced at least 300 feet from another access.
Other Considerations:	The district supports coordination between existing uses and future development opportunities.

High Intensity Mixed-Use

The High Intensity Mixed-Use District is intended to support the highest density mixed-use development within the community. The district supports a combination of vertical and horizontal mixed-use. Additional development may support service or office uses on upper floors, in addition to residential uses.

Guided Uses:	General commercial and high-density residential uses as horizontal or vertical mixed-use developments. Ground floor uses may include any arrangement of public and commercial uses. Examples may include a ground floor retail store or a community room managed by the residential manager.
Building Height:	Maximum four stories, with stepbacks required for the fourth story as identified within the <i>Wayzata Design Standards</i> .

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Building Orientation:	Structures should be oriented to the street with parking located in the rear.
Residential Density:	10 to 30 units/acre as allowed within the Comprehensive Plan, with opportunities for density bonuses as allowed within the city's code.
Parking and Access:	<p>Future developments are to be guided for shared access and parking as possible with parking located in the rear. Access points should be avoided within 100 feet of an intersection and should be spaced at least 300 feet from another access.</p> <p>Tools to manage parking uses throughout the day can be used to limit the overall parking need (day versus evening parking).</p>
Other Considerations:	This district provides opportunities to increase access to affordable housing through the density bonus tool to provide meaningful density increases throughout the corridor.

Medium Intensity Mixed-Use

The Medium Intensity Mixed-Use District is intended to support similar uses to the High Intensity Mixed-Use District on a smaller scale within the community. The district supports a combination of vertical and horizontal mixed-use. Additional development may support service or office uses on upper floors, in addition to residential uses.

Guided Uses:	General commercial and high-density residential uses as horizontal or vertical mixed-use developments
Building Height:	Maximum three stories, with stepbacks required at the third story as identified by the <i>Wayzata Design Standards</i> .
Building Orientation:	Structures should be oriented to the street with parking located in the rear.
Residential Density:	10 to 30 units/acre as allowed within the Comprehensive Plan, with opportunities for density bonuses as allowed within the city's code.
Parking and Access:	<p>Future development to be guided for shared access and parking as possible with parking located in the rear. Additionally, tools to manage parking use throughout the day can be used to limit the overall parking need (day versus evening parking). Access points should be avoided within 100 feet of an intersection and should be spaced at least 300 feet from another access.</p>
Other Considerations:	This district provides opportunities to increase access to affordable housing with higher densities. Additionally, horizontal mixed-use may function best within this district and create additional housing options.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Neighborhood Mixed-Use

The Neighborhood District is intended to support existing single-family and multi-family residential uses with the introduction of small-scale commercial uses. These uses exist today – from offices to in-home occupations. Generally, the district is intended to support the continued residential uses with possibilities for neighborhood commercial to be considered on smaller lots along the corridor.

Guided Uses:	Primarily single-family and multi-family residential uses with opportunities for neighborhood commercial uses, including personal services, professional services, and limited retail. The C-1A and C-1B zoning districts outline a framework that can be used to execute the mixed of uses within this district.
Building Height:	Maximum three stories, with stepbacks required at the third story as identified by the <i>Wayzata Design Standards</i> .
Building Orientation:	Development should be guided to align with existing development forms in the neighborhoods. Commercial uses should respect adjacent residential uses and fit within the context. For example, a consistent setback across the entire district provides a similar look and feel for travelers as they move along the corridor.
Residential Density:	3 to 6 units per acre, but up to 30 units per acre for lots with existing multi-family residential. Bonus densities may also be available as allowed within the zoning ordinance.
Parking and Access:	Individual access to be provided from side streets with parking requirements to align with the proposed use.
Other Considerations:	This district promotes the maintenance and enhancement of the existing neighborhoods with additional opportunity for services.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Public Districts

The Public Districts represent uses and spaces that provide a public asset or service within the community. The three land uses that align with these districts are the Institutional/Public, Parks, and Public Open Space land uses. These uses each align with open space and recreation areas or public services/resources (e.g., schools, religious institutions). For the purposes of this study, it is assumed that the following district will generally remain as they exist today:

- Parks and Open Space
- Public Spaces

Parks and Open Space

The Parks and Open Space District is intended to identify existing recreational and natural resources within the study area. These are fixtures within the community and are direct contributors to the quality of life and charm of the community. Stewardship and enhancement of these uses are supported within the plans' recommendations.

Guided Uses:	Open space, parks, and outdoor recreation
Building Height:	One story
Building Orientation:	Amenities and structures should be oriented to best align with the specific uses on site.
Residential Density:	N/A
Parking and Access:	If parking is provided, proper access to be provided from a side street to a small lot. Access from trails and sidewalks is highly encouraged.
Other Considerations:	Stewardship of existing resources and further enhancement is a major goal within this district.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Public Spaces

The Public Spaces District is intended to support existing institutional or public uses within the study area. From schools to religious institutions, there are a number of these uses along the corridor that contribute to the sense of place and identity of the corridor. Generally, these uses are supported to remain within the study area.

Guided Uses:	Public or Semi-Public Uses
Building Height:	Maximum three stories, with stepbacks required at the third story as identified by the <i>Wayzata Design Standards</i> .
Building Orientation:	Development should be guided to align with existing development forms in surrounding areas and to best support the overall site circulation and needs.
Residential Density:	N/A
Parking and Access:	Individual access to be provided from side streets, when applicable, with on-site parking requirements to align with the proposed use.
Other Considerations:	This district promotes the maintenance and enhancement of the existing uses.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Residential-Only Districts

The Residential-Only District represents existing residential development within the western portion of the corridor. Today, residential development varies from apartments to single family homes on lots of 1 acre or larger. Future land use is guided for high density residential, low density residential, and one-acre single family. These uses are all grouped into a single Neighborhood Residential District for the purposes of the Wayzata Boulevard Corridor Study.

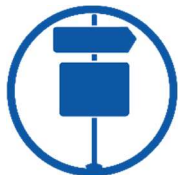
Neighborhood Residential

The Neighborhood Residential District is intended to support existing residential development at all densities. Residential development has been the primary focus of this area of the corridor and is guided to remain for years to come.

Guided Uses:	Single-family and multi-family residential. No new commercial uses will be permitted.
Building Height:	Maximum of three stories
Building Orientation:	Development should be guided to align with existing development forms in the neighborhoods. Commercial uses should respect adjacent residential uses and fit within the context. For example, a consistent setback across the entire district provides a similar look and feel for travelers as they move along the corridor.
Residential Density:	1 to 40 units per acre in alignment with the future land use plan guidance. Bonus densities may also be available as allowed within the zoning ordinance.
Parking and Access:	Individual access to be provided from side streets with parking requirements to align with the proposed use.
Other Considerations:	This district promotes the maintenance and enhancement of the existing neighborhoods.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

SAFETY IMPROVEMENTS



What are Safety Improvements?

Short-term improvements that specifically support the safety of all travelers – walking, biking, rolling, driving, etc.

Common Engagement Themes

Bicycle and pedestrian safety: The ability to move safely throughout the corridor was a primary theme.

Crash rates and driving conditions: Community members recognize common crash areas and situations that can be refined through future improvements.

Safety Improvement Framework Elements

Short-Term Improvements; Spot Improvements

Safety improvements were explored within this study as an opportunity for an initial step of implementation. A desire for increased safety measures was heard loud and clear through engagement and supports local and regional goals. This safety improvement framework explores high priority areas for improvements through technical analysis and engagement. A total of six locations were then explored to identify specific recommendations that can be implemented in the short term and are discussed in greater detail within each Gateway Area. The six locations included the Wayzata Boulevard intersections with Ferndale Road, Barry Avenue, Broadway Avenue, Superior Boulevard, Central Avenue, and Bushaway Road.

TRANSPORTATION AND MOBILITY



What is Transportation and Mobility?

Safety improvements include elements that support the movement of people and goods throughout the corridor and to their destination.

Common Engagement Themes

Multimodal infrastructure: The lack of consistent and connected multimodal infrastructure is recognized by the community.

Varied needs and uses: The corridor supports a variety of transportation needs for users, from through movements to short trips to corridor destinations, and each user has their own desire for the future of the corridor.

Safety and driver confusion: The existing design through some segments of the corridor creates confusion for some users, creating safety or access issues. For example, the center left-turn lane along the eastern portion of Wayzata Boulevard is used for a variety of purposes outside of its intended use for left turns and queuing. These other uses include a passing or bypass lane for those traveling along Wayzata Boulevard or an acceleration lane for those turning onto the corridor.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Transportation and Mobility Improvement Framework Elements

Design improvements Multimodal infrastructure Spot improvements

While this study explores a nearly two-mile stretch of roadway, the characteristics, design, and context vary greatly across the relatively short distance. The transportation and mobility framework sets out to explore a balance of mobility (access to destinations), ease of travel, and overall safety for all modes. The corridor strategies specifically focus on **Guiding Principles 1, 2, and 8** to establish a sense of place and create a safe, convenient, and pleasant experience for all.

The transportation and mobility strategies are supported by the safety improvements identified within this Plan. Generally, the transportation and mobility recommendations focus on broader, long-term improvements to the roadway to improve the overall transportation experience, rather than emphasis on specific safety improvements.

The improvements and solutions outlined within the following pages include two primary components – design modifications (i.e., what elements are included in the roadway) and specific spot improvements that support the redesign. While the specific recommendations are identified in the following pages, there are a few elements that apply to all.

- **Planning Level Recommendations:** The recommendations and design solutions presented for each segment represent planning level concepts. This means that specific dimensions and design details will be refined as part of a formal design process prior to construction. Dimensions are provided on the proposed cross-sections to represent a planning level design that would be refined through further design of the roadway. For example, a sidewalk can range from 4-feet to 10-feet in width, depending on the context and needs, and details will be refined through the design process.
- **Design Refinements:** The solutions and strategies identified will take time to implement – from final design to the identification of funding through construction. It should be recognized that design refinements will be made to respond to the changing context and needs.
- **Cross Section Context:** The existing and proposed cross-sections presented for each segment are intended to represent a general condition of that segment of Wayzata Boulevard. It should be noted that the cross section will vary in actual implementation as turn lanes and other elements are included to fit the needs of the specific context.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

PUBLIC REALM IMPROVEMENTS



What are Public Realm Improvements?

The public realm is the general space, from building edge to building edge that we occupy as we travel from place to place, regardless of mode. It includes the roadway, boulevards, sidewalks, and front yards.

Common Engagement Themes

Gateway: The corridor is a gateway into Wayzata at three key locations, and the ability to emphasize this characteristic is desired.

Sense of Place: Wayzata Boulevard is a corridor with many characteristics, the development of a unified sense of place is desired to support the charming community.

Public Realm Improvement Framework Elements

Public realm framework; District setbacks; Wayzata gateways; Public art installations

WHAT IS THE PUBLIC REALM?

The public realm is the conduit for connecting the destinations within the community and generally includes the road and all areas from building edge to building edge, including both public right of way and private front yards. Private front yards contribute to the overall viewshed, but the activation of this space is limited to commercial front yards as private homes are not open to all. The overall size and scope of the public realm varies greatly throughout a community, as roadways vary in size and front yard setbacks differ by zone. Regardless of size, the public realm shapes the view and experience of a place.

The public realm is perceived differently by drivers, bicyclists, and walkers, and consideration must be given to the viewshed of each type of user. Drivers experience the public realm through a windshield at speed and are also focused on their safety and mobility. Bicyclists and pedestrians experience the public realm from a broader perspective, but with more detail due to the slower speed of travel.

The public realm can include several elements and spaces, from driving lanes to boulevards to gateway spaces. Each element builds from each other to shape the overall experience – *How much of the public realm is dedicated to transportation; How is greenspace prioritized; How tall are buildings and is there a consistent design style.*

Influence of the Public Realm

The public realm is a major element of what makes a place great. It provides opportunities for social connection, links destinations, establishes the image or identity, and hosts activities and uses. From that perspective, the public realm is the foundation for how you residents and visitors experience a place or space.

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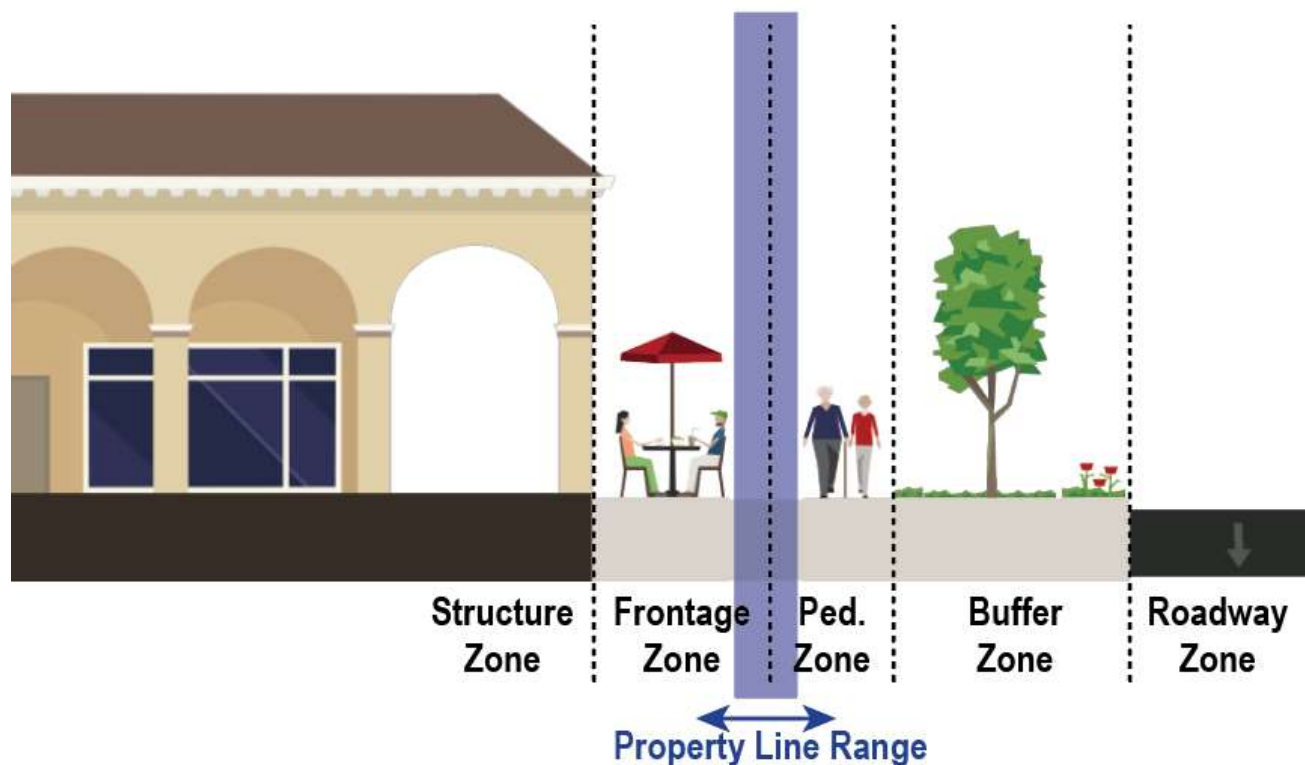
Public Realm influences the response to the following questions: What do you see? How do you interact? Where can you gather and socialize? How can you access destinations? How do you feel – welcome, safe, vulnerable, etc.? What is the identity of the area?

These questions and perspectives can be used to assess and analyze future improvements and guidelines for the public realm.

The public realm is influenced by many factors – roadway changes, setbacks, and design standards – that shape the overall streetscape. To capitalize on the opportunities identified for the Wayzata Boulevard public realm, policy recommendations were explored to establish a framework that can be individualized by land use or geographical sub area.

This framework begins with recognizing the elements of the public realm and how they correlate to one another, ensuring that the public realm serves a primary function of mobility and connection while also supporting socialization, identity, and activities or uses. This concept considers each portion of the public realm to allow for alignment with adjacent uses. For the purposes of this framework, the public realm is split into two halves along the centerline or middle of the roadway.

This public realm space is categorized into five zones to create the overall experience. These zones provide specific functions within the space, creating unique opportunities and considerations for each:



Property lines can fall between fall between the Frontage and Pedestrian Zones

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	Descriptions	Opportunities and Elements
Structure Zone	The Structure Zone recognizes the limits of the public realm – the structures. While the public realm does not extend into the interior, the exterior building form and materials influence the public realm. The location of existing buildings is fixed, however the vision for the Structure Zone anticipates a difference balance of the Structure and Frontage Zones if properties redevelop.	<ul style="list-style-type: none"> • Wayfinding • Gathering spaces
Frontage Zone	The Frontage Zone includes elements of the public right of way and private property. This zone can include a number of elements from public furnishings to private uses, including parking, cafes/patios, and landscaping. This can be a key zone for activation of the public realm.	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Public art • Wayfinding • Gateway signage • Refuge and rest areas • Gathering spaces • Greenspaces and vegetation • Transit
Pedestrian Zone	Pedestrian Zone is dedicated to the movement of people by non-vehicular modes. Sidewalks and trails are the primary infrastructure for moving those walking and rolling and also expand to bicyclists when wide enough. Similar to the Roadway Zone, this zone promotes movement and connection within the public realm.	<ul style="list-style-type: none"> • Accessible connections • Public art • Wayfinding • Transit
Buffer Zone	The Buffer Zone provides a buffer to separate pedestrian and vehicular movement, addition of green space, and elements that can slow traffic.	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Wayfinding • Gateway signage • Greenspaces and vegetation • Buffers and separation
Roadway Zone	The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb.	<ul style="list-style-type: none"> • Accessible connections • Wayfinding • Transit

PART C: FRAMEWORK & CORRIDOR STRATEGIES

There are specific improvements and elements that can be considered within each zone to build the overall experience. These elements include:

- **Accessible connections** to move people through the public realm and connect them to destinations.
- **Corridor lighting** at the pedestrian scale that increase safety and visibility.
- **Public art** that enhances the identity of the community and corridor. Public art can include permanent installations, temporary fixtures, and ephemeral art.
- **Wayfinding** signage and tools that support connection and guide travelers to destinations within the community.
- **Gateway signage** that helps to solidify the entrance to the City of Wayzata as people enter the community. This signage is a key element of establishing identity.
- **Refuge and rest areas** provide spaces for people to rest and relax in the public realm between destinations and experiences. This can include benches for rest or refuge spaces that allow travelers to pause and take in the space.
- **Gathering spaces** that provide a space for social connection within the corridor.
- **Greenspaces and vegetation** provide multiple functions, including beautification, traffic calming, and separation.
- **Buffers and separation** support a feeling of safety between competing uses and needs.
- **Transit** offerings and infrastructure support another mode of movement throughout the corridor.

District Setbacks

The front yard setback of the properties along a corridor influences the public realm experience as they establish the available space within the Frontage Zone. The existing setbacks within the study area were explored, examining both the qualitative experience as a pedestrian or driver and the overall space needs to accommodate various uses. As a result, setback recommendations were established for the study area using the Wayzata Boulevard and Bluff Districts created within the *Design Standards*.

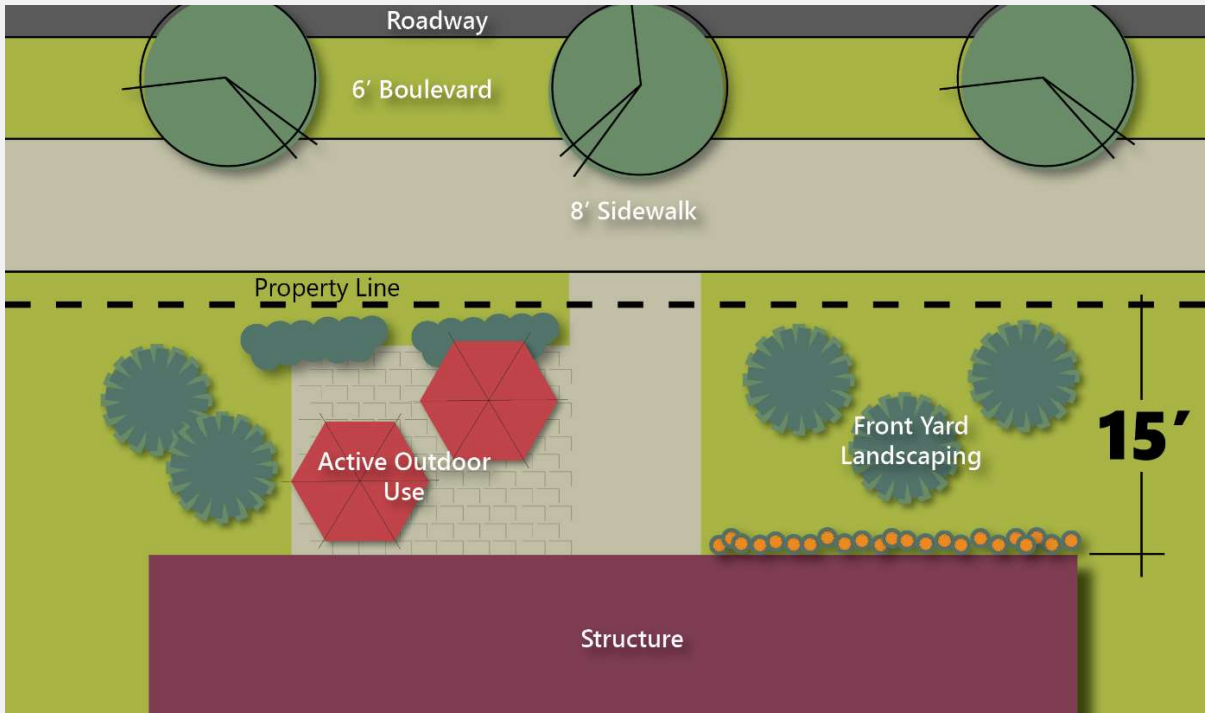
Wayzata Boulevard District Setbacks

Existing setbacks within the Boulevard District range from a minimum of 10' to greater than 50' throughout the study area. This range of setbacks creates various experiences with some properties providing active seating areas within the front yard to large parking lots situated between the building and the front lot line. Setback recommendations for the Boulevard District were developed in a tiered system – creating flexibility for the property owner to provide varied uses within the front yard. The shorter setback guidance aligns with the design

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standards, supporting activation of the frontage zone. However, this narrower area does not allow for front yard parking and limits available area for other active uses. A larger setback is also proposed that could accommodate a single row of parking in the front yard.

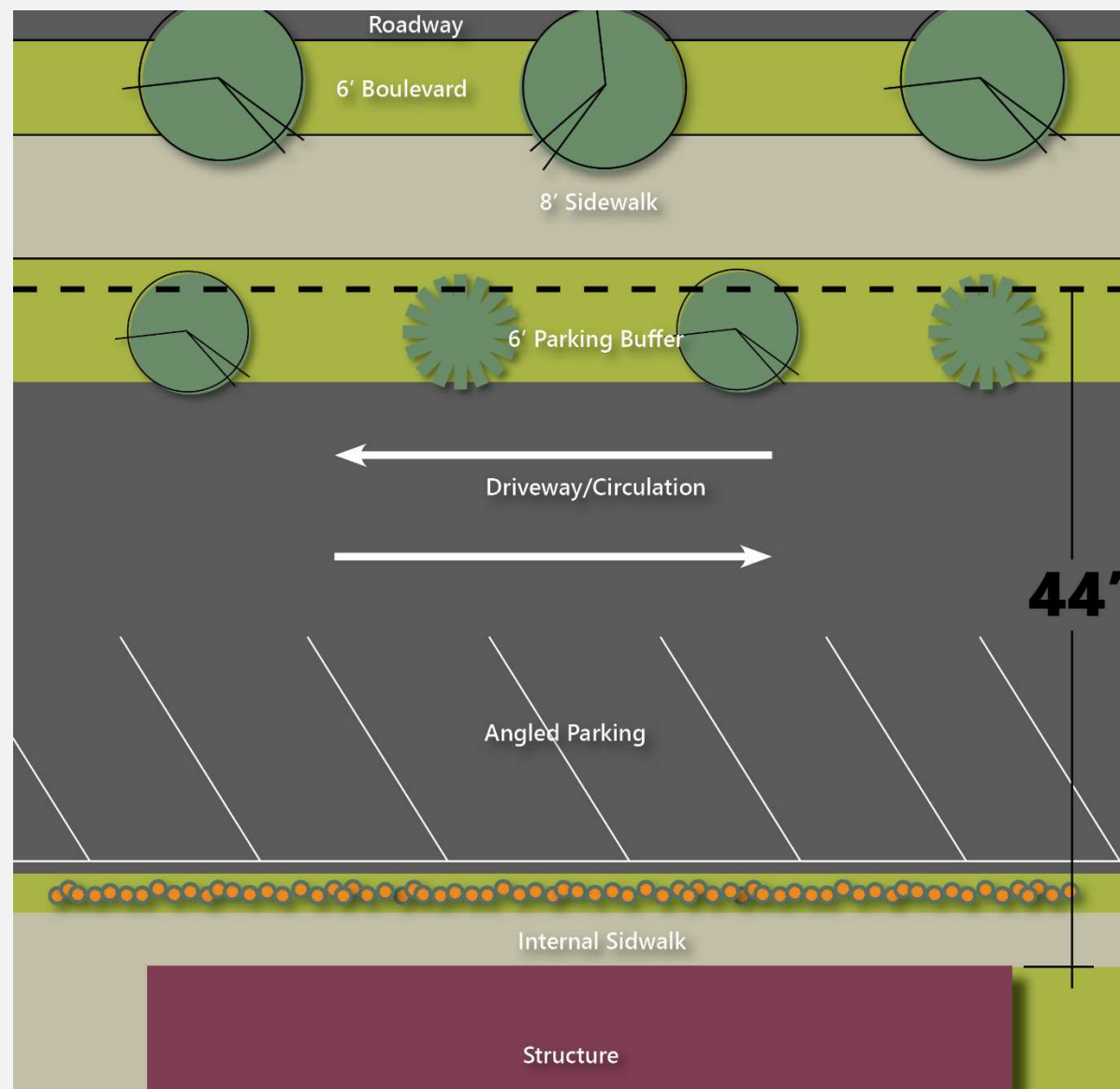
Tier 1: Narrow Setback



The 15-foot setback provides the minimum space needed to support active uses with easy views of the uses within the building. Parking would not be allowed within this setback tier, and uses could be limited to outdoor seating, public uses, and general landscaping.

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Tier 2: Wide Setback



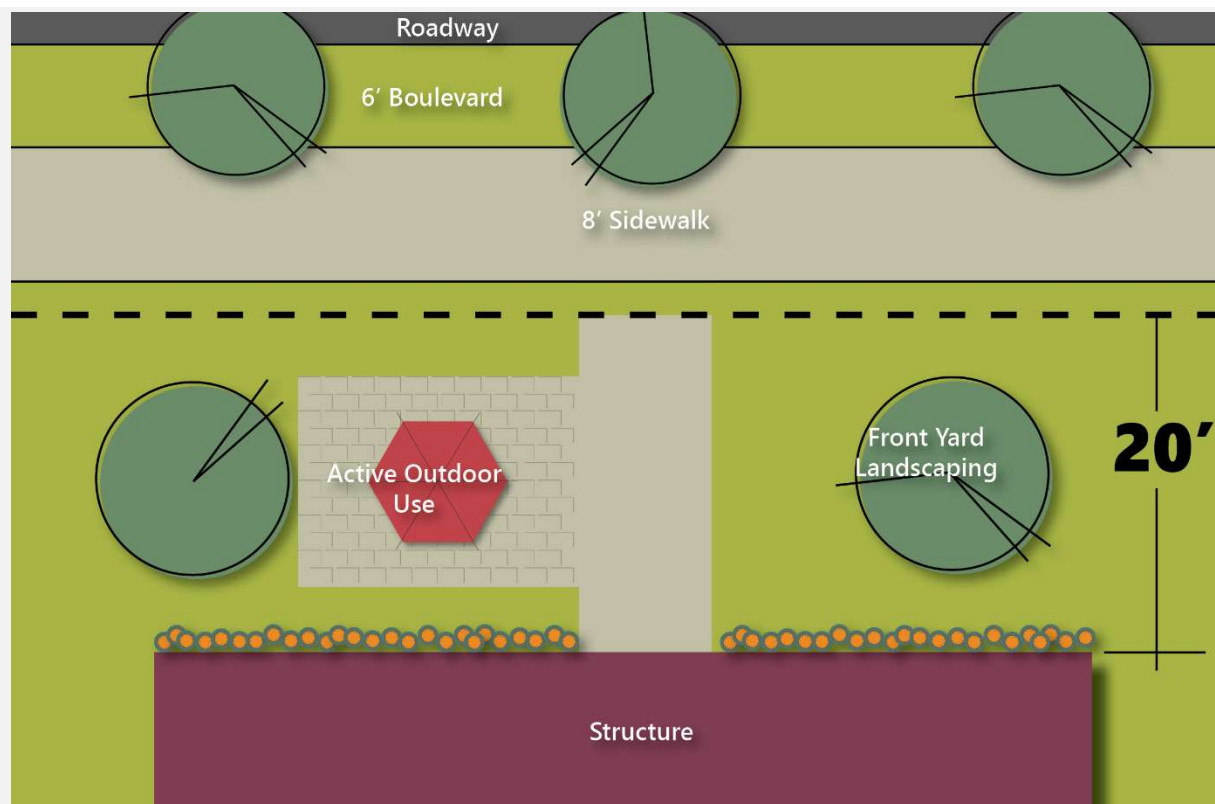
The 44-foot setback provides the additional space to expand the active uses or accommodate parking within the front yard. Additionally, this distance keeps the structure within an adequate distance for view by travelers along the corridor. A single row of parking could be included within this tier, with additional parking located in the side or rear yard as needed. Parking and circulation within the front yard would require the planting of a 6' parking buffer between the front lot line and parking areas.

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Bluff District Setbacks

Existing setbacks within the Bluff District range are generally 20' for existing residential areas. Larger setbacks are used for public uses within the district as well. The general 20' setback maintains a consistent experience as you travel along the corridor, and this experience should be maintained as new development is pursued. A single setback of 20' is recommended within the Bluff District to maintain the current look and feel. This space allows for a combination of active outdoor use and landscaping. For single-family homes with driveway access to Wayzata Boulevard, front yard parking would be allowed. However, no front yard parking should be allowed for multi-family or commercial uses.

Bluff District Setback



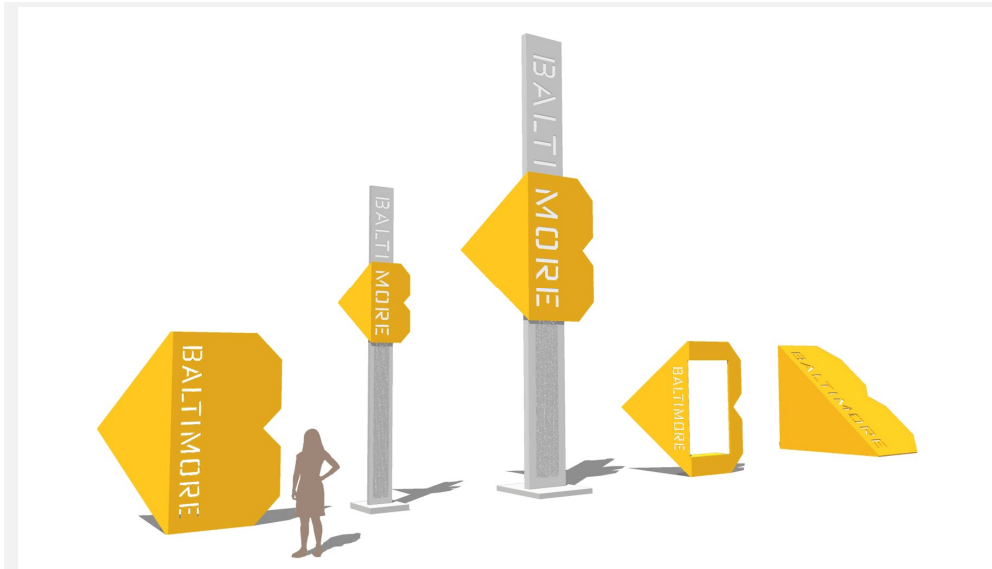
The 20-foot setback provides the minimum space needed to support active uses with easy views of the uses within the building. Parking would only be allowed for single family homes with driveways that access Wayzata Boulevard, and uses could be limited to outdoor seating, public uses, and general landscaping.

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Gateway Signage and Public Art

The roadway design and adjacent development are fixtures of the look and feel of the public realm. The addition of signage, wayfinding and public art can further shape those experiences, helping people to identify and navigate where they are and create a sense of place. These elements should be designed and installed to create a sense of place that is representative of the community image and creates a destination. Additionally, it can help grab attention, informing them that they have reached a destination and can learn how to navigate to the next location. These elements have been explored for other communities and districts to establish a sense of place and destination. The following photos provide examples from other communities that should be reviewed and explored.

Baltimore, Maryland



The City of Baltimore explored gateway and wayfinding signage opportunities for use throughout the City. The resulting design included public art components to establish a unified sense of place.

Source: Public Mechanics

PART C: FRAMEWORK & CORRIDOR STRATEGIES

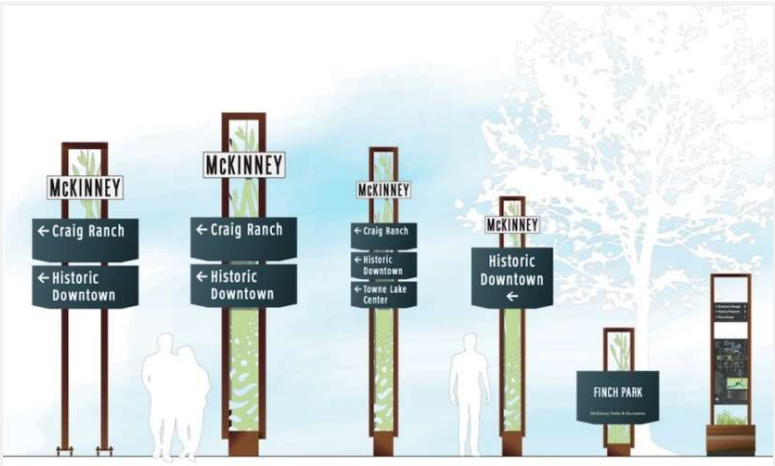
Gainesville, Georgia



The City of Gainesville installed community gateway signage at key locations into the community. The design of the signage reflected elements of the community in a with a sleek profile.

Source: Gainesville Times

McKinney, Texas



The City of McKinney created a gateway and signage plan that created a system of signs to be placed through the community. Signs were created for specific destinations along with additional wayfinding signage to direct people throughout the community.

Source: Community Impact

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WAYZATA EAST GATEWAY PLAN

The East Gateway includes Wayzata Boulevard from Superior Boulevard to Bushaway Road. This segment of Wayzata Boulevard is under the jurisdiction of Hennepin County.

LAND USE AND DEVELOPMENT FRAMEWORK

There are several established uses within the East Gateway area. Development opportunities are specifically focused where the conditions and context would like support public or private investments.



Land Use Districts

A number of land use districts were identified within the East Gateway area. In addition to the corridor-wide recommendations identified, the following characteristics should be considered as development is pursued.

Office, Service, and Mixed-Use	Office, Service, and Mixed-Use creates opportunities to support the existing land uses along the southern edge of Wayzata Boulevard with the opportunity to introduce residential uses through redevelopment.
High Intensity Mixed-Use	The High Intensity Mixed-Use district provides a key opportunity for larger scale redevelopment of the study area. Larger redevelopment opportunities could support the creation of housing at a variety of scales in coordination with commercial redevelopment.
Auto Oriented Commercial	Auto Oriented Commercial uses support the existing service uses along the corridor. This district was specifically created to support the maintenance of these core services for the community, with opportunities for redevelopment as needed.
Public Spaces	The Preserve is the only semi-public use within the East Gateway. No major redevelopment is anticipated.
Parks and Open Spaces	There are a number of parks and greenspaces on or near the East Gateway. Efforts to maintain these resources and amenities should be emphasized along with the opportunity to provide physical connections to these spaces for the community.

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Land Use Opportunities

A single site has been identified as a land use opportunity for future public and/or private investment.

Site	Address	Size	Description
Colonial Square	1125 Wayzata Boulevard 1101 Wayzata Boulevard	7.92 acres	The overall size and amount of frontage of the site make it a prime opportunity for redevelopment within the High Intensity Mixed-Use Category. This plan would support the development of vertical mixed-use development of up to four stories on this site in an effort to support continued commercial service offerings and the introduction of residential uses.

Connections

Connections to the Big Woods Preserve, North Woods Nature Center, and Heritage Park within this segment create opportunities to connect the community and visitors with quality natural resources within the community. Heritage Park is located directly on the corridor with existing access established. The opportunity to establish formal connections to the Big Woods Preserve and North Woods Nature Center could be pursued through future redevelopment projects or public investment.

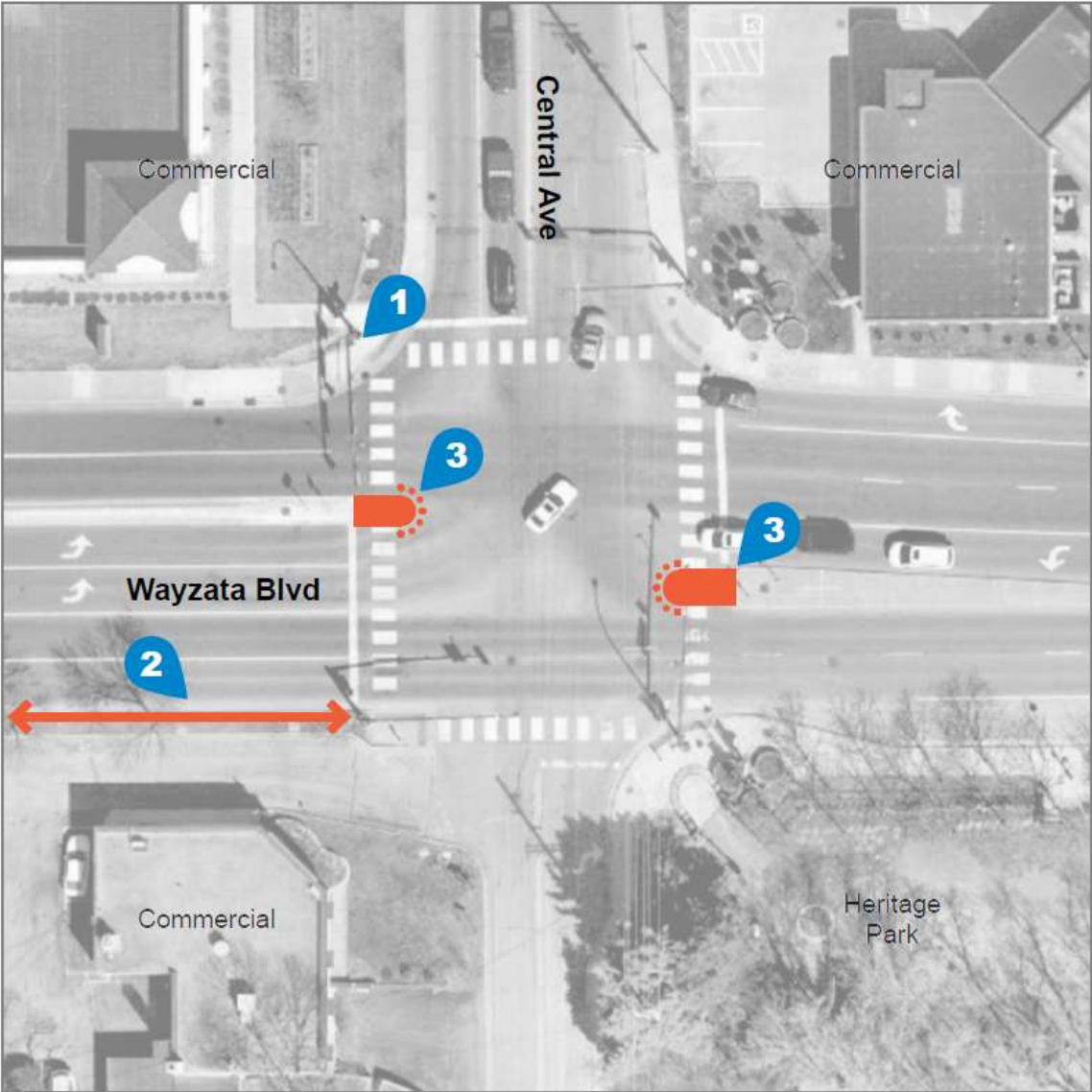
SAFETY IMPROVEMENTS FRAMEWORK

The Central Avenue and Wayzata Boulevard intersection and the Bushaway Road and Wayzata Boulevard Intersection were identified for short term improvements based on past summaries crash history and the existing intersection design. These improvements are relatively low impact and could be implemented in the near term. Longer-term safety improvements are identified with the Transportation and Mobility strategies.



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Central Avenue and Wayzata Boulevard

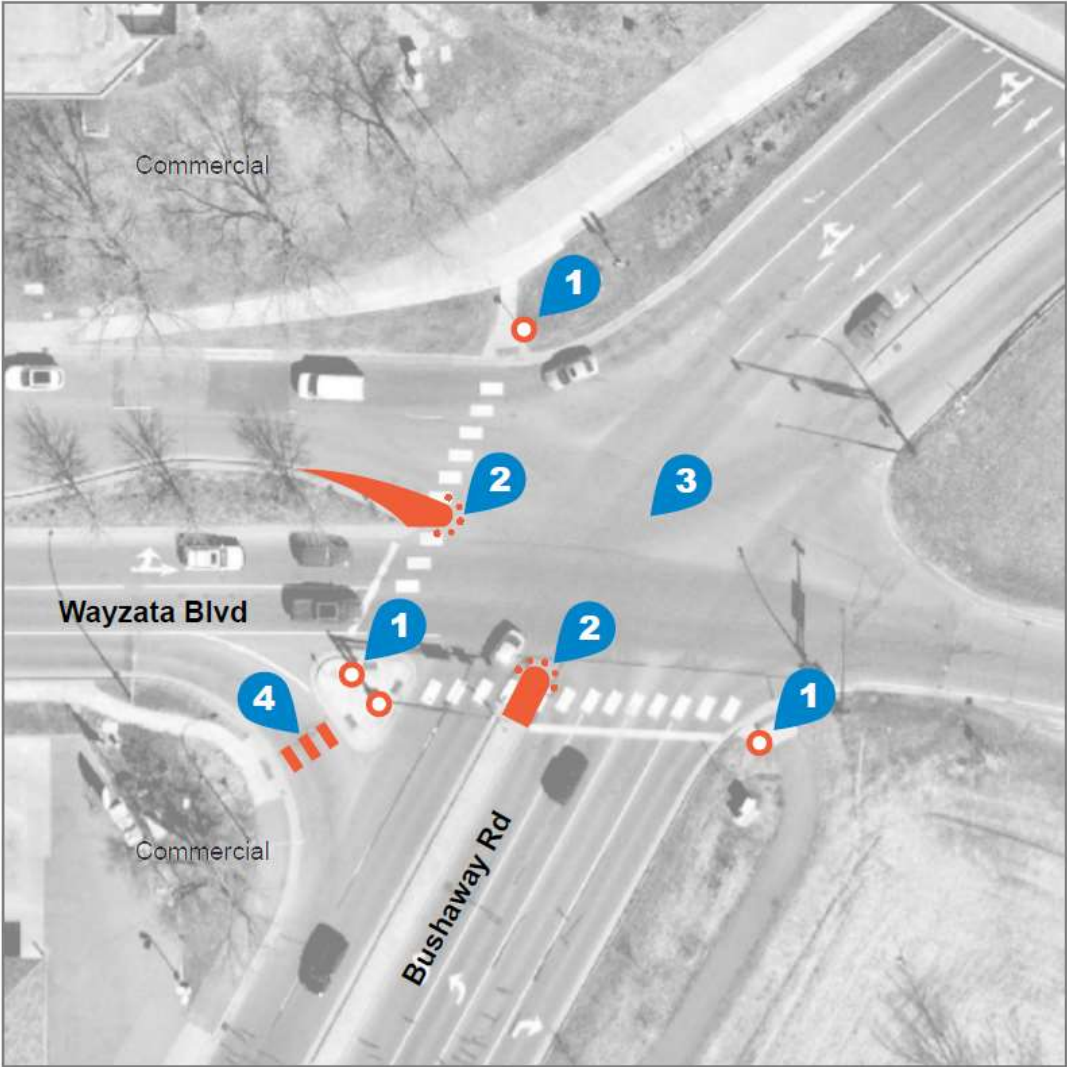


- 1 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 2 Close Sidewalk Gaps**
Close sidewalk gaps on south side of Wayzata Blvd.
- 3 Add Curb Extensions**
Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Bushaway Road and Wayzata Boulevard



- 1 Move Crosswalk Buttons and Update Quadrants**
Separate crosswalk buttons and update push button landings and ramps to meet ADA compliance.
- 2 Add Curb Extensions**
Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.
- 3 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 4 Stripe Crosswalk**
Stripe existing crosswalk to increase pedestrian visibility.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

TRANSPORTATION AND MOBILITY FRAMEWORK



The East Gateway has had a long history of supporting between 15,000 to 20,000 vehicles per day. The existing design includes two travel lanes in each direction with a center left turn lane or raised median diving travel lanes. Generally, these wide travel lanes support higher speeds as drivers move through the area. There are sidewalks on both the north and south side of the roadway with small gap areas that limit connectivity. While sidewalks are present, the number of individual access points and volumes of these access points creates safety concerns for pedestrians with turning vehicles. Dedicated pedestrian crossing infrastructure is limited to the intersections with Central Avenue and Bushaway Road. The following table details the existing design elements within the East Gateway.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail	Traffic volume (Year)
Existing Wayzata Blvd	4/5	35 mph	Center Left Turn Lane or Raised Median	None	Bus stops with Benches	Sidewalks with gaps on either side	19,339 (2021)

Design Recommendations

Opportunities for the East Gateway focused on balancing mobility with safety and access improvements, creating opportunities to establish a sense of place, and enhanced multimodal infrastructure. The design modifications maintain the four travel lanes but include the introduction of a center median. This center median serves multiple functions – aesthetics, traffic calming, and access limitations. Recommendations are also included to support bicycle and pedestrian connections. There are several sidewalk gaps that can be closed.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail
Proposed Wayzata Blvd	4	30 mph	Planted Median with dispersed turn lanes	None	Bus stops with Benches	Continuous Sidewalk

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 4. East Gateway Cross Sections

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Spot Improvements

In addition to the overall design updates, location specific strategies were also identified to support the corridor vision, mobility, and sense of place. The specific identified improvements include:

Central Avenue and Wayzata Boulevard	<p>Add Curb Extensions: Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.</p> <p>Signal Timing Upgrade: Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.</p>
Midway Crossings near Preserve Entrance	<p>Midway Crossing: Incorporate midway crossing via roundabout or J-turn at entrance to Big Woods Preserve.</p>
Midway Crossing near Birch Bend Lane	<p>Midway Crossing: Incorporate midway crossing via roundabout or J-turn at Birch Bend Intersection.</p>

Bicycle and Pedestrian Infrastructure

The closure of sidewalk gaps throughout the East Gateway area is a key implementation element of the transportation and mobility recommendations. The overall width of the sidewalk within this area should be refined in conversations with Hennepin County and City of Wayzata through the design process. For example, the inclusion of 10-foot sidewalks would create the opportunity for the sidewalks to serve as shared use path that accommodate pedestrians and bicyclists.

PUBLIC REALM IMPROVEMENTS FRAMEWORK

The public realm is relatively consistent through the East Gateway, including primarily commercial uses. The average setback of these commercial uses is similar through the auto oriented uses and increase to the west in the office and service area. Overall, these setbacks and commercial uses create opportunities to activate the frontage zone of the public realm with public and private investments. The public realm considerations for each of the public realm zones are identified within the table below.

Zone	East Gateway Considerations	East Gateway Recommendations
Structure Zone	The Structure Zone includes primarily commercial structures that must align with the community design standards which creates a unified sense of place through redevelopment. The setback guidance for this gateway would prioritize a 15' setback with public uses and landscaping, while also allowing a larger 40' setback to accommodate one row of parking with landscaped buffer.	<ul style="list-style-type: none"> Consistent material and standards Consistent setbacks

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	East Gateway Considerations	East Gateway Recommendations
Frontage Zone	The Frontage Zone is an opportunity for a combination of public and private investments to solidify the sense of place, providing gathering spaces, and provide places of refuge and rest. For example, the existing patio space for the Punch Pizza/Chipotle development creates a welcoming and inviting connection to the Frontage and Pedestrian Zones.	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Refuge and rest areas • Gathering spaces • Greenspaces and vegetation
Pedestrian Zone	The Pedestrian Zone will be improved through this segment will the infill of sidewalk gaps to complete the overall network. These improvements also create the opportunity to support aesthetic improvements and are they key location for wayfinding signage.	<ul style="list-style-type: none"> • Public art • Wayfinding • Transit
Buffer Zone	The Buffer Zone should be maintained throughout this segment to provide a greenspace buffer between the trail/sidewalk and the roadway edge. This zone may vary in width throughout the section.	<ul style="list-style-type: none"> • Corridor lighting • Wayfinding • Greenspaces and vegetation • Crossing Signage
Roadway Zone	The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb with the improvements described in the Transportation and Mobility Framework.	<ul style="list-style-type: none"> • Planted Median • Crosswalk improvements

Gateway Areas

The East Gateway is the first experience travelers from the east have into the community. This creates opportunities for gateway signage to emphasize the arrival into Wayzata and establish the overall sense of place. There are multiple opportunities to incorporate gateway signage and infrastructure, including larger signage at the Bushaway Road intersection and banners or other elements in new median areas. Additionally, gateway signage could be introduced throughout the corridor to solidify the arrival in Wayzata.

Public Art and Sense of Place

In addition to specific gateway improvements, other opportunities to introduce public art could be explored through the Pedestrian and Frontage Zones. At a minimum, the addition of planted medians introduces additional vegetation areas with opportunities for art installations. Adjacent public uses also create an opportunity to introduce public art installations or other investments.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

ILLUSTRATIVE PLAN

The following pages and rendering summarize the framework and strategies identified for the East Gateway.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 5. East Gateway Illustrative Plan A

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 6. East Gateway Illustrative Plan B

WAYZATA NORTH GATEWAY PLAN

The North Gateway includes all of Central Avenue within the study area. This segment includes the Hennepin County owned roadway.

LAND USE AND DEVELOPMENT FRAMEWORK

There are several established uses within the North Gateway area. Development opportunities are specifically focused where the conditions and context would like support public or private investments.



Land Use Districts

A number of land use districts were identified within the West Gateway area. In addition to the corridor-wide recommendations identified, the following characteristics should be considered as development is pursued.

Medium Intensity Mixed-Use	The Medium Intensity Mixed-Use district identifies opportunities for larger scale redevelopment along the corridor, at a slightly smaller scale than the High Intensity areas. This district was specifically identified for the northwest quadrant of Wayzata Boulevard and Central to identify opportunities for redevelopment that introduces commercial and residential uses.
High Intensity Mixed-Use	The High Intensity Mixed-Use district provides a key opportunity for larger scale redevelopment within the study area. Larger redevelopment opportunities could support the creation of housing at a variety of scales in coordination with commercial redevelopment.
Neighborhood Mixed-Use	The Neighborhood Mixed-Use district supports the maintenance of existing residential uses along the North Gateway, with the opportunity to introduce neighborhood commercial uses as desired. It is anticipated that the North Gateway will maintain the existing residential uses on the western edge.

Land Use Opportunities

Two sites have been identified for potential land use opportunities. Simply, these are key areas for public and/or private exploration.

Site	Address	Size	Description
Colonial Square	1125 Wayzata Boulevard 1101 Wayzata Boulevard	7.92 acres	The overall size and amount of frontage of the site make it a prime opportunity for redevelopment within the High Intensity Mixed-Use Category. This plan would support the development of vertical mixed-use development of up to four stories on this site in an effort to support continued commercial service offerings and the introduction of residential uses.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

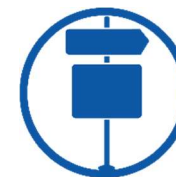
The site currently holds a number of commercial uses that provide personal services and retail shopping. Banks, grocery stores, restaurants, and retail uses have been located on these two lots for many years.

Connections

Connections to the Big Woods Preserve within this segment create opportunities to connect the community and visitors with quality natural resources within the community. While Big Woods does not have direct frontage onto Central Avenue, the opportunity to establish formal connections to the Big Woods Preserve could be pursued through future redevelopment projects or public investment.

SAFETY IMPROVEMENTS FRAMEWORK

The Central Avenue and Wayzata Boulevard intersection was identified for short term improvements based on crash history and the existing intersection design. The proposed improvements are highlighted within the **East Gateway** section. No other short term safety improvements were identified within the North Gateway.



TRANSPORTATION AND MOBILITY FRAMEWORK



The North Gateway is a major thoroughfare within the community. The corridor is part of Hennepin County's County Highway 101 corridor and serves a greater regional mobility need. The roadway includes two-travel lanes in each direction today with recorded traffic volumes over 15,000 vehicles per day. There are limited dedicated turn lanes throughout this segment which can cause delays or near misses as drivers attempt turning movements. There are narrow sidewalks along the segment that are adjacent to the roadway curb. The following table details the existing design elements within the North Gateway.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail	Traffic volume (Year)
Existing Central Avenue	4	35 mph	None	None	N/A	Sidewalks on both sides	16,700 (2019)

Design Recommendations

Opportunities for the North Gateway focused on maintaining overall mobility and enhanced multimodal infrastructure. The design modifications present a new cross section where one southbound travel lane would be converted into a left turn lane or median and both northbound travel lanes would be maintained. The narrowing of lanes would also create the opportunity to add a grassed buffer between

PART C: FRAMEWORK & CORRIDOR STRATEGIES

the roadway and sidewalk on either side. Existing overhead transmission lines are present along the eastern side of Central Avenue and will need to be factored into the overall design. Burial of the lines, while a larger undertaking would open multiple options for transportation infrastructure within the right of way.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail
Proposed Central Ave	3 thru lanes & 1 center left-turn	30 mph	Center Turn Lane	None	N/A	Sidewalks on both sides

Spot Improvements

In addition to the overall design updates, location specific strategies were also identified to support the corridor vision, mobility, and sense of place. The specific identified improvements include:

Central Avenue and Wayzata Boulevard	<p>Add Curb Extensions: Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.</p> <p>Signal Timing Upgrade: Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.</p>
Midway Crossings near Colonial Square	<p>Midway Crossing: Incorporate midway crossing near Colonial Square to expand mobility options and pedestrian access to local amenities.</p>
Close Southern Colonial Square Entrance	<p>Omit Entrance / Exit: Omit the entrance and exit to the shopping center near the intersection of Wayzata Blvd and Central Ave to mitigate circulation conflicts with northbound traffic.</p>
Midway Crossing near Wayzata Medical Center	<p>Midway Crossing: Incorporate midway crossing near Wayzata Medical Center to expand mobility options and pedestrian access to local amenities.</p>

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 7. North Gateway Cross Sections

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Bicycle and Pedestrian Infrastructure

The proposed roadway improvements include upgrades to the existing sidewalks to increase the width and incorporate a buffer between the roadway and sidewalk, increasing the feeling of safety for traveling pedestrians.

PUBLIC REALM IMPROVEMENTS FRAMEWORK

The public realm varies throughout the North Gateway with a combination of residential and commercial frontages. Commercial developments along the corridor create active spaces for the public to interact with, while residential areas limit the public realm space with fences and vegetation. The public realm considerations for each of the public realm zones are identified within the table below.

Zone	North Gateway Considerations	North Gateway Recommendations
Structure Zone	The Structure Zone includes primarily commercial structures that must align with the community design standards which creates a unified sense of place through redevelopment. The setback guidance for this gateway would prioritize a 15’ setback with public uses and landscaping, while also allowing a larger 40’ setback to accommodate one row of parking with landscaped buffer.	<ul style="list-style-type: none"> • Consistent material and standards • Consistent setbacks
Frontage Zone	<p>The Frontage Zone is an opportunity for a combination of public and private investments to solidify the sense of place, providing gathering spaces, and provide places of refuge and rest.</p> <p>The Frontage Zone on the western segment of the corridor includes many private residential front yards, so activation of this space will be limited, especially with the presence of private fences.</p>	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Refuge and rest areas • Gathering spaces • Greenspaces and vegetation
Pedestrian Zone	The Pedestrian Zone will be improved through this segment will the infill of sidewalk gaps to complete the overall network. These improvements also create the opportunity to support aesthetic improvements and are they key location for wayfinding signage.	<ul style="list-style-type: none"> • Public art • Wayfinding
Buffer Zone	The Buffer Zone would be established with the implementation of the transportation and mobility recommendations for the North Gateway.	<ul style="list-style-type: none"> • Corridor lighting • Wayfinding • Greenspaces and vegetation

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	North Gateway Considerations	North Gateway Recommendations
Roadway Zone	The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb with the improvements described in the Transportation and Mobility Framework.	<ul style="list-style-type: none"> • Crossing Signage • Crosswalk improvements

Gateway Areas

The North Gateway is the first experience travelers from the north have into the community. This creates opportunities for gateway signage to emphasize the arrival into Wayzata and establish the overall sense of place. There are multiple opportunities to incorporate gateway signage and infrastructure, including larger signage to the south of the Highway 12 interchange and banners or other elements in new median areas.

Public Art and Sense of Place

In addition to specific gateway improvements, other opportunities to introduce public art could be explored through the Pedestrian and Frontage Zones. At a minimum, the addition of planted medians introduces additional vegetation areas with opportunities for art installations.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

ILLUSTRATIVE PLAN

The following pages and rendering summarize the framework and strategies identified for the North Gateway.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 8. North Gateway Illustrative Plan A

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 9. North Gateway Illustrative Plan B



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 10. North Gateway Illustrative Plan C



PART C: FRAMEWORK & CORRIDOR STRATEGIES

WAYZATA BOULEVARD TOWN CORE PLAN

The Town Core segment includes Wayzata Boulevard from Minnetonka Avenue to Superior Boulevard. This segment of the study area includes the most recent updates with the addition of the planted medians.

LAND USE AND DEVELOPMENT FRAMEWORK

There are several established uses within the Town Core area. Development opportunities are specifically focused where the conditions and context would like support public or private investments.



Land Use Districts

A number of land use districts were identified within the Town Core area. In addition to the corridor-wide recommendations identified, the following characteristics should be considered as development is pursued.

Medium Intensity Mixed-Use	The Medium Intensity Mixed-Use district identifies opportunities for larger scale redevelopment along the corridor, at a slightly smaller scale than the High Intensity areas. This district was specifically identified for the northwest quadrant of Wayzata Boulevard and Central to identify opportunities for redevelopment that introduces commercial and residential uses. Additionally, the current redevelopment of the former Wells Fargo property is classified within this district
Neighborhood Mixed-Use	The Neighborhood Mixed-Use district supports the maintenance of existing residential uses along the Town Core, with the opportunity to introduce neighborhood commercial uses as desired. Opportunities to include neighborhood mixed-use will occur as desired with property owners.
Office, Service, and Mixed-Use	Office, Service, and Mixed-Use creates opportunities to support the existing land uses along the northern and southern edge of Wayzata Boulevard with the opportunity to introduce residential uses through redevelopment.
Public Spaces	St Bartholomew of Wayzata is an established use that is anticipated to remain for some time.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Land Use Opportunities

Three sites have been identified as potential land use opportunities. Simply, these are key areas for public and/or private exploration.

Site	Address	Size	Description
Wayzata Home	822 Wayzata Boulevard 105 Grand Avenue	0.75 acres	The site currently houses active commercial uses with the eastern parcel dedicated to parking. Opportunities to explore the highest and best use for the property could be explored to identify redevelopment opportunities. The grade of the site may also present some development barriers.
Former Gas Station	1022 Wayzata Boulevard 1042 Wayzata Boulevard	0.80 acres	These sites include current and former commercial uses and could be key redevelopment opportunities based on their location along the corridor. Development barriers due to the former use as a gas station and potential soil contaminants create challenges for future uses and the overall development costs.

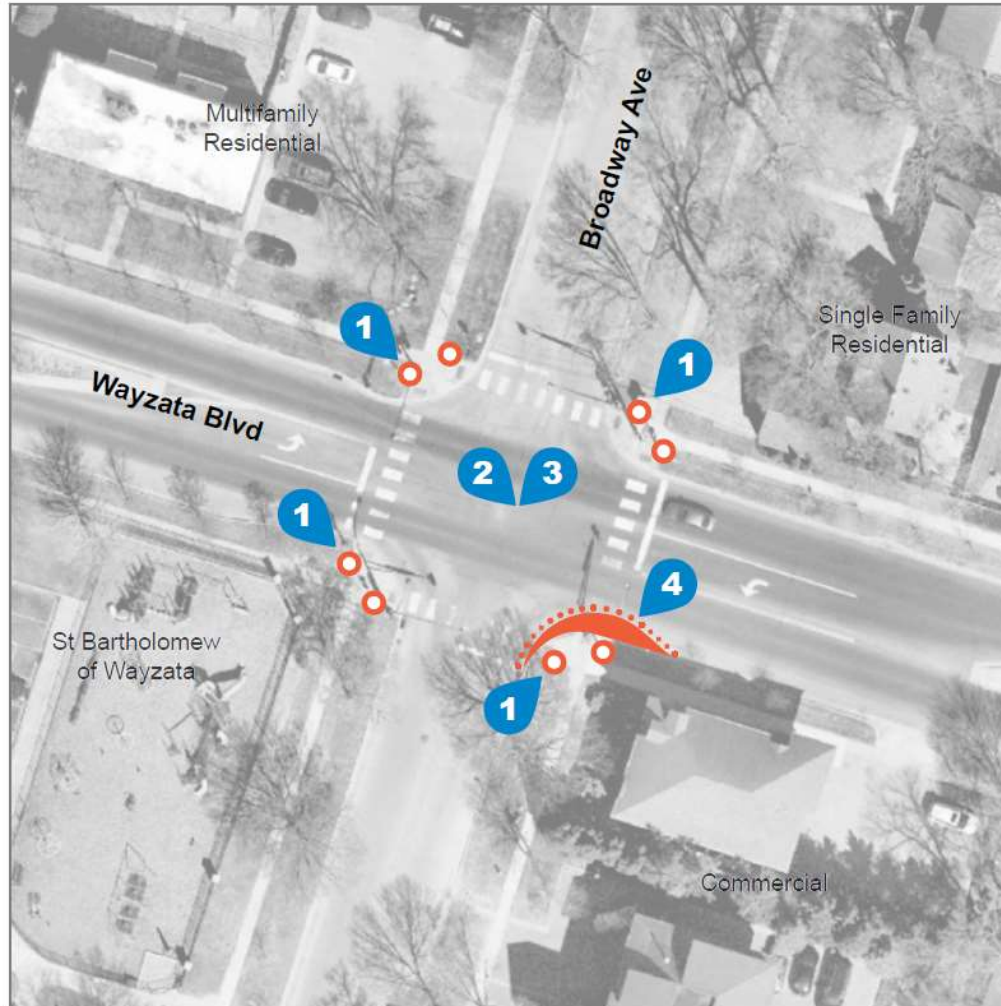
PART C: FRAMEWORK & CORRIDOR STRATEGIES

SAFETY IMPROVEMENTS FRAMEWORK

The Broadway Avenue and Wayzata Boulevard and the Superior Boulevard and Wayzata Boulevard intersections were identified for short term improvements based on past summaries crash history and the existing intersection design.



Broadway Avenue and Wayzata Boulevard



1 Move Crosswalk Buttons and Update Quadrants

Separate crosswalk buttons and update push button landings and ramps to meet ADA compliance.

2 Existing School Safety Improvement

No right turn during peak morning and afternoon school traffic is an existing improvement.

3 Signal Timing Upgrade

Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.

4 Add Curb Extension

Add a curb extension to the SE quadrant to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.

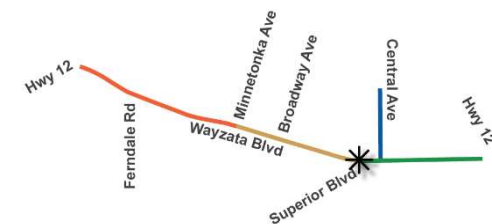


PART C: FRAMEWORK & CORRIDOR STRATEGIES

Superior Boulevard and Wayzata Boulevard



- 1 Add Curb Extensions**
Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.
- 2 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 3 Add Truck Apron**
Add a truck apron to the SW quadrant to lower turning speeds for vehicles turning right onto Superior Blvd by providing turning radii for both automobiles and larger freight vehicles.
- 4 No Turn on Red**
Convert the NB right turn onto Wayzata Blvd from a free right turn to a no turn on red to lower vehicle speeds and to increase pedestrian safety.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

TRANSPORTATION AND MOBILITY FRAMEWORK



The Town Core experienced the most recent improvements of all segments of the study area. The construction of the planted median through this segment provided a drastic shift for the overall experience along Wayzata Boulevard and the segment historically supports less than 10,000 vehicles per day across two-lanes of travel. The wide shoulders throughout this segment also support on-street parking opportunities.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail	Traffic volume (Year)
Existing Wayzata Blvd	2	35 mph	Median	Yes	Bus stops with Benches	Sidewalks with gaps on either side	6,3000 (2019)

Design Recommendations

Opportunities for the Town Core generally maintained the existing design with opportunities to close sidewalk gaps and crossings.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail
Proposed Wayzata Blvd	2	30 mph	Median	Yes (non-striped)	Bus stops with Benches	Sidewalk

Figure 11. Town Core Cross Sections

Spot Improvements

In addition to the overall design updates, location specific strategies were also identified to support the corridor vision, mobility, and sense of place. The specific identified improvements include:

Walker Avenue and Wayzata Boulevard	Add Curb Extensions: Add curb extensions to the Walker Ave intersection quadrants to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.
Broadway Avenue and Wayzata Boulevard	Add Curb Extensions: Add curb extensions to the Broadway Blvd intersection quadrants to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

<p>Chicago Avenue and Wayzata Boulevard</p>	<p>Add Curb Extensions: Add curb extensions to the Chicago Avenue intersection quadrants to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.</p>
<p>Benton Avenue/Superior Boulevard and Wayzata Boulevard</p>	<p>Add Truck Apron: Add a truck apron to the SW quadrant to lower turning speeds for vehicles turning right onto Superior Blvd by providing turning radii for both automobiles and larger freight vehicles.</p> <p>Add Curb Extensions: Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.</p> <p>Signal Timing Upgrade: Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.</p> <p>No Turn on Red: Convert the NB right turn onto Wayzata Blvd from a free right to a no turn on red to lower vehicle speeds and to increase pedestrian safety.</p>

PUBLIC REALM IMPROVEMENTS FRAMEWORK

The public realm is relatively consistent through the Town Core with primarily adjacent residential uses. The presence of residential uses limits the ability to activate the public realm to the Pedestrian and Buffer Zones through this segment. The public realm considerations for each of the public realm zones are identified within the table below.

Zone	West Gateway Considerations	West Gateway Recommendations
<p>Structure Zone</p>	<p>The Structure Zone varies greatly throughout this segment from smaller residential uses to large public uses. The setback guidance for this gateway includes areas within both the Boulevard District and Bluff District. Areas within the Boulevard District will prioritize a 15' setback with public uses and landscaping, while also allowing a larger 40' setback to accommodate one row of parking with landscaped buffer. Areas within the Bluff District will maintain the existing 20' setback that has shaped the current development.</p>	<ul style="list-style-type: none"> • Consistent material and standards
<p>Frontage Zone</p>		<ul style="list-style-type: none"> • Corridor lighting • Greenspaces and vegetation

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	West Gateway Considerations	West Gateway Recommendations
	<p>The Frontage Zone for single family residential uses through this segment is not primed for activation and should be reserved for private uses.</p>	
<p>Pedestrian Zone</p>	<p>The Pedestrian Zone will be improved through this segment will the infill of sidewalk gaps to complete the overall network. These improvements also create the opportunity to support aesthetic improvements and are they key location for wayfinding signage.</p>	<ul style="list-style-type: none"> • Public art • Wayfinding • Transit
<p>Buffer Zone</p>	<p>The Buffer Zone should be maintained throughout this segment to provide a greenspace buffer between the trail/sidewalk and the roadway edge. This zone may vary in width throughout the section</p>	<ul style="list-style-type: none"> • Corridor lighting • Wayfinding • Greenspaces and vegetation • Crossing Signage
<p>Roadway Zone</p>	<p>The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb with the improvements described in the Transportation and Mobility Framework</p>	<ul style="list-style-type: none"> • Planted Median • Crosswalk improvements

ILLUSTRATIVE PLAN

The following pages summarize the framework and strategies identified for the Town Center.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 12. Town Center Illustrative Plan A

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 13. Town Center Illustrative Plan B



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 14. Town Center Illustrative Plan C



PART C: FRAMEWORK & CORRIDOR STRATEGIES

WAYZATA WEST GATEWAY PLAN

The West Gateway includes the segment of Wayzata Boulevard from the bridge over Highway 12 to the intersection with Minnetonka Avenue. Today, this segment includes a wide roadway with one travel lane in each direction and gaps within the sidewalk network. There are no specific bicycle infrastructure elements along Wayzata Boulevard, but Ferndale Road and Barry Avenue have dedicated infrastructure, shared lane/sharrow and dedicated bike lane, respectively. From a development perspective, this segment includes a variety of residential uses – from apartments to larger lot single family homes. Wayzata West Middle School and Klapprich Park are key public amenities destinations, drawing a number of trips on a daily basis. Finally, an existing Metro Transit park-and-ride facility is in this segment. The site serves as a stop for transit service and driver amenities, along with its role as a park-and-ride.

LAND USE AND DEVELOPMENT FRAMEWORK

There are several established uses within the West Gateway area. Development opportunities are specifically focused where the conditions and context would like support public or private investments.



Land Use Districts

A number of land use districts were identified within the West Gateway area. In addition to the corridor-wide recommendations identified, the following characteristics should be considered as development is pursued.

Neighborhood Residential	This district represents a variety of residential uses, from single to multi-family. Support for general maintenance activities of existing uses.
Public Spaces	The Middle School is an established use that is anticipated to remain for some time. This site would provide unique opportunities for development that aligns with the Medium Intensity category.
Parks and Open Spaces	Klapprich Park is a beloved amenity within the community. Continued preservation and enhancement of the park will support community desires.
Medium Intensity Mixed-Use	This category represents the opportunities for reinvestment within the segment. Future development should align with the requirements but should also respond to the context of the area. For example, viable commercial uses may include more neighborhood commercial (e.g., coffee shop, office, etc.) that support surrounding residential uses and are not dependent on by drive by customers.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Land Use Opportunities

Two sites have been identified for potential land use opportunities. Simply, these are key areas for public and/or private exploration.

Site	Address	Size	Description
Wayzata Medical Spa	317 Wayzata Boulevard	1.2 acres	The proximity to Klapprich Park and adjacent mixed use development area opens opportunities for alternative use and investment. Investments could include mixed-use redevelopment or expansion of the park. Future uses could include the redevelopment of a mixed-use building with ground level public uses and upper floor commercial or expansion of the park for additional green space and public uses (i.e., warming house).
Metro Transit Park-and-Ride	320 Wayzata Boulevard 305 Rice Street E 322 Wayzata Boulevard	2.7 acres	Modification of the existing Park-and-Ride to a higher and better use has been discussed for a number of years due to low use and transit ridership. This plan identifies the site as a key opportunity for redevelopment and an important example for the overall study.

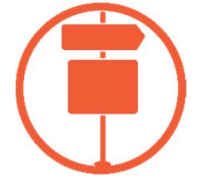
Connections

Connections between the Middle School and Klapprich Park are key considerations for connecting the community to these amenities. Visual and physical connections exist today and create opportunities for enhancement.

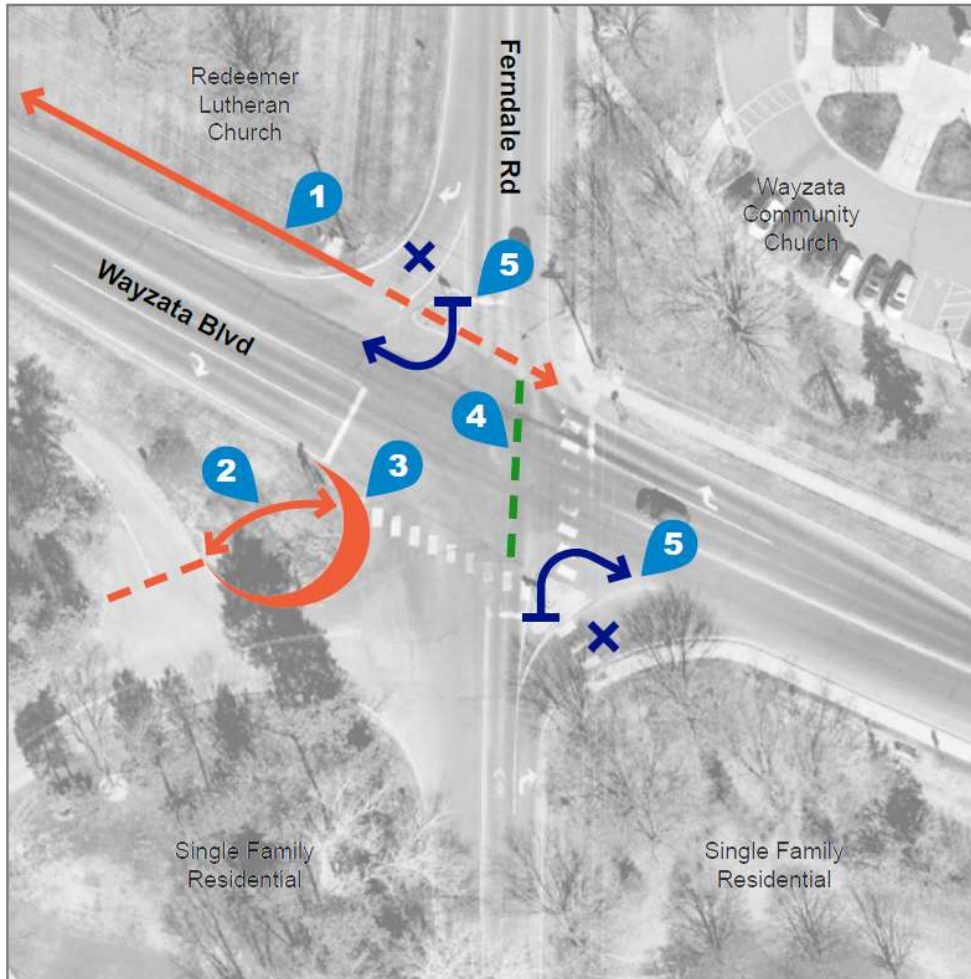
PART C: FRAMEWORK & CORRIDOR STRATEGIES

SAFETY IMPROVEMENTS FRAMEWORK

The Ferndale Road and Barry Avenue intersections with Wayzata Boulevard were identified for short term improvements based on past summaries crash history and the existing intersection design.



Wayzata Ferndale Road

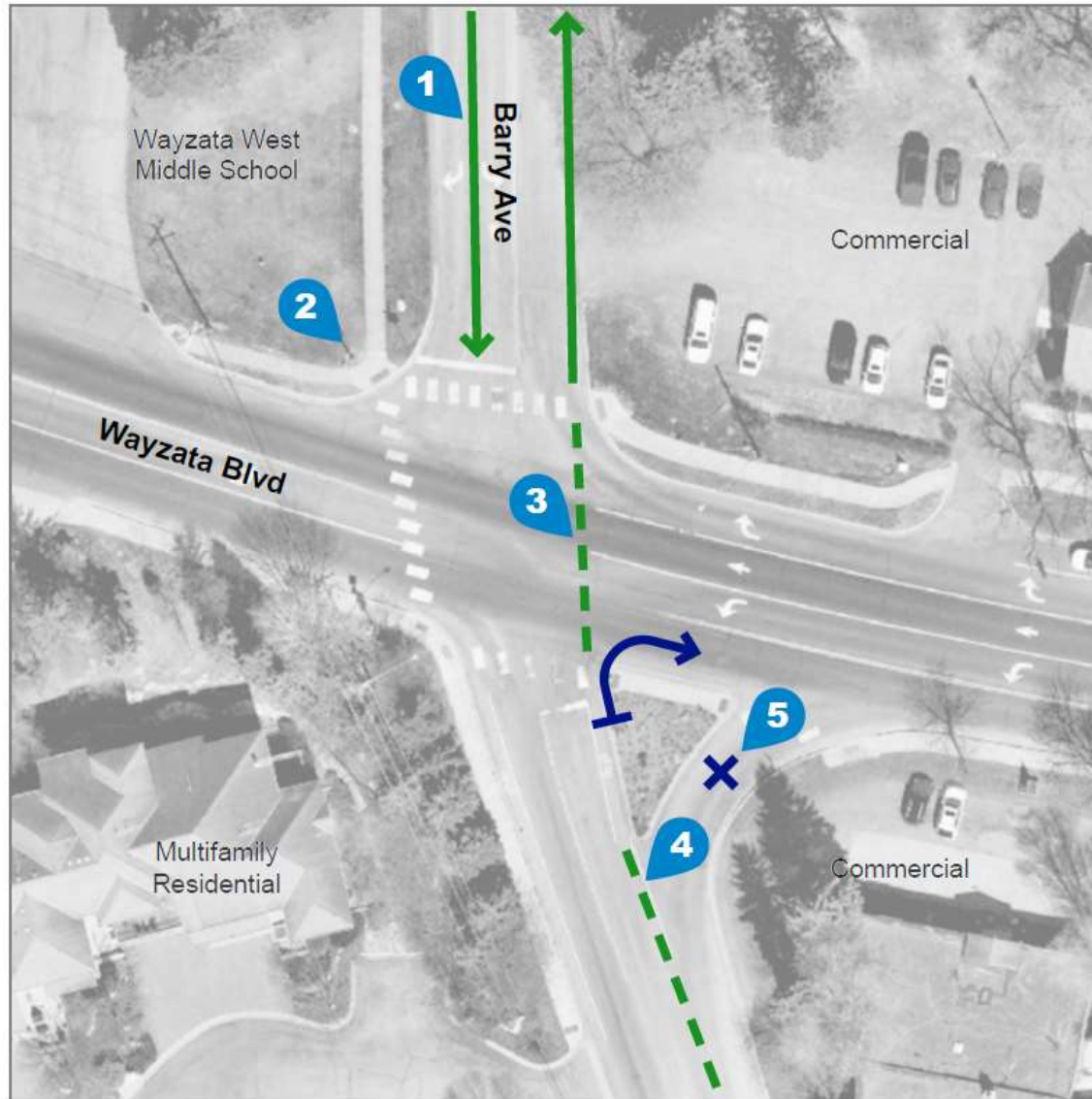


- 1 Add Crosswalk and Extend Sidewalk**
Add a crosswalk across Ferndale Rd and extend the sidewalk on the north side of Wayzata Blvd to build pedestrian connections with Redeemer Lutheran Church and Meridian Manor.
- 2 Improve Pedestrian Connection**
Improve the pedestrian connection across Ferndale Rd and into the neighborhood by adding a sidewalk and crosswalk.
- 3 Add Curb Extension**
Add a curb extension to the SW quadrant to improve visibility and to reduce the crossing distance for pedestrians.
- 4 Add Bike Crosswalk**
Add a bike crosswalk to
- 5 Omit Channelized Turns**
Omit channelized right turns to lower vehicle speeds and to make pedestrian crossings safer.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Barry Avenue



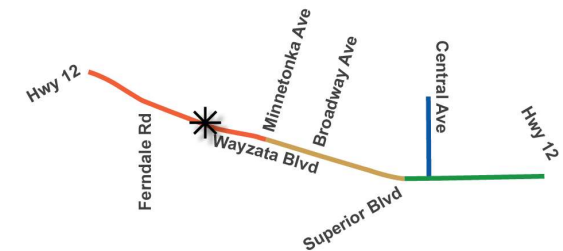
1 Continue Bike Lanes
Continue the bike lanes north of Wayzata Blvd to improve safety and connections for cyclists.

2 Existing RRFB

3 Add Bike Crosswalk
Add a bike crosswalk to communicate that bike facilities continue across Wayzata Blvd.

4 Add Bike Lane Striping
Add bike lane striping at the channelized right turn onto Wayzata Blvd to communicate to cyclists and drivers about the bike lane on Barry Ave.

5 Omit Channelized Turn
Omit channelized right turns to lower vehicle speeds and to make pedestrian crossings safer.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

TRANSPORTATION AND MOBILITY FRAMEWORK



The West Gateway area historically supports less than 10,000 vehicles per day across two-lanes of travel. The wide travel lanes with multiple turn lanes allow for efficient movement, but also present barriers for multimodal movement (e.g., crossings and sidewalk gaps). Barry Avenue and Ferndale Road included dedicated bicycle infrastructure and open the opportunities for future connections. The following table details the existing design elements within the West Gateway.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail	Traffic volume (Year)
Existing Wayzata Blvd	2	35 mph	None	None	Bus stops with Benches	Sidewalks with gaps on either side	6,3000 (2019)

Figure 15. West Gateway Cross Sections

Design Recommendations

Opportunities for the West Gateway focused on maintaining overall mobility, extending the aesthetic and sense of place from the Town Core, and enhanced multimodal infrastructure. The design modifications maintain the overall travel lanes but include the introduction of a center median. Recommendations are also included to support bicycle and pedestrian connections. There are several sidewalk gaps that can be closed and the development of a shared use trail to support bicycle movement.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail
Proposed Wayzata Blvd	2	30 mph	Median	None	Bus stops with Benches	Sidewalk and Trail

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Spot Improvements

In addition to the overall design updates, location specific strategies were also identified to support the corridor vision, mobility, and sense of place. The specific identified improvements include:

Ferndale Road and Wayzata Boulevard	Omit Channelized Rights: Omit channelized right turns at Ferndale Rd and replace with mountable truck apron to lower vehicle speeds and to make pedestrian crossings safer.
Barry Avenue and Wayzata Boulevard	Add Bike Crosswalks: Add bike crosswalks to communicate that bike facilities continue across Wayzata Boulevard. Omit Channelized Rights: Omit channelized right turns at Ferndale Rd and replace with mountable truck apron to lower vehicle speeds and to make pedestrian crossings safer.

Bicycle and Pedestrian Infrastructure

The existing bicycle infrastructure on Barry Avenue and Ferndale Road creates opportunities for enhancing multimodal infrastructure. Three Rivers Park District has also been exploring these roadways as a future regional trail. To support future designation and connection, a regional trail connection on the north side of Wayzata Boulevard as a shared use path expands access for the community.

PUBLIC REALM IMPROVEMENTS FRAMEWORK

The public realm is relatively consistent through the West Gateway, balancing residential and other frontages. The balance of residential frontages versus commercial/ or public frontages affect the ability to activate the public realm. The public realm considerations for each of the public realm zones are identified within the table below.

Zone	West Gateway Considerations	West Gateway Recommendations
Structure Zone	The Structure Zone varies greatly throughout this segment from smaller residential uses to large public uses. The setback guidance for this gateway includes areas within the Bluff District, maintaining the existing 20' setback that has shaped the current development.	<ul style="list-style-type: none"> • Consistent material and standards
Frontage Zone	The Frontage Zone for multi-family residential, commercial, and other uses presents an opportunity for private investment in the public realm. Opportunities to create gathering spaces and comfort elements within these public frontages are encouraged.	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Refuge and rest areas • Gathering spaces

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	West Gateway Considerations	West Gateway Recommendations
	The Frontage Zone for single family residential uses through this segment is not primed for activation and should be reserved for private uses.	<ul style="list-style-type: none"> • Greenspaces and vegetation
Pedestrian Zone	The Pedestrian Zone will be improved through this segment will the infill of sidewalk gaps to complete the overall network. These improvements also create the opportunity to support aesthetic improvements and are they key location for wayfinding signage.	<ul style="list-style-type: none"> • Public art • Wayfinding • Transit
Buffer Zone	The Buffer Zone should be maintained throughout this segment to provide a greenspace buffer between the trail/sidewalk and the roadway edge. This zone may vary in width throughout the section	<ul style="list-style-type: none"> • Corridor lighting • Wayfinding • Greenspaces and vegetation • Crossing Signage
Roadway Zone	The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb with the improvements described in the Transportation and Mobility Framework	<ul style="list-style-type: none"> • Planted Median • Crosswalk improvements

Gateway Areas

The West Gateway is the first experience travels from the west have into the community. This creates opportunities for gateway signage to emphasize the arrival into Wayzata and establish the overall sense of place. There are multiple opportunities to incorporate gateway signage and infrastructure, including larger signage at the Ferndale Road intersection and banners or other elements in new median areas.

Public Art and Sense of Place

In addition to specific gateway improvements, other opportunities to introduce public art could be explored through the Pedestrian and Frontage Zones. At a minimum, the addition of planted medians introduces additional vegetation areas with opportunities for art installations. Adjacent public uses also create an opportunity to introduce public art installations or other investments.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

ILLUSTRATIVE PLAN

The following pages and rendering summarize the framework and strategies identified for the West Gateway.

PART C: FRAMEWORK & CORRIDOR STRATEGIES



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 16. West Gateway Illustrative Plan A

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 17. West Gateway Illustrative Plan B



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Figure 18. West Gateway Illustrative Plan C



PART D: IMPLEMENTATION PLAN

Part D: Implementation Plan

The actions identified within the section were built from community input, staff recommendations, and plan analysis.

HOW TO USE THE IMPLEMENTATION PLAN




Implementation actions are presented in the following pages by plan focus area (e.g., transportation and mobility) and include regulatory, programming, planning and guidance actions, and strategies. To support implementation of each action, supporting information is provided. This information represents the most recent data available. Additionally, the implementation plan is bucketed into three timelines to gauge the overall pace of action. This implementation plan may not represent an exhaustive list of actions and should be reviewed and updated as needed to reflect the needs of the community.

IMPLEMENTATION ACTION TIMELINE:

Timeline Category	General Timeline	Actions for Consideration
Short Term Actions	0-4 years	<ul style="list-style-type: none">• Primary safety improvements within Wayzata controlled right-of-way (ROW)• Land Use policy implementation or regulatory updates• Public Realm policy updates and framework
Medium Range Actions	4-10 years	<ul style="list-style-type: none">• Safety improvements within Hennepin County ROW• Transportation improvements within Wayzata ROW• Development action support and implementation• Public Realm investments
Long Range Actions	10+ years	<ul style="list-style-type: none">• Transportation improvements within Hennepin County ROW• Development action support and implementation• Public Realm investments

IMPLEMENTATION PLAN ELEMENTS TO CONSIDER:

PART D: IMPLEMENTATION PLAN

Category	Description	How is this displayed?
Action Type	<p>Identifies the general action type from the following categories:</p> <ul style="list-style-type: none"> • Regulatory: development of policy or ordinance • Program: creation or maintenance of program • Planning: action that require additional planning or exploration for implementation • Guidance: general guidance to be considered during the decision-making process • Infrastructure: construction of infrastructure improvements 	<p>Notation of the type of action: Regulatory, Program, Planning, Guidance, or Infrastructure</p>
Supporting Principle(s)	<p>Which of the eight established guiding principles does this action support?</p>	<p>Each supported principle is highlighted in color and unsupported principles are grey.</p> 
Complexity	<p>How complex is the implementation of the action?</p> <p>This category identifies the overall complexity for achieving success for each action. Factors that inform a low, medium, or high rating of complexity include cost, coordination with partners, and the completion of additional studies.</p>	<p>The level of complexity is provided on a scale of low, medium, and high.</p> 
Benefit	<p>What is the overall benefit of the implementation of the action?</p> <p>This category identifies the overall level of benefit of the action for the community. Factors that inform a low, medium, or high benefit rating include those that directly support progress of the Wayzata Boulevard Corridor Vision and Guiding Principles and increase the city's capacity for success.</p>	<p>The range of benefit complexity is provided on a scale of low, medium, and high, identified by the colored circles.</p> 

PART D: IMPLEMENTATION PLAN

Category	Description	How is this displayed?
Partners	<p>What partners can assist in carrying out the action?</p> <p>This category identifies partners that may support the implementation of this action. This is not meant to be an exhaustive list.</p>	Potential partners have been identified by name.

IMPLEMENTATION ACTIONS

SHORT TERM IMPLEMENTATION ACTIONS (0 TO 5 YEARS)

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Update the height requirements within appropriate mixed-use districts to allow up to 4 stories in the areas identified for High Intensity Mixed-Use.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ● ○	Public Approval
1	2	3	4										
5	6	7	8										
Evaluate the effectiveness of the home occupation uses within the R-3 district and make updates as warranted.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ● ○	Public Approval
1	2	3	4										
5	6	7	8										
Update zoning ordinance to establish the Boulevard and Bluff District front yard setbacks introduced in this plan.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ○ ○	Public Approval
1	2	3	4										
5	6	7	8										
Maintain the consideration for a Drive Thru through Conditional Use Permit only.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ● ○	Public Approval
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Continue coordination with Metro Transit regarding the potential redevelopment of the Park-and-Ride site.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metro Transit
1	2	3	4										
5	6	7	8										
Support the due diligence work of Metro Transit, including market research efforts.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metro Transit Wayzata HRA
1	2	3	4										
5	6	7	8										
Develop a bi-annual property owner conversation/focus group for commercial and residential properties to provide an avenue of communication.	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval Property Owners
1	2	3	4										
5	6	7	8										
Regularly review and update parking requirements, including the provision of shared parking.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Explore an access management policy and guidance to support the consolidation of access points along Wayzata Boulevard through the development process.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Continue to support connections to natural areas either through the development process or city investment.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Complete the short-term improvements identified at the Wayzata Boulevard and Barry Avenue intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Complete the short-term improvements identified at the Wayzata Boulevard and Ferndale Road intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Complete the short-term improvements identified at the Wayzata Boulevard and Superior Avenue intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Complete the short-term improvements identified at the Wayzata Boulevard and Broadway Avenue intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Explore funding opportunities and program the West Gateway improvements within the city's Capital Improvement Program.	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Actively coordinate with Hennepin County regarding future improvements to Wayzata Boulevard and Central Avenue.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Hennepin County
1	2	3	4										
5	6	7	8										
Coordinate with Hennepin County for the restriping of Central Avenue as identified with future resurfacing efforts.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Hennepin County
1	2	3	4										
5	6	7	8										
Actively coordinate with Three Rivers Park District on the identification of future regional trails.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Three Rivers Park District
1	2	3	4										
5	6	7	8										
Update the Wayzata Wayfinding Plan to include specific direction for Wayzata	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> </table>	1	2	3	4			Public Approval				
1	2	3	4										

PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners
Boulevard and include gateway guidance and standards.		5 6 7 8			
Expand the city's brand standards to include any permanent and temporary signage as identified within the gateway plan.	Program	1 2 3 4 5 6 7 8	● ○ ○	● ○ ○	Public Approval
Create and refine design standards for public realm improvements including sidewalk/trail design, ADA improvements, furnishing areas, etc.	Program	1 2 3 4 5 6 7 8	● ● ○	● ● ○	Public Approval
Explore public art opportunities, identifying the first location for an installation.	Infrastructure	1 2 3 4 5 6 7 8	● ○ ○	● ● ○	Public Approval
Review existing building design standards and ensure that regulations align with the gateway plan and sense of place.	Program	1 2 3 4 5 6 7 8	● ○ ○	● ● ○	Public Approval
Incorporate Wayzata Boulevard streetscape improvements in the Capital Improvement Program for future installation.	Program	1 2 3 4 5 6 7 8	● ● ○	● ● ●	Public Approval
Identify a public art pilot project withing existing right-of-way.	Infrastructure	1 2 3 4 5 6 7 8	● ● ○	● ● ○	

PART D: IMPLEMENTATION PLAN

MEDIUM RANGE IMPLEMENTATION ACTIONS (5 TO 10 YEARS)

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Continue to coordinate with Metro Transit regarding redevelopment of the Park-and-Ride Site.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metro Transit
1	2	3	4										
5	6	7	8										
Support economic development actions needed to support the redevelopment of the Park-and-Ride site.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metro Transit Metropolitan Council HRA
1	2	3	4										
5	6	7	8										
Explore grant opportunities to support regulatory updates or development activities.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metropolitan Council HRA
1	2	3	4										
5	6	7	8										
Create FAQ or additional information to educate developers and property owners of the development process and standards along Wayzata Boulevard.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Establish policies to guide a mix of housing typologies within the Medium and High Intensity Mixed-Use categories (e.g., market rate, high end, etc.)	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			HRA
1	2	3	4										
5	6	7	8										
Support improvements that strengthen the connection to the neighborhood and sense of place through regulatory actions.	Guidance	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Complete the short-term improvements identified at the Wayzata Boulevard and Central Avenue intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ●	● ● ●	Public Approval Hennepin County
1	2	3	4										
5	6	7	8										
Complete the short-term improvements identified at the Wayzata Boulevard and Bushaway Road intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ●	● ● ●	Public Approval Hennepin County
1	2	3	4										
5	6	7	8										
Construct roadway improvements to Wayzata Boulevard within City of Wayzata owned right of way.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ○	● ● ●	Public Approval
1	2	3	4										
5	6	7	8										
Construct sidewalk connections to close sidewalk gaps within the West Gateway and Town Core.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ○	● ● ●	Public Approval
1	2	3	4										
5	6	7	8										
Actively coordinate with Hennepin County regarding future improvements to Wayzata Boulevard and Central Avenue, including the identification of improvements within the County's Improvement Program.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ○	● ● ●	Hennepin County
1	2	3	4										
5	6	7	8										
Coordinate with MnDOT regarding regional transportation, including a potential Highway 12 interchange at Ferndale Road.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ○	○ ● ○	MnDOT City of Plymouth
1	2	3	4										
5	6	7	8										
Actively coordinate with Three Rivers Park District on the identification of future regional trails.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ● ○	Three Rivers Park District
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Implement bike improvements as needed to support regional trail connections.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Install wayfinding signage and infrastructure as identified within the wayfinding and gateway plan.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Install gateway signage and infrastructure as identified within the wayfinding and gateway plan.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Explore the creation of a public art commission or council and create programming for permanent and temporary installations.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Explore opportunities for community events to be located along Wayzata Boulevard.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

LONG RANGE IMPLEMENTATION ACTIONS (10 OR MORE YEARS)

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Update the Wayzata Boulevard Corridor Study to align with the 2050 Comprehensive Plan update.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8	●●○	●●○	Community
1	2	3	4										
5	6	7	8										
Continue to coordinate with Metro Transit regarding redevelopment of the Park-and-Ride Site.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8	●●○	●●●	Metro Transit
1	2	3	4										
5	6	7	8										
Support economic development actions needed to support the redevelopment of the Park and Ride site.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8	●●○	●●○	Metro Transit Metropolitan Council HRA
1	2	3	4										
5	6	7	8										
Explore grant opportunities to support regulatory updates or development activities.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8	●○○	●●○	Metropolitan Council HRA
1	2	3	4										
5	6	7	8										
Construct roadway improvements to Wayzata Boulevard within County owned right-of-way.	Infrastructure	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8	●●●	●●●	Public Approval Hennepin County
1	2	3	4										
5	6	7	8										
Construct roadway improvements to Central Avenue within County owned right-of-way.	Infrastructure	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8	●●●	●●●	Public Approval Hennepin County
1	2	3	4										
5	6	7	8										
Coordinate with MnDOT regarding regional transportation, including a potential Highway 12 interchange at Ferndale Road.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8	●○○	●●○	MnDOT City of Plymouth
1	2	3	4										
5	6	7	8										
Update gateway and wayfinding signage as needed and establish a maintenance program.	Infrastructure	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8	●○○	●●○	Public Approval
1	2	3	4										
5	6	7	8										
Continue to support community events within the corridor.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8	●○○	●●○	Public Approval
1	2	3	4										
5	6	7	8										

Appendix A: Community Engagement Feedback

Phase 1 Engagement Summary

Phase 2 Engagement Summary

Appendix B: Corridor Context

Appendix C: CSC Charrette Summaries

Vision Meeting: August 2022

Land Use Charrette: November 2022

Transportation Charette: April 2022

APPENDIX C: REFERENCES

Appendix D: References

The following documents are referenced throughout the corridor study and are appended by reference.

Wayzata Design Standards Handbook

City of Wayzata Wayfinding Plan

Wayzata 2040 Comprehensive Plan

City of Wayzata Strategic Plan 2019-2023

Hennepin County Capital Improvement Program