

# SCHEMATIC DESIGN BOOK

LAKE EFFECT SIGNATURE PARK



**CIVITAS**





April 8, 2016

Mayor Ken Willcox  
Members of City Council  
Citizens of Wayzata  
Wayzata, MN

**CIVITAS**

Planners  
Urban Designers  
Landscape Architects

Dear Mayor Willcox, Members of Council and the Community,

It has been my great pleasure to work with you in preparation of the Lake Effect Signature Park. This project is the result of several years of community dialogue, planning and decisions. The final design is a direct result of the dialogue and critique from the community.

The Lake Effect will provide enhanced safety at the railroad crossings and a vastly improved lakefront that will be more ecologically healthy, more beautiful and more accessible for residents. For the first time in 100 years, people will be able to walk the length of the downtown lakefront. The lakeshore will be restored to its natural condition. The City beach will be enlarged, with new pavilions, public restrooms and concessions available. The quality of rainwater that flows into the lake will be improved. And lastly, people will be able to stroll, sit, fish, or put their toes in the water wherever they please.

The project includes important improvements along Lake Street as well. These improvements are intended to enhance the experience and safety for people walking and cycling without reduction of access for people in cars passing through or parking. The City parking lot will become a more handsome space, available for parking but more supportive of pedestrian comfort, safety and occasional events.

It is clear that the focus of the Lake Effect is on making a more beautiful area for residents to use every day. The project strikes a good balance between supporting downtown businesses while improving community recreation, relaxation and pride. Work lies ahead as you sort through your priorities, seek funding, and prepare to implement phases of the project. We hope to continue supporting you as these efforts unfold.

Many thanks and the best of luck,

A handwritten signature in black ink, appearing to read 'M. Johnson', enclosed within a large, loopy oval stroke.

Mark W Johnson, FASLA

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# 1





# OVERVIEW

The Wayzata Lake Effect Signature Park plan was developed over a six month period beginning in late 2015. Building upon the previously completed Framework Plan, this plan looks to expand upon the community values and goals outlined in the Framework Plan, while establishing a unified vision for the parks and open-spaces along the shoreline of Lake Minnetonka.

Similar to the Framework Plan, this planning process relied on multiple community touch points in the form of interactive community meetings. The project kicked off at the first community meeting in early December, where design team members shared their overall understanding of the project site and invited residents to one-on-one discussions about their thoughts and feelings about the spaces and their potential program. In early January a second community meeting was held where programmatic design alternatives were shared, and the community was asked to provide their input on the level of boldness that the proposed design should include. The final community meeting was held in mid-February where the refined vision plan was presented with a series of perspective renderings depicting what the different spaces could look and feel like. As a result of the iterative community process the design evolved greatly while attempting to address the questions and concerns raised by residents.

In addition to the Community Meetings, residents have been invited to participate throughout the Signature Park design phase in the following ways:

- Steering Committee – Comprised of civic and institutional leaders and elected officials with a vested interest in the Lake Effect, who provide insight and guidance related to the project and process, and identify possible public resources and partnerships.
- Technical Advisory Committee – Members are staff of regional agencies with expertise in technical aspects of the site, including environmental regulations and systems design.
- Online – Get regular updates, view recorded community meetings, provide comments, sign up for the e-newsletter and join social media.

This illustrative book captures the key thinking and design elements of the process, outlines the questions and concerns raised by the community, and outlines areas that will be addressed during the future phases of design.

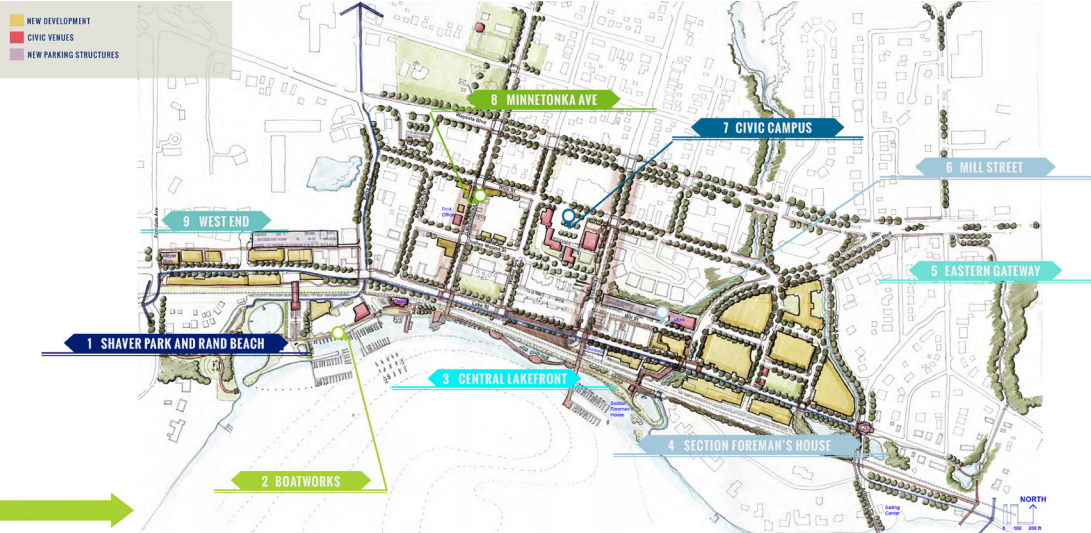


Architectural Illustration © Jerrald E. Ohm

#### WAYZATA LAKE EFFECT

### ACTIVITY CENTERS

Early in the Lake Effect initiative, the community identified nine distinct areas where improvements could be made to enhance the city's image and relationship to Lake Minnetonka. These nine activity centers already provide opportunities for residents and visitors alike to work, shop, and play along the lake, but also have untapped potential to help the city embody more fully the community's values as defined in Phase One.



# BACKGROUND : FRAMEWORK PLAN

Over the past 30 years, the City of Wayzata and its partner institutions have completed a variety of studies and frameworks that have attempted to capitalize on one of the regions greatest assets Lake Minnetonka and its associated waterfront. They have explored ways to improve connectivity, to minimize the effect and accommodate rail, how to carefully reinvest and redevelop adjacent areas, and how best to accommodate the many divergent user groups and visitors who can overwhelm the waterfront during peak seasons. These studies have created a series of comprehensive framework strategies that rely on sound urban design principles and will enhance the experience of the waterfront. During the Framework Plan process a series of Community Values (outlined below) were developed that represent the core values of the community and provide guidance to how the revitalized lake front should take shape. The current design phase of the Lake Effect must build upon these values to create a single unified vision for an update lakefront.

## BE WAYZATA

Wayzata is a family friendly community that welcomes visitors as the Gateway to Lake Minnetonka. Continue the unique sense of place, capitalize on year-round appeal and promote it's economic vitality.

## EMBRACE THE LAKE

Enhance the quality of life and lake living culture. Lake Minnetonka provides physical, recreational, scenic and spiritual assets to the community and visitors alike.

## ECONOMIC GROWTH

Continue economic growth with small focused projects and programs that create direction, success, and synergy by restoring, building and programming the areas around the lake.

## ENGAGE COMMUNITY

Continue community engagement to ensure Wayzatans are actively participating in shaping the long term success of the project.

## ACCESS FOR ALL

Continue serving the local community as part of a regional network of shopping, entertainment and recreational opportunities.

## LIVELY AND VIBRANT

Provide a variety of affordable and diverse attractions and experiences for all ages and seasons.

## RE-IMAGINE THE RAILROAD

Realize opportunities and address issues surrounding historic lakeside railroad and community views.

## PROVIDE STEWARDSHIP

The health and history of the watershed are integral to Wayzata's economy, sense of place, and community well-being. Protect the natural beauty and cultural heritage of the existing resort experience.



# DESIGN TEAM AND COMMITTEES

## LAKE EFFECT DESIGN TEAM

Civitas Inc - Prime Consultant/Landscape Architecture

HR&A Advisors - Economic Consultant

Snow Kreilich - Architecture

Solutions Blus Inc. - Civil Engineering and Storm Water

Applied Ecological Systems - Ecology

## PROJECT PRODUCTION

Mary DeLaittre - Groundwork: The Foundation for City Building

## LAKE EFFECT STAKEHOLDER COMMITTEES

### DESIGNER SELECTION COMMITTEE

Dan Baasen Board Chair, Lake Minnetonka Conservation District and Senior Vice President at Northland Securities

Janis Callison Chair, Hennepin County Board of Commissioners

Bruce Chamberlain - Principal, LOAM Inc. and Fellow, Minneapolis Parks Foundation

Sherry Davis White - President, Board of Managers, Minnehaha Creek Watershed District and Community Leader

Holly Evans – Board Member, Wayzata Park and Trails Board and Owner/Co-Founder, Wai Nani Surf & Paddle

Tom Fisher - Director, Metropolitan Design Center and Dayton Hudson Chair in Urban Design, College of Design, University of Minnesota

Lynn Gruber - Planning Commissioner, Wayzata Planning Commission and Founder / President, Summit Solutions Unlimited

Kjersti Monson - Director, Long Range Planning, Community Planning & Economic Development, City of Minneapolis

Andrew Mullin – Council Member, City of Wayzata and Director of New Business Development at Lifetouch

Sue Sorrentino – Board Member, Wayzata Heritage Preservation Board, Board Member, Wayzata Historical Society and Community Leader

Jonathan Vlaming - Associate Superintendent, Planning, Design & Technology, Three Rivers Park District

Kenneth A. Willcox – Mayor, City of Wayzata and Vice President, Co-owner/founder Tartan Transportation Systems, Inc. & Delta-Waseca, Inc.,

### TECHNICAL COMMITTEE

Renae Clark – Minnehaha Creek Watershed District

Andrew Gillett – Hennepin County

Greg Nybeck – Lake Minnetonka Conservation District

Jonathan Vlaming – Three Rivers Park District

Kate Drewry – DNR

Freya Thammen – Met Council



#### STEERING COMMITTEE

Dan Baasen Board Chair, Lake Minnetonka Conservation District and Senior VP Northland Securities

Janis Callison Chair, Hennepin County Board of Commissioners

Sherry Davis White President, Board of Managers, Minnehaha Creek Watershed District

Holly Evans Board Member, Wayzata Park and Trails Board and Owner, Wai Nani

Tom Fisher Director, Metropolitan Design Center College of Design, University of Minnesota

Lynn Gruber Planning Commissioner, Wayzata Planning Commission and President, Summit Solutions

Susan Johnson Retired Psychotherapist, Community Volunteer

Jennifer Munt Council Member, Metropolitan Council

John Nolan Principal, Nolan Properties Group

David Osmek State Senator

Keith Parker Regional Director, DNR

Sue Sorrentino Board Member, Wayzata Heritage Preservation Board and Wayzata Historical Society

Boe Carlson Superintendent, Three Rivers Park District

Kenneth A. Willcox Mayor, City of Wayzata

Rufus Winton Director, Sawmill Private Management

#### CITY OF WAYZATA STAFF FOR COMMITTEES

Jeff Thomson – Director of Building and Planning

Mike Kelly – City Engineer/Assistant Director of Public Works

Dave Dudinsky – Director of Public Service

#### LAKE EFFECT CONSERVANCY

Rick Born

Mick Johnson

Dan Koch

Sharon Lim

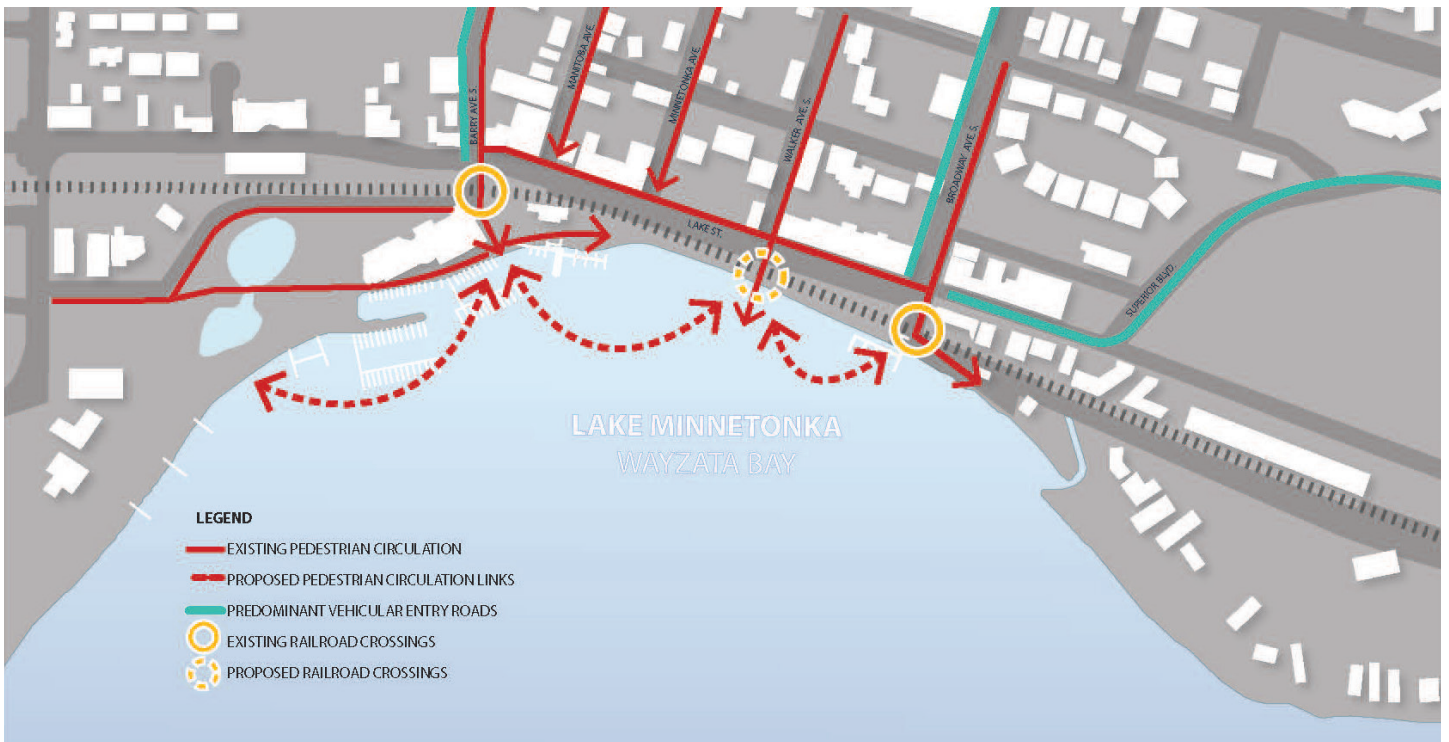
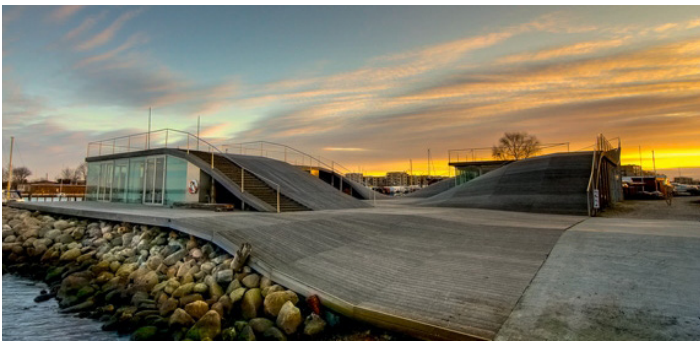
Andrew Mullin

Tyler Purdy

Sarah Schowalter

# CIRCULATION

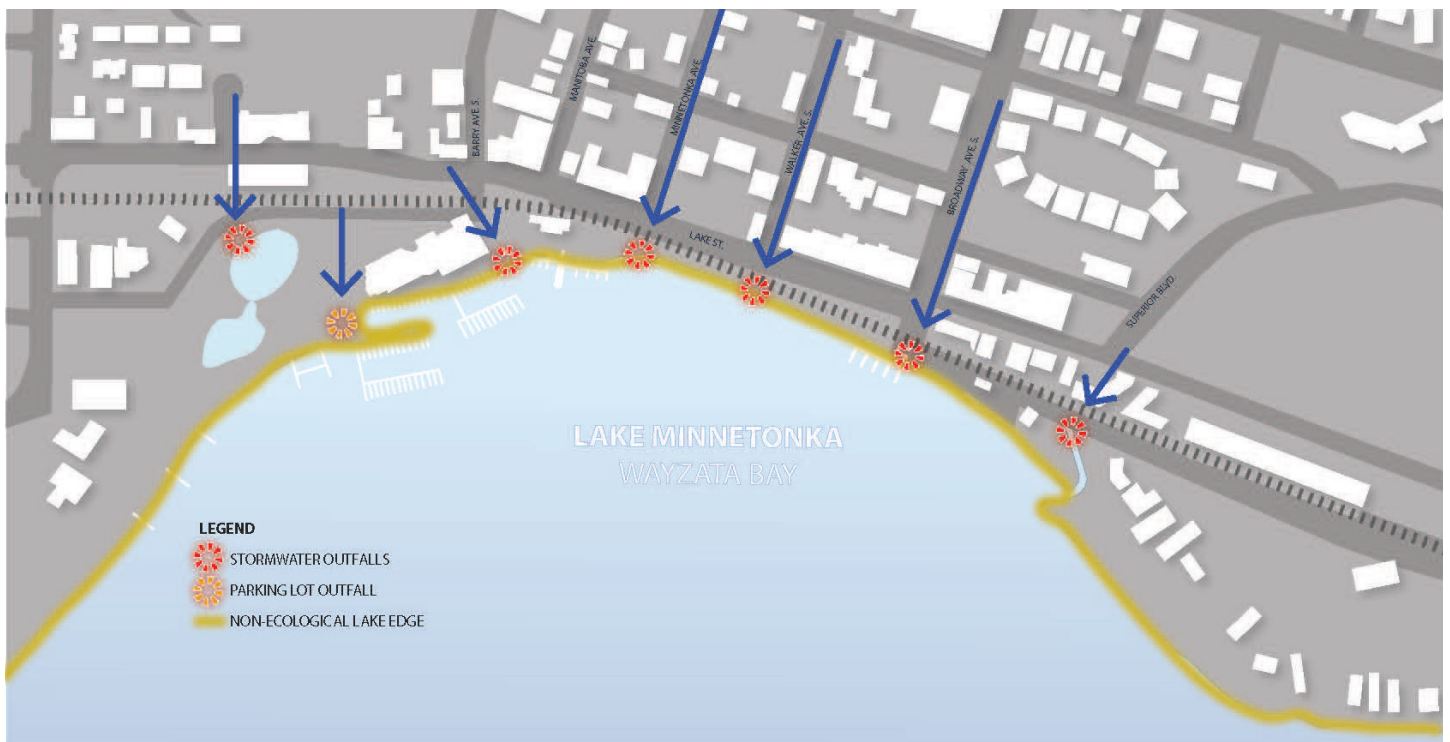
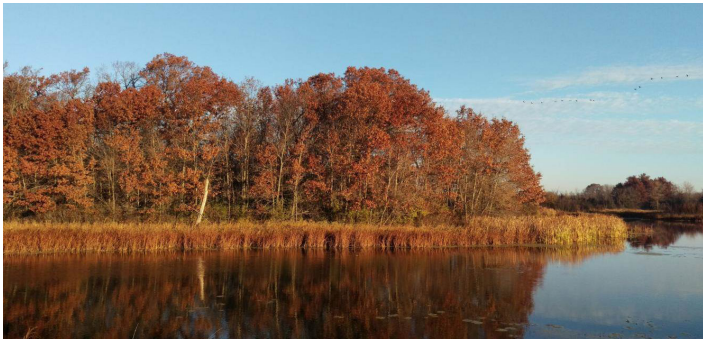
Since the addition of the BNSF rail line, a downtown lake experience has been severely limited and lake access highly restricted. One of the primary goals of this plan is to create a safe and welcoming arrival experience and an open and accessible lake walk along the north shore of Lake Minnetonka.





# LAKE EDGE

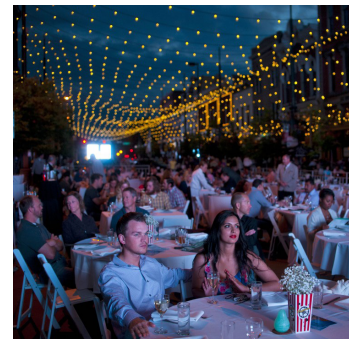
As a result of the rail's close proximity to the water and the lake's currents, the edge has become highly degraded over time with minimal ecological value. Additionally, multiple storm drain outfalls release into Wayzata bay, providing an opportunity for improving the environmental sustainability in downtown Wayzata.





# USABLE SPACE

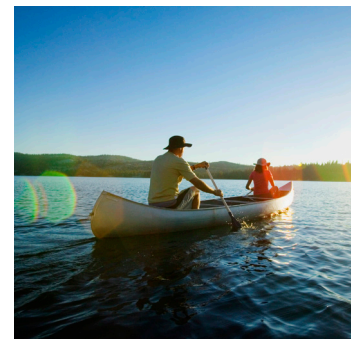
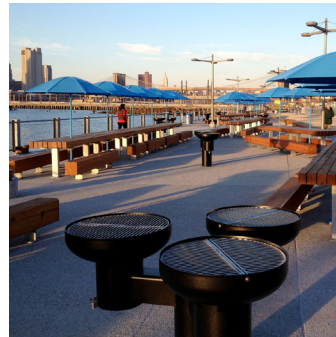
In addition to improved connectivity along the lake front, this plan must enhance the existing open spaces and increase the diversity of user experiences through the creation of additional open spaces along the lakefront.





# PROGRAMMING

The Lake Effect project must create a variety of uses to enable residents of all ages to derive meaning and attachment to the lake front as a core community gathering space.





The job of the design team is to do something good but not lose what makes Wayzata Wayzata

East pond  
by. Station  
master house  
Clean-up  
Snacks. - fishing.  
- ducky resident -

logistics of getting people here and around  
(restaurants, parking, getting from different places)

Keep docks  
Skate in dagoon  
"downtown resident"

Speak to  
Wayzata Resident  
Not a regional  
Attraction

very hard to park to go to the beach

transit bus?  
trolley?  
(from parking)

fishing docks  
(good for all ages)

East end  
Presbyterian  
Home -  
Too Big!  
Bay Center.

Clean more  
Stormwater before  
Lake Discharge

Like Wayzata's ponds capturing runoff.

"Progressive"  
"high Design"  
"European"  
water feature

Wayzata  
Brewery!

People in  
Wayzata are  
good people!  
They all want  
to pitch in  
and help &  
they do.

Wayzata has to  
be preserved, but  
it can't be buried  
in past - ~~but~~  
it has to move  
ahead -

WATER CONSERVATION  
CHANGE IS GOOD -  
MORE DOCKS

Bird poop on  
docks; hosed  
into water by  
city. What can  
be done?

The RR made the  
town but it  
cuts town off  
from lake.  
Need more  
activity at  
lake.

KEEPING THE  
AVERAGE CITIZENS  
OF WAYZATA LIVING  
& WORKING HERE IS  
MORE IMPORTANT THAN  
ATTRACTING MORE  
TOURISTS/VISITORS

HOW CAN WE  
MAKE THIS THE  
MOST HEALTHY  
SHORELINE ON  
THE LAKE?

BATH (DOCKS)  
Cold water - very  
risky

traditional, into the  
nature experience.  
do diff. things, push  
boundaries

nothing trite,  
lacking artistic  
energy  
new media, glass.  
light sculptures, water,  
incredible, not shy

not too loud  
good clean fun  
good for all ages

St. Paul city lakes  
water activities  
@ diff. seasons are  
of diff. cultures

I like natural  
shorelines.

Fewer geese &  
less grass from  
mowing getting  
into ponds &  
lakes.

WAYZATA RENTS  
ARE ALREADY TOO  
HIGH FOR MANY  
PEOPLE TO AFFORD

HIGH RENTS  
SALE AND  
LIVING DECK

Leit Shoppe  
↳ revenue  
source?

not too prefab,  
want elements  
that feel  
distinct  
materials, soul of  
the earth's water

# WHAT WE HEARD

During the initial community meeting, residents were invited to provide feedback in the form of one-on-one interactions with design team members, and by attaching comments to specific precedent images and programming ideas. As a result of those dialogs, the design team developed the following core values and design principles that were used to review and test all design ideas against throughout the completion of the schematic design phase of this project.

## core values

MAKE IT ABOUT THE LAKE EXPERIENCE

MAKE IT ENVIRONMENTALLY SENSITIVE

MAKE IT FOR LOCAL RESIDENTS

MAKE IT SAFE & ACCESSIBLE

MAKE IT BETTER WITHOUT CHANGING THE CHARACTER OF WAYZATA

## design principles

BE WAYZATA

CREATE MEANING BY ACTIVATING THE LAKE

EMBRACE THE LAKE, BUT LOOK TO THE FUTURE

ENHANCE THE ECOLOGY OF THE LAKE

CELEBRATE THE SEASONALITY

MAKE IT ACCESSIBLE

INTEGRATE CULTURE AND ART

MEASURED ECONOMIC REINVESTMENT





2



# DESIGN ALTERNATIVES

Following the initial community meeting, the design team tested a variety of design concepts and ideas that resulted in the creation of three design alternatives. Intended to depict a full range of possible transformations, from minor enhancements to bold infrastructure and park changes, these design alternatives were used to test the communities desired level of boldness for the final design.

# ALT a

This design alternative explores creating a continuous lake walk between Broadway and the Depot, enhancing rail crossings at Broadway and Barry Avenue, creating a new eco park adjacent to the Section Foreman House, providing enhancements to the existing park spaces at the beach and depot, and establishing a new railroad crossing at Walker Avenue.



This alternative is the least impactful to existing park spaces, avoids major approval issues with the regulatory agencies, and creates a unified lakefront.



## ALT b

Similar to alternative a, this alternative creates a continuous lake walk, enhances railway crossings, and adds an eco park adjacent to the Section Foreman House. The proposed design also includes an expanded Depot Park with lake edge terraces providing direct access to the lake. Additionally this alternative proposes reconfiguring the existing marina to create a more contiguous Shaver Park with direct connections to the enhanced beach area and expanded parking.



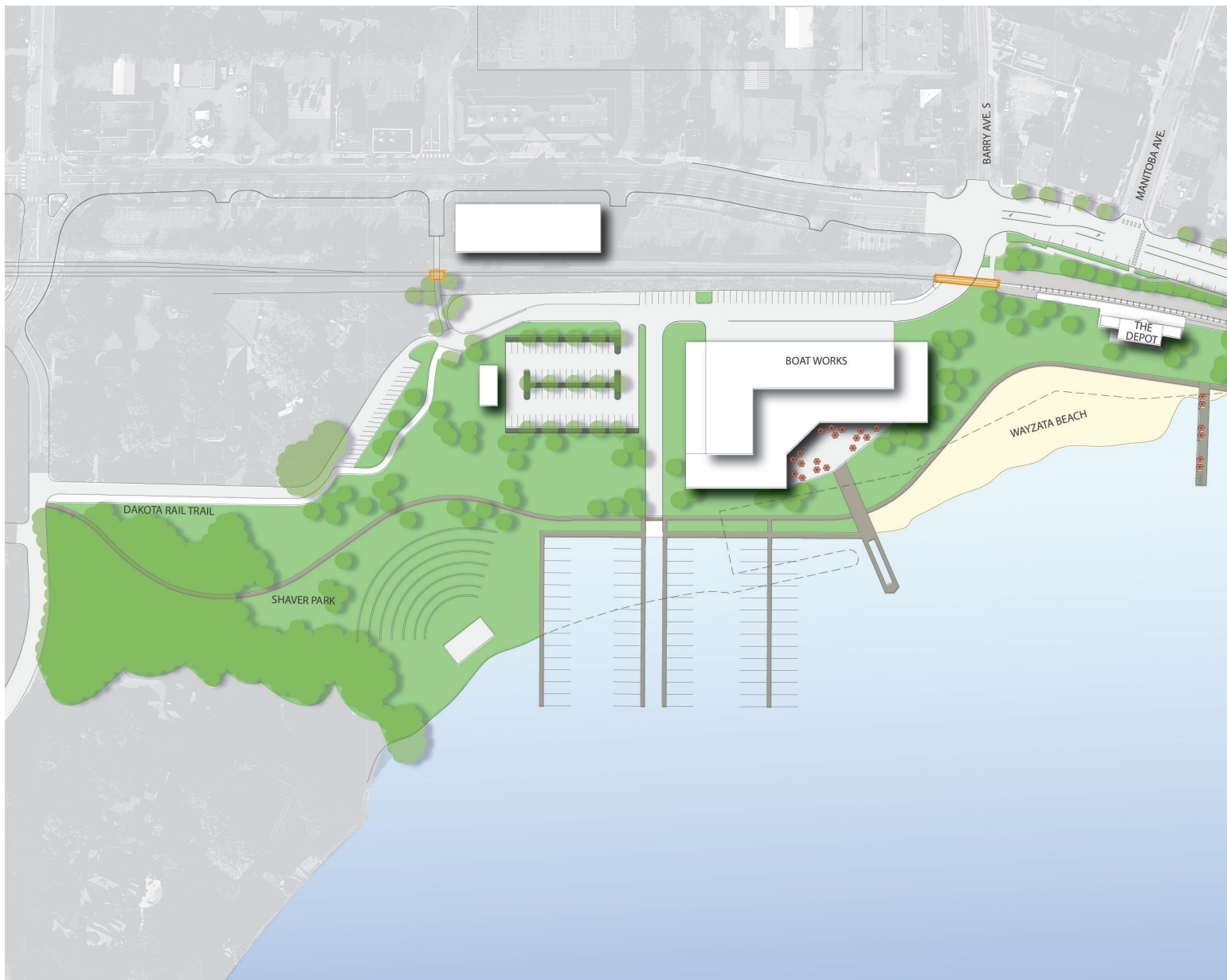


Because the proposed changes to the existing marina and the lake edge changes at the Depot Park, it is anticipated that additional permit processing will be required, potentially lengthening the approval process.



# ALT c

The most bold of the three alternatives, this alternative explores an expansive transformation to the western half of the project area. By moving the existing marina elsewhere on Lake Minnetonka, this alternative explores a dramatically enhanced Shaver Park with a lakefront amphitheater, a reconfigured private dock area, and shifts the beach area just to the south of an expanded and enhanced Depot Park.



This alternative proposes the greatest change to existing infrastructure, and will require extensive permitting and negotiations with the regulatory agencies. It will create the most active lake front, provide residents with the most diverse set of experiences, and develop the most “public” lake edge.





# A DAY IN LIFE

During the second community meeting residents were encouraged to participate in selecting the types of activities they would like to see and experience on the lake front. The images and activities below represent a possible day in the life of a variety of Wayzata residents.



child



URBAN BEACH



KINETIC ELEMENTS



teenagers



WATER ACCESS



DIVING PLATFORM



adult couple



PROTECTED SWIMMING



BOAT RENTALS



family



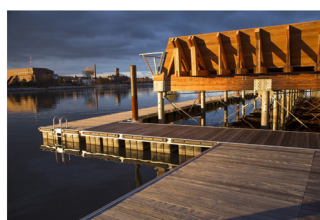
ICE FISHING



COMMUNITY CENTER



seniors



BOARDWALK



BOATING





BIRD WATCHING/NATURE VIEWING



FISHING



COMMUNITY SPACE



MOVIES IN THE PARK



FOOD TRUCK FIESTA



PADDLEBOARD



URBAN BEACH



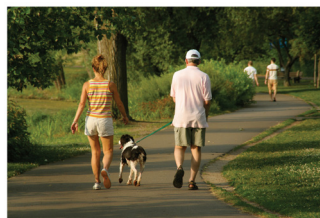
FIRE PITS



COMMUNITY MARKETS



GROUP EXERCISE



DOG WALKING



PASSIVE SEATING



SKATING



FOOD TRUCK FIESTA



COMMUNITY MARKETS



FIRE PITS



FISHING



COMMUNITY SPACE



YOGA IN THE PARK



SEATED WATERFRONT

# WHAT WE HEARD

Following a formal presentation and a brief question/answer session, residents were encouraged to engage design team members in one-on-one discussions, and to participate in providing input on the types of activities they would like to see and experience on the lake front. The following summarizes the comments and discussions that occurred during the interactive session.

## consensus from meeting

SUPPORT FOR THE LAKE WALK AND LAKE EDGE RESTORATION.

SUPPORT FOR ENHANCED LAKE STREET AND MUNICIPAL PARKING LOT

DESIRE TO CONNECT DAKOTA RAIL TRAIL ALONG LAKE STREET

SUPPORT FOR ENHANCED BEACH AND PARK SPACE

MIXED REACTIONS TO ALTERED MARINA AND PARK SPACE

STRONG PREFERENCE FOR COMMUNITY ACTIVITIES

SUPPORT FOR SAFER RAIL CROSSINGS



# COMMUNITY CHARACTER

It is important that the Lake Effect Signature Park enhance the character of the city - physically and socially - the upcoming Comprehensive Plan Update should consider how this character can be retained without stifling aspirations. Contemporary land use and design tools are available to ensure that a vibrant Wayzata can flourish while remaining the city that residents love.







3

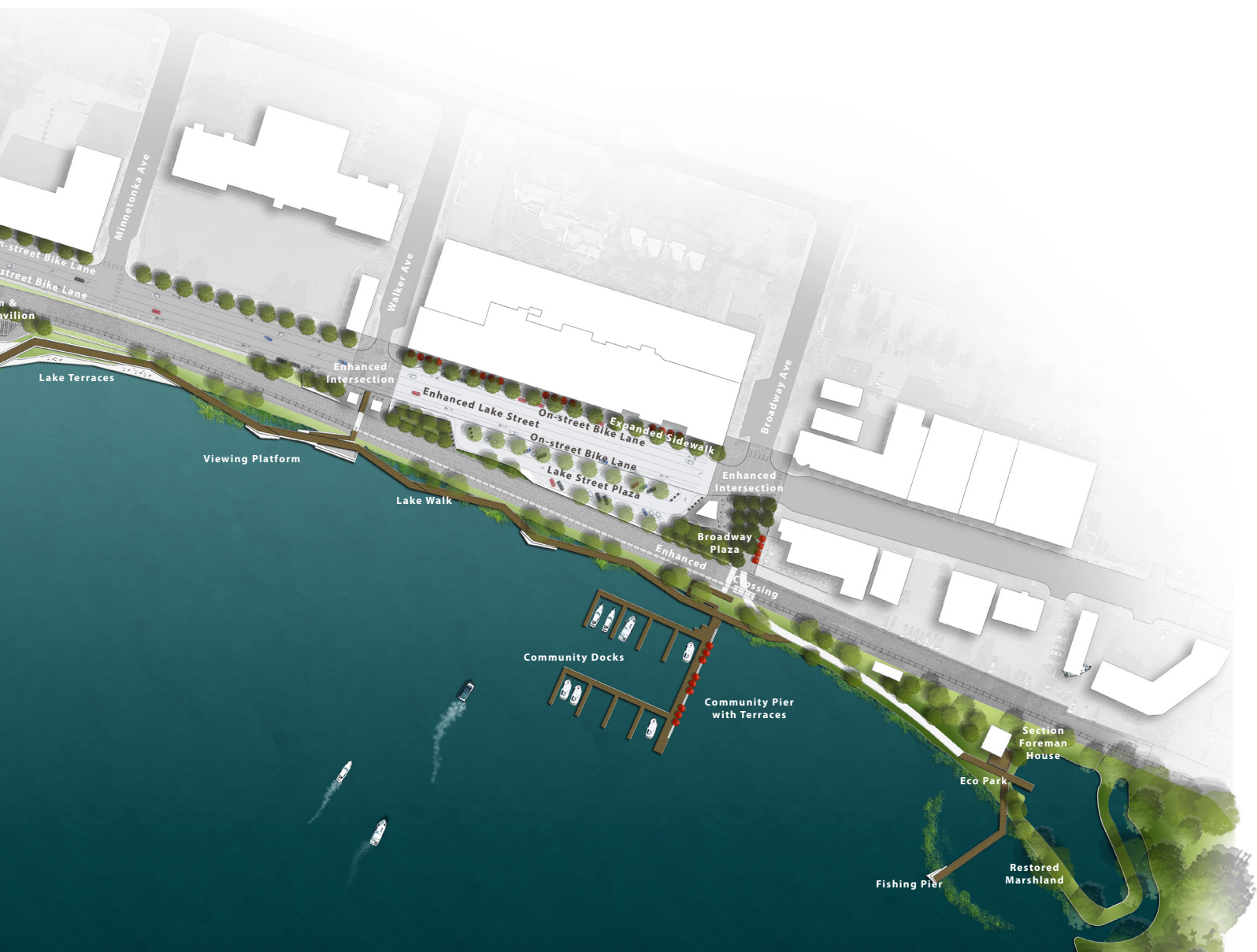


# PROPOSED DESIGN

Building upon the core values and design principles established during the initial community meeting, the feedback received following the second community meeting, and the direction and advice provided by the Steering and Technical Advisory Committee's the design team prepared refined schematic design drawings. These drawings depict the teams current design thinking. As the project moves into future phases, additional community input will be required to fully vet the design ideas, refine the programming of the spaces, and resolve some of the issues raised at the community meetings and during the public forum at the upcoming City Council meeting on April 19th.

# PROPOSED LAKE EFFECT SIGNATURE PARK

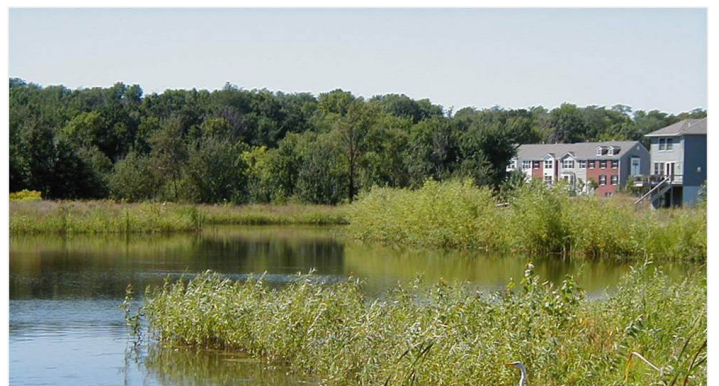
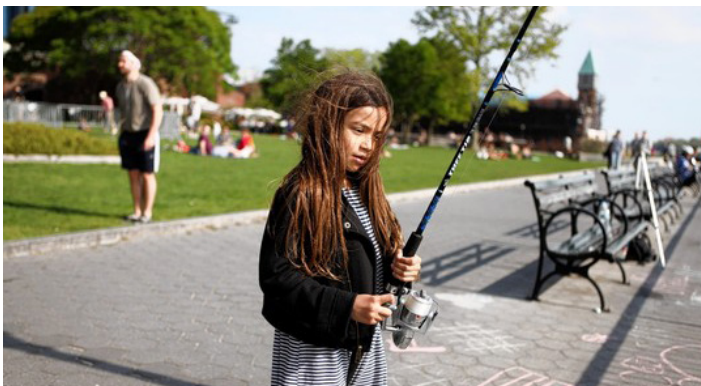
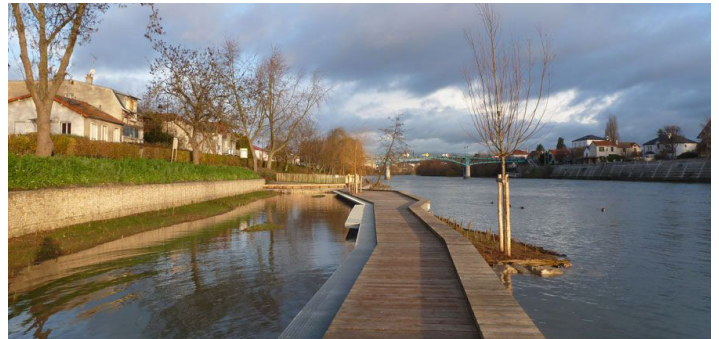






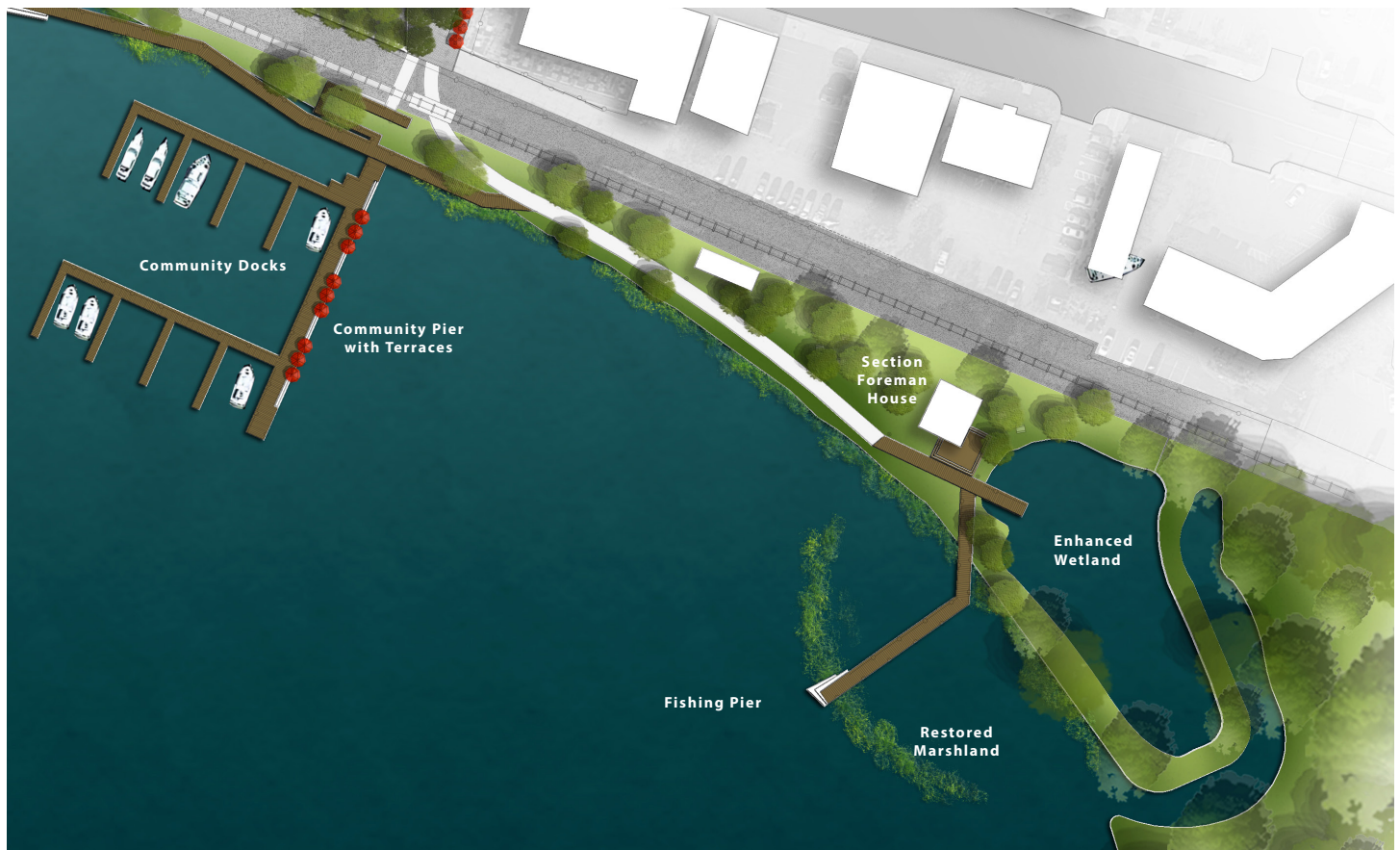
# ECO PARK

Located adjacent to the Section Foreman House, the proposed design for the Eco Park includes an underwater reef to mitigate wave action creating ideal conditions to restore a historic shoreline marsh and enhance the overall ecology of the lake edge. The proposed design also considers expanding and enhancing the existing regional detention pond to improve overall water quality, and introduces a wood fishing pier extending out into Lake Minnetonka providing much needed fishing opportunities for residents of Wayzata.





Housed within the restored Section Foreman House, a community education/game center provides the opportunity for multi-generational interactions and a viable location for local schools to come and learn about the diverse ecosystems associated with Lake Minnetonka.







Looking south from an expanded deck at the restored Section Foreman house, the restored shoreline marsh and fishing pier create an ideal location for local schools to come down and explore a restored lakefront ecosystem.







# LAKE WALK

The proposed lake walk will establish a continuous lakefront experience for the first time since the completion of the rail. Conceived of as a 8' to 12' wide meandering wood walkway, the proposed lake walk would be constructed using durable materials and structured pilings to ensure a long-term and durable system.





Beginning south of the Broadway intersection, the proposed lake walk connects with an expanded community dock area at its eastern limits, and ties into an expanded Park area at the historic Depot. Along its length a series of elevated terraces provide intermittent access into the lake, enabling residents to get their “toes in the water” and enjoy Wayzata’s greatest asset.







Looking west along the proposed lake walk, a series of terraces provide direct lake access, while the larger landscape terraces, shade structure and expanded garden at Depot Park entice users to explore the lake walk in its entirety.

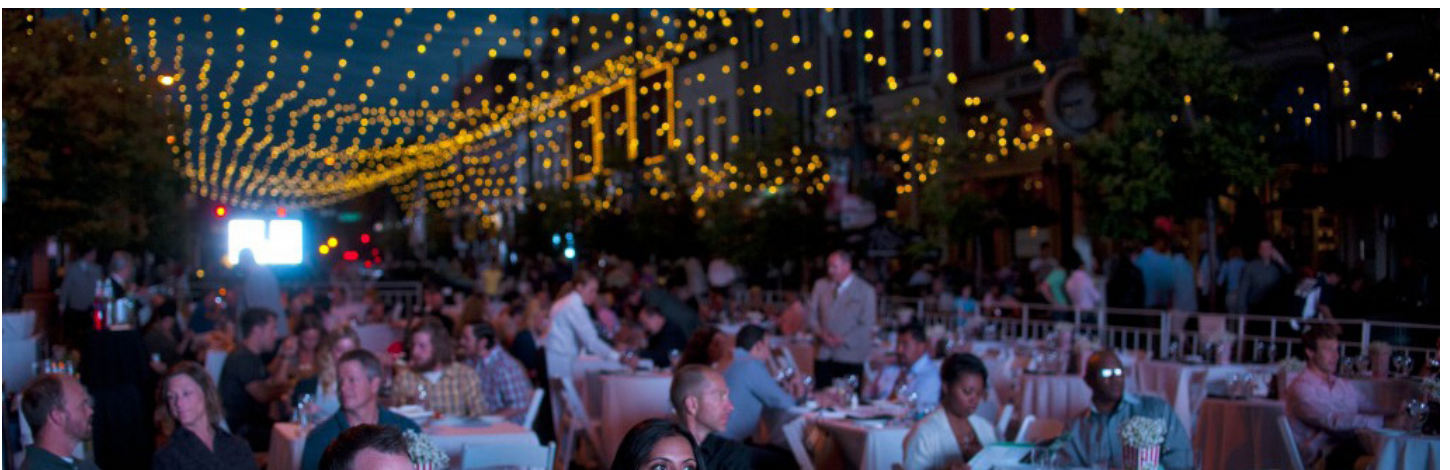






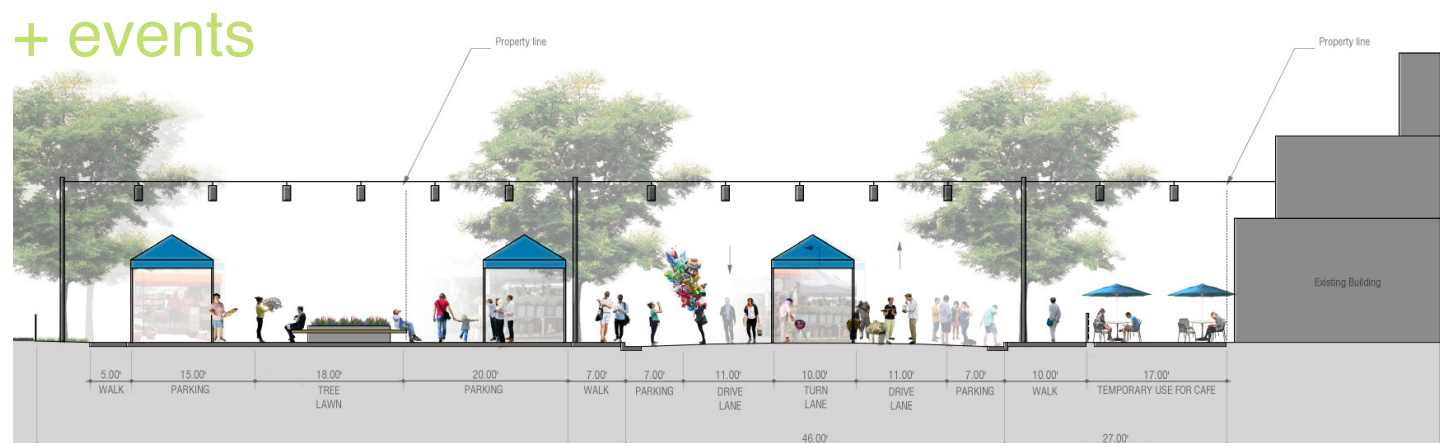
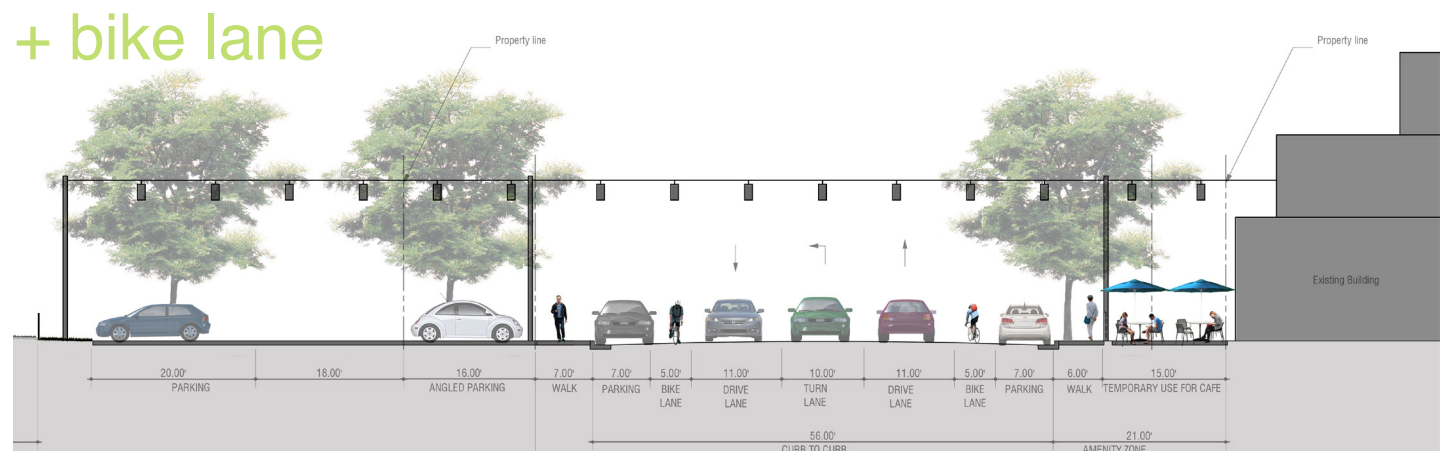
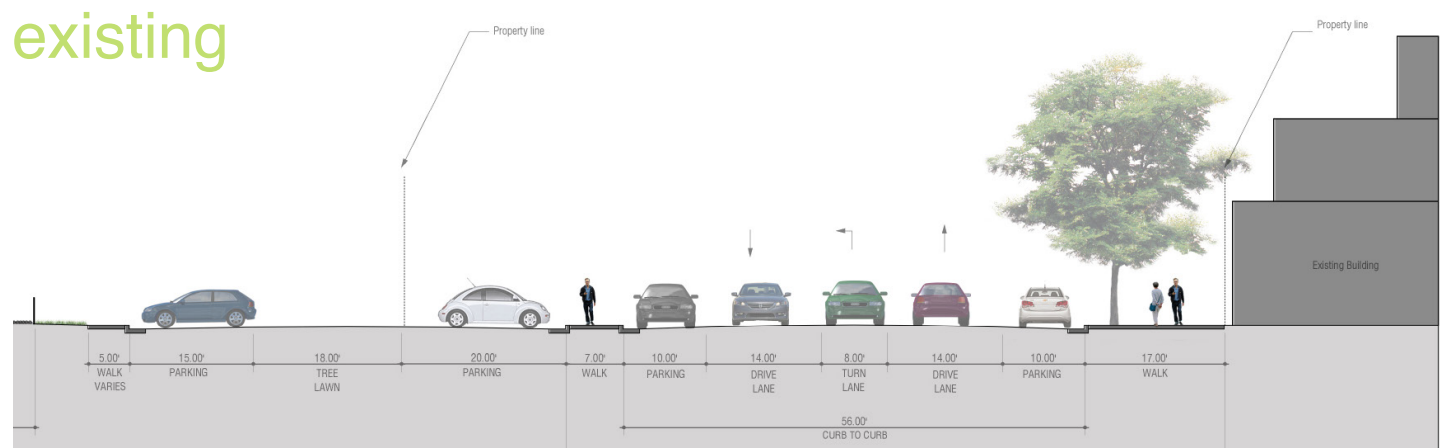
# LAKE STREET

The existing Lake Street cross-section emphasizes wide drive lanes, while minimizing the pedestrian experience. The proposed re-design of Lake Street utilizes more standard lane widths to accommodate the same total number of travel and parking lanes, while enabling the introduction of two - 5' east/west on-street bike lanes, and a widened sidewalk along the north-side of the street. The introduction of the on-street bike lanes create a direct connection into downtown from the Dakota Rail Trail, connecting over 200,000 bike-way users with the shops and amenities at the heart of downtown Wayzata.



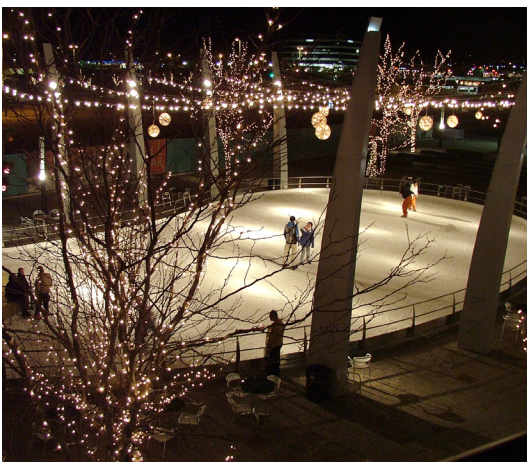


The expanded sidewalk along the north-side of Lake street will create usable outdoor space for restaurant and retail stores to create a more active and vibrant street experience. In addition to the roadway reconfiguration, the proposed design includes enhanced paving and a catenary lighting system between Walker and Broadway to create a highly flexible streetscape that will be unique to Wayzata, similar to the Larimer Square streetscape in downtown Denver shown on the left below.



# LAKE STREET PLAZA

The proposed Lake Street Plaza explores converting the existing Municipal Parking lot from a car-oriented experience into a pedestrian-first experience that welcomes vehicles into the pedestrian space on a regular basis for parking. The reconfigured plaza extends the enhanced paving and catenary lighting proposed along lake street into the plaza, enabling the street and plaza to be used as a single large pedestrian space for events like James J Hill days.





Bound by Walker to the west and Broadway to the east, the proposed design includes new pedestrian plazas with small retail kiosks south of each intersection, while additional landscaping and shade trees create a more comfortable user experience and maintain expansive views of Lake Minnetonka from Lake Street. As conceived the Lake Street Plaza will create a highly adaptable plaza experience that will enable the community to use the space in a variety of ways.



Looking west from the enhanced Broadway Plaza, this view depicts Lake Street Plaza in what will likely be its typical configuration as a parking lot.



The same view as above, this rendering depicts how the plaza could be used during large events like James J hill days, or as a convertible market space on early weekend mornings throughout summer.





The same view as the previous page, this image depicts the possible conversion of the plaza into an activating feature such as a curling or broom-ball rink during the less active winter months.







# DEPOT PARK

The proposed enhancements to the existing park at the historic Depot include expanding the much-loved flower gardens, while introducing a shade pavilion, a much-needed restroom, and provides a series of landscape terraces down to the waters edge.





In addition to the spatial improvements, the proposed design recommends removing the existing ramp system down to the ferry docks, and replacing it with a ramp system that seamlessly integrates into the landscape terraces and provide more direct access to the restroom and pavilion building.





# THE BEACH

The proposed design for Wayzata Beach includes shifting the storm water detention pond from its existing location at the edge of the lake, to the edge of the parking lot, freeing up highly valued lake front space to expand the beach, and provide much needed amenities. Adjacent to the expanded beach, the design introduces a large shade/picnic pavilion bound to the east by a new restroom building, and on the west by a combination concession/rental facility.



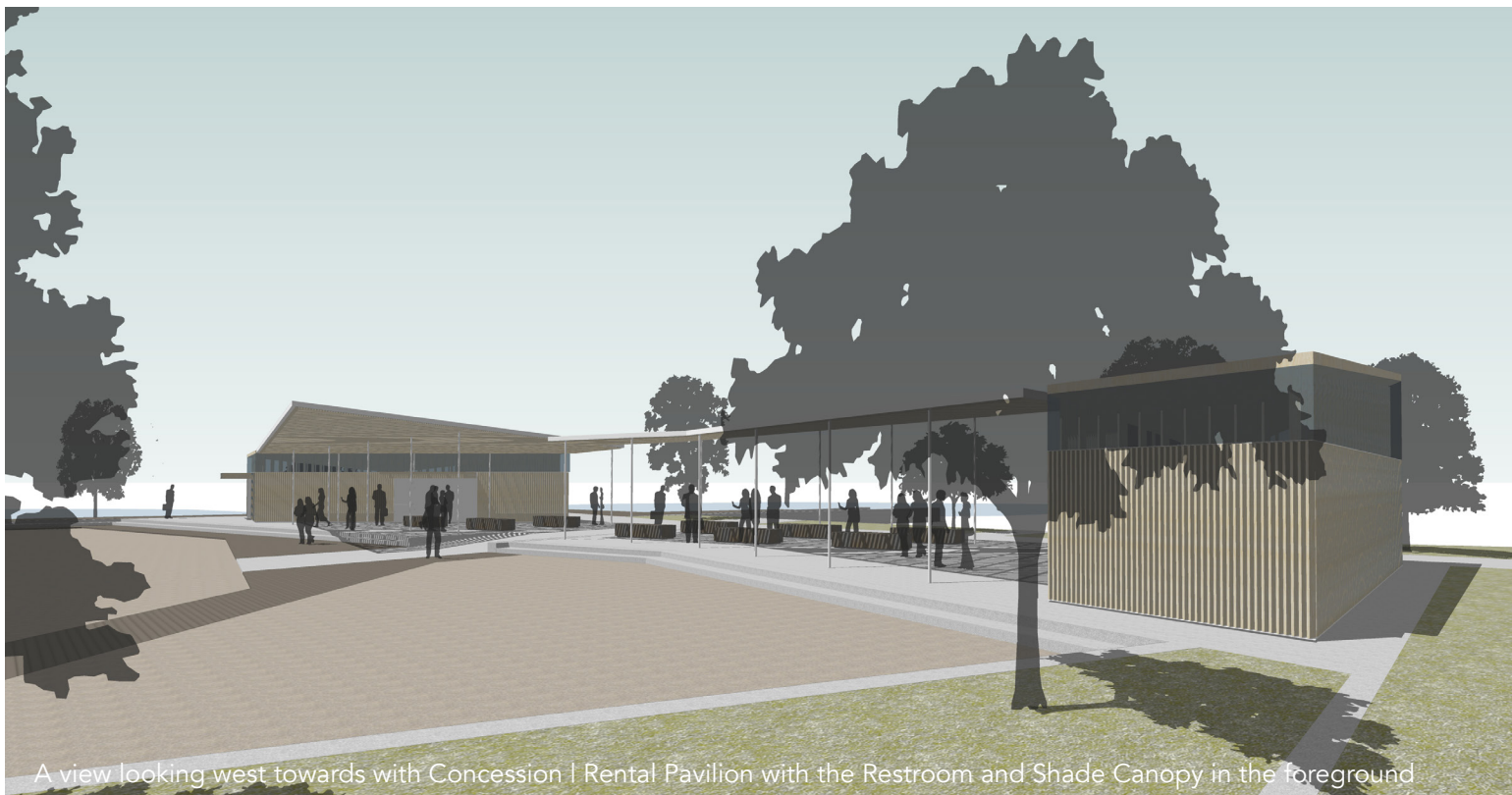
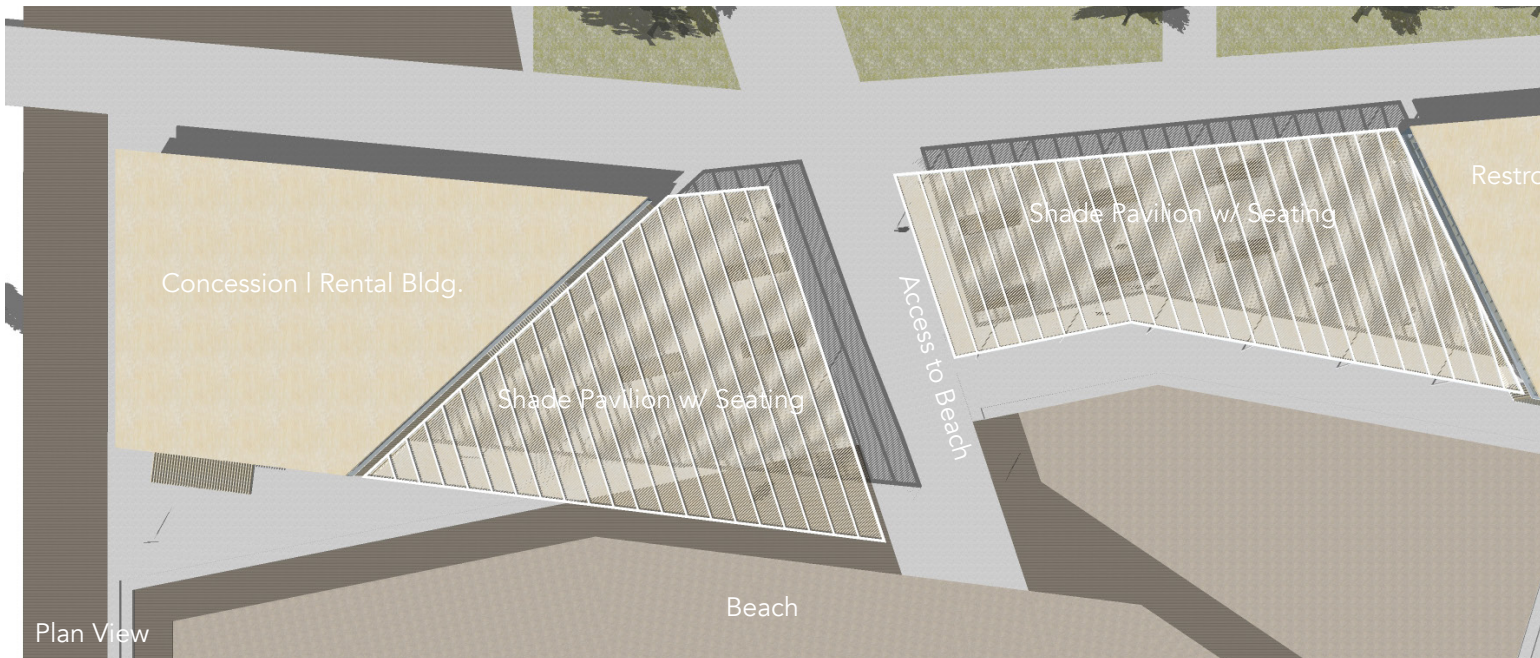


In addition to the land-based improvements, the proposed design includes a new pier structure along the west edge of the beach. The proposed pier includes a large diving platform at its southern end, and a series of terraces and seating areas along the pier's east edge, providing a new water-based user experience for residents and their families.



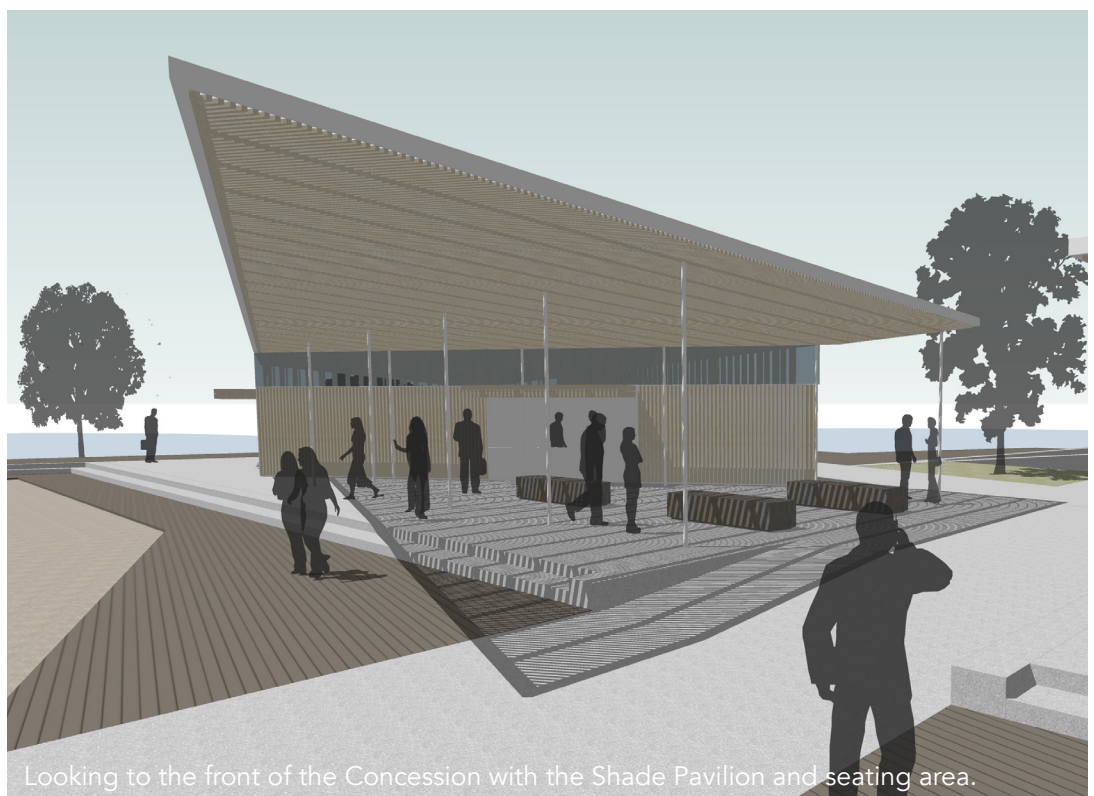
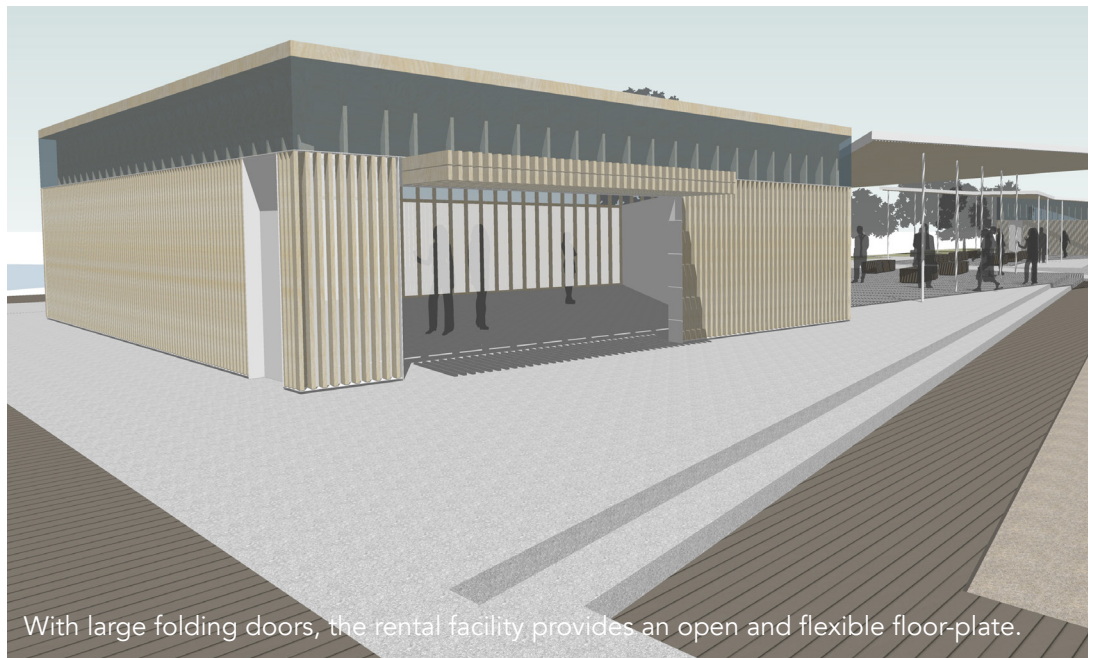
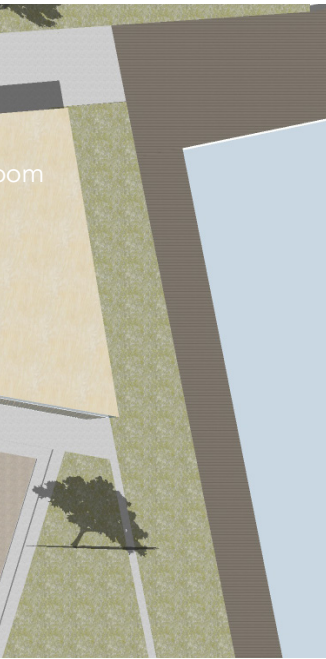
# ARCHITECTURE - THE BEACH

The proposed shade structures, restroom, and concession building at the Beach and the shade structure and restroom at the Depot Park rely on the play of texture and light to create a dynamic lake front architectural style. A series of folded planes comprised of trellis like steel members create distinct shade canopies that provide much needed shade and visual





interest. While vertical slats of ipe wood create a unique rhythm and skin to the concession and restroom buildings. Large openings with fold-up style doors provide generous openings to accommodate a variety of potential users.







Looking north from the proposed diving platform, the expanded beach area and its associated amenities will provide residents with a much needed community gathering area, and families with a complete lakefront experience.







# SHAVER PARK

As it exists Shaver Park provides much needed passive open space, however due to its location to the west of the city Marina, the park is separated from the rest of the lake front, does not include a fully accessible path of travel between the two, and does not provide adequate parking for the beach, marina and trail head. Additionally the current roadway alignment and parking preclude an off-street bike-way connection between the Dakota Rail Trail and downtown. As proposed the first phases of the Signature Park project would not include any substantial improvements to Shaver Park.



phase 1



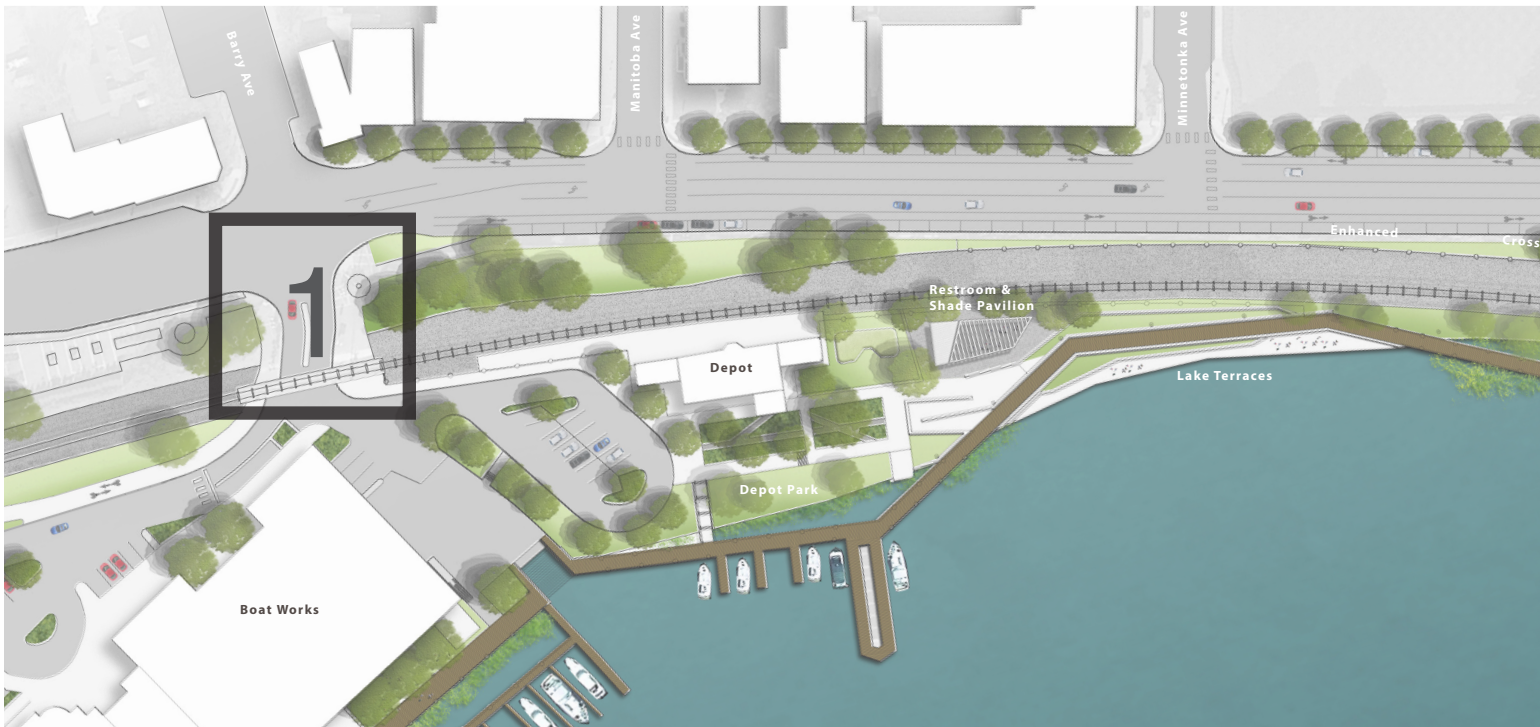
The proposed second phase of Shaver park improvements include a reconfigured city marina with an additional 19 boat slips, and a more contiguous park space with direct universally accessible connections between the Park and the rest of the waterfront. Additionally the proposed design reconfigures and expands the existing public parking providing and 40 additional spaces that include in-situ storm water treatment. The expanded parking enables the elimination of the angled parking along the public roadway, allowing the reclaimed space to accommodate a new trail head and an off-street bike-way connection between the Dakota Rail Trail and Lake Street.



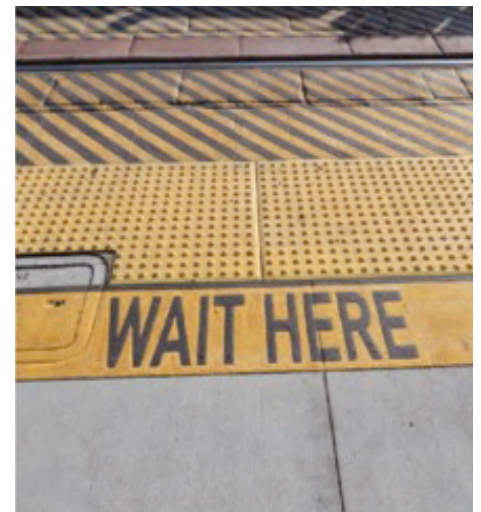
phase 2

# RAILROAD

Since its construction the Rail corridor has created a barrier between the residents and their lake front. The proposed improvements to the Lake front will increase the pedestrian and bicycle traffic that will be crossing the rail corridor to use the Signature Park. The proposed design includes enhanced pedestrian crossings and other improvements at the two existing crossings at Barry Ave and south of Broadway Ave, with an additional crossing proposed at Walker Ave.



The proposed improvements at all rail crossings will include pedestrian gates with a separate exit gate to create a fully controlled pedestrian experience.



Visible and textured pavement markings increase user safety



The new crossing at Walker is important from a public safety and perception standpoint as it provides lake walk users with multiple points of entry and egress while reducing the total length between crossing by 50%. As currently installed the existing pedestrian crossing meet all safety requirements, however in recent years more robust safety features are being introduced across the country. These heightened features as noted below are proposed for all existing and new crossings.



The existing fence as installed by the city of Wayzata will be extended to all proposed pedestrian gate/crossings on the north-side of the tracks, while the proposed lake walk includes pedestrian rails that will separate users from the track on the south

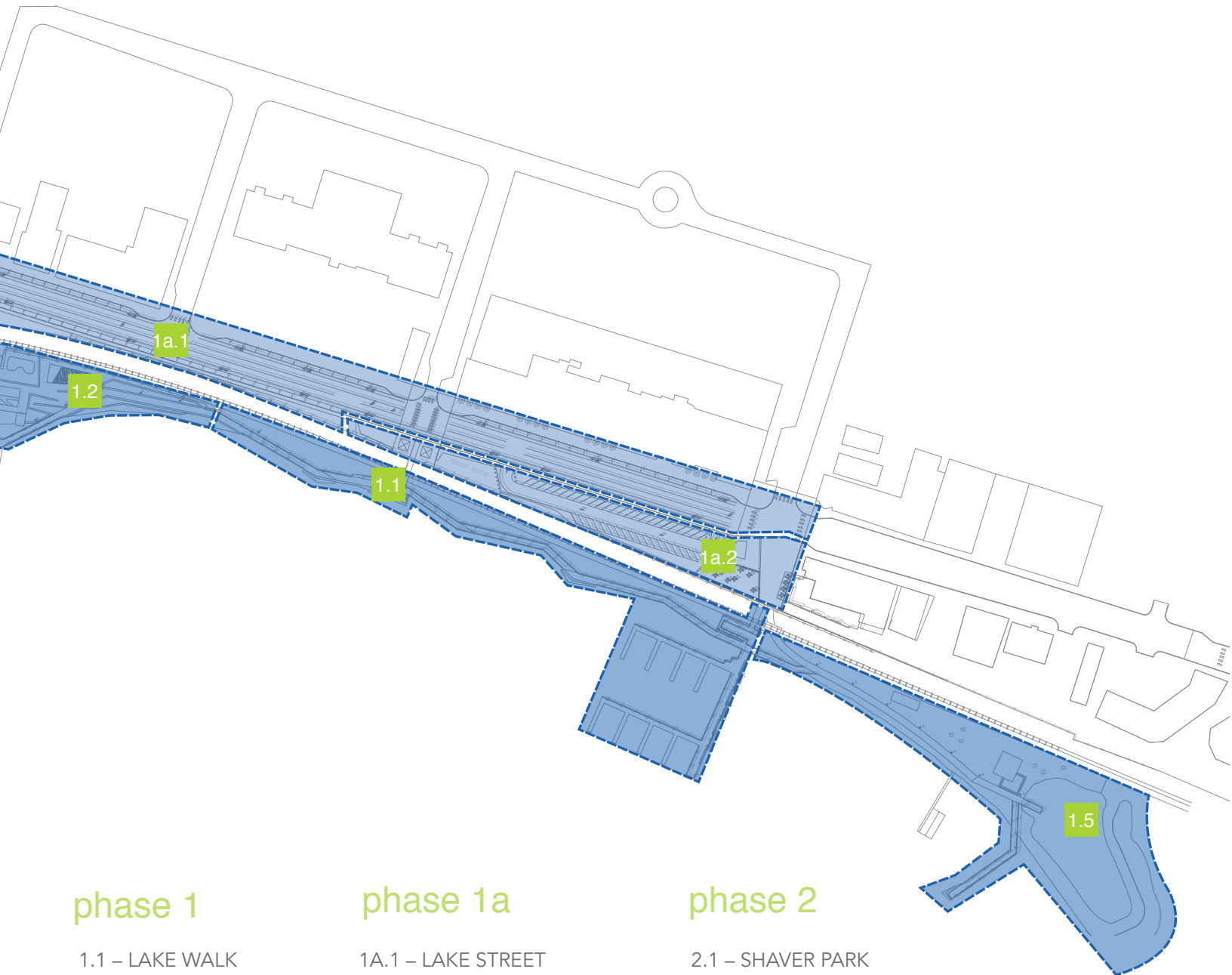
# IMPLEMENTATION

The proposed design for the Lake Effect Signature Park, expands existing parks spaces, and provides many new amenities for residents. The scope and scale of these improvements will require varying levels of permitting and approval from the various regulatory agencies, review and approval from the BNSF Rail company, and most importantly approval and support from City Council and the residents of Wayzata. Based on the approval and review processes noted, the design team is proposing a multi-phase approach that will enable the less controversial and more easily permitted





portions of the project to move forward as quickly as desired. As final phasing is determined , it is recommended that the initial phase of improvements needs to be substantial enough to excite residents and generate financial support from partnering agencies and philanthropic sources. The proposed phasing approach outlined below is an initial concept that will need to be vetted with City Council.



## phase 1

- 1.1 – LAKE WALK
- 1.2 – DEPOT PARK
- 1.3 – BOAT WORKS
- 1.4 – WAYZATA BEACH
- 1.5 – ECO PARK

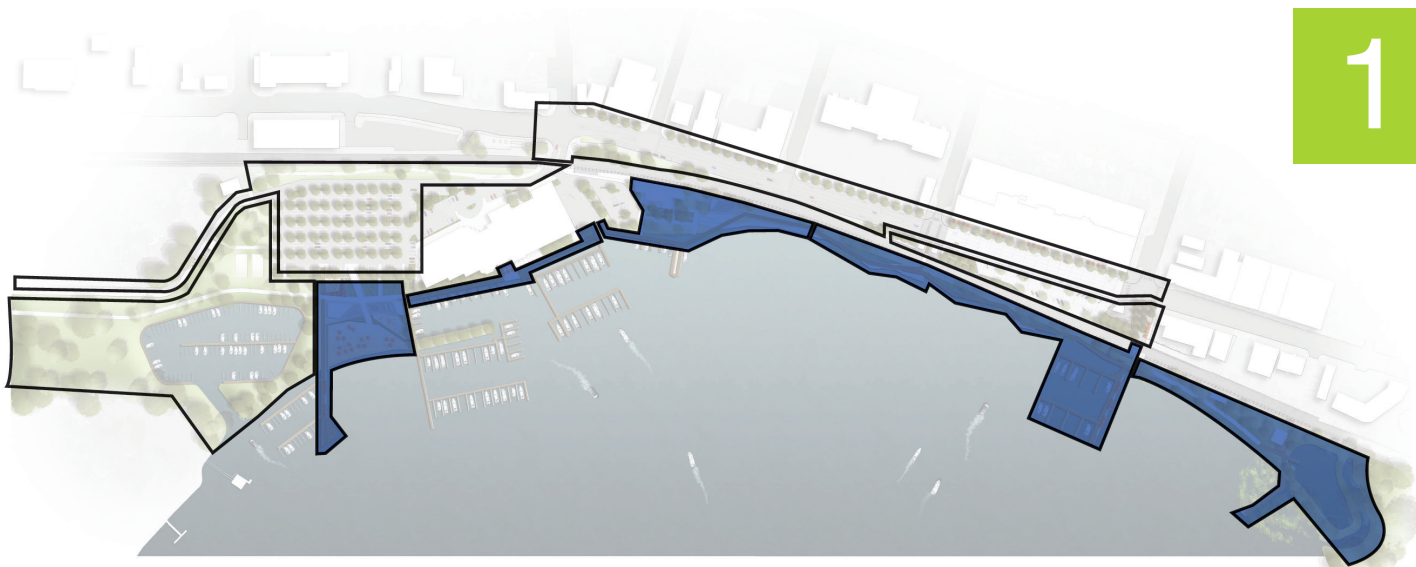
## phase 1a

- 1A.1 – LAKE STREET
- 1A.2 – LAKE STREET PLAZA

## phase 2

- 2.1 – SHAVER PARK
- 2.2 – PARKING AND ROADWAY
- 2.3 – WALKER STREET CROSSING

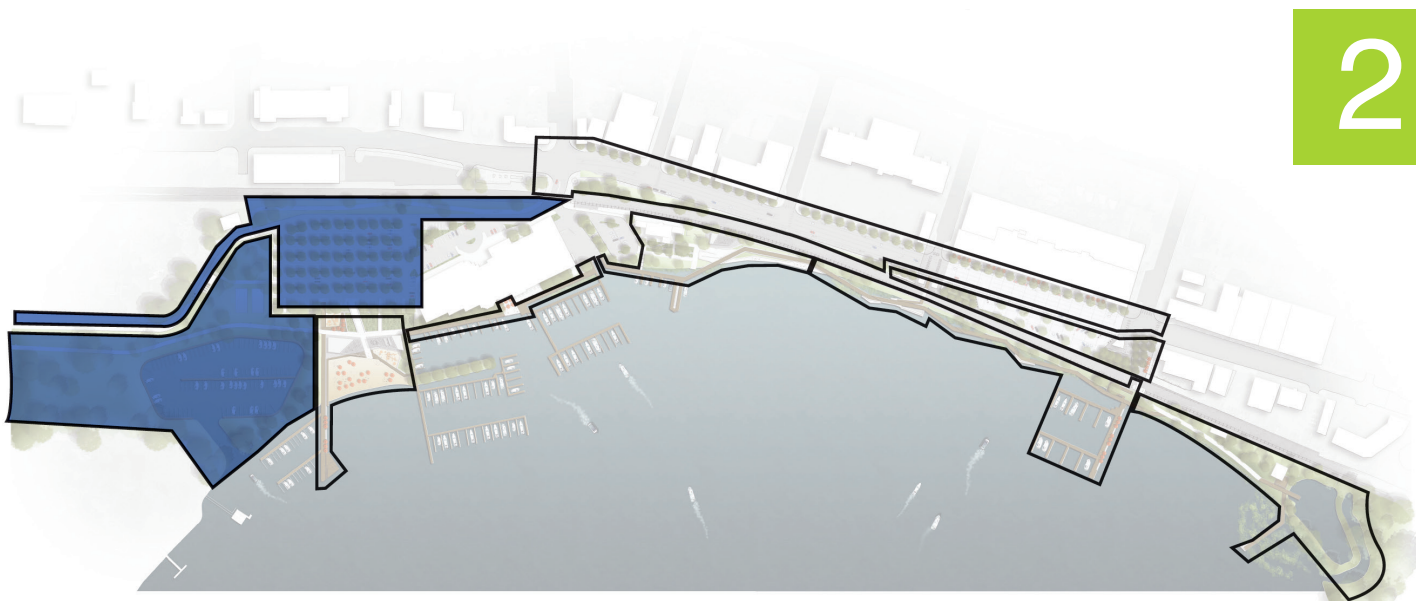
1



1a



2





## phase 1

1.1 – LAKE WALK	\$3,274,000
1.2 – DEPOT PARK	\$1,650,000
1.3 – BOAT WORKS	\$ 543,000
1.4 – WAYZATA BEACH	\$3,498,000
1.5 – ECO PARK	\$ 905,000
1.6 – ENHANCED RAIL CROSSINGS	\$ 540,000
CONTINGENCY (15%)	\$1,500,000
<hr/>	
<b>PHASE 1 TOTAL</b>	<b>\$11,910,000</b>

## phase 1a

1A.1 – LAKE STREET	\$1,880,000
1A.2 – LAKE STREET PLAZA	\$1,350,000
CONTINGENCY (15%)	\$ 485,000
<hr/>	
<b>PHASE 1A TOTAL</b>	<b>\$3,715,000</b>

## phase 2

2.1 – SHAVER PARK	\$1,705,000
2.2 – PARKING AND ROADWAY	\$ 850,000
2.3 – WALKER STREET CROSSING	\$ 390,000
CONTINGENCY (15%)	\$ 440,000
<hr/>	
<b>PHASE 2 TOTAL</b>	<b>\$3,395,000</b>

total all phases                      \$19,020,000





4



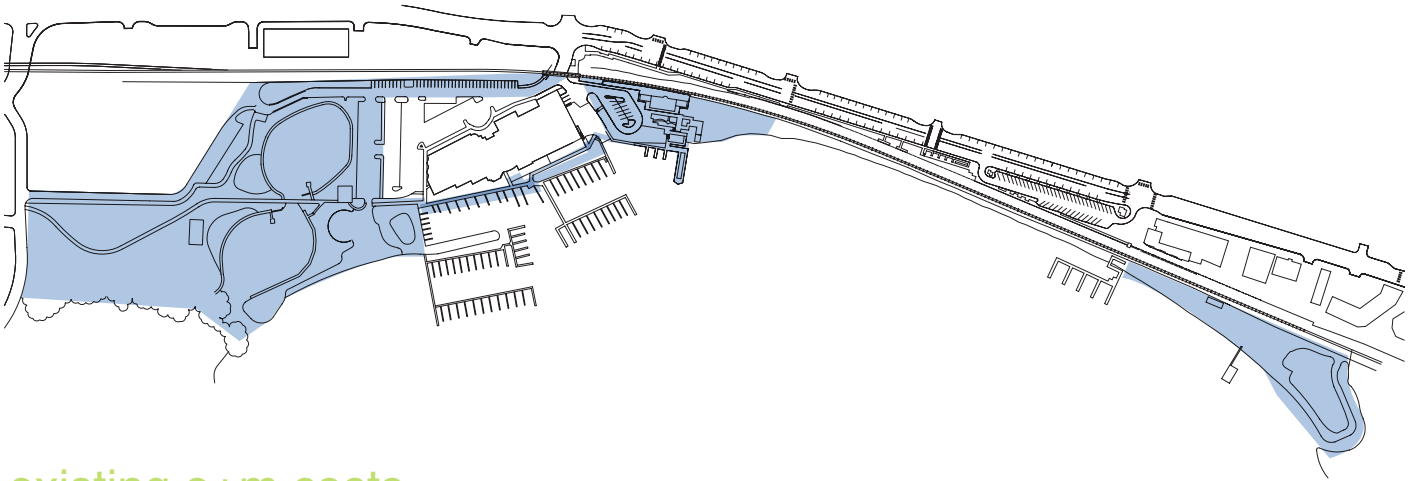
# OPERATIONS & MAINTENANCE

As proposed, the improvements to the lakefront will provide residents with a wider variety of activities, and an enhanced lakefront experience. Ensuring this experience is available for future generations of Wayzatans requires a long-term maintenance and operation strategy and funding. At a high level the Lake Effect Signature Park plan explored what the potential on-going costs would be and a variety of ways that could be used to generate the required on-going maintenance capital. This section of the document will review these findings and provide the City and its residents with a series of potential funding sources which they will need to determine which are the most feasible.

## WHAT WE HEARD

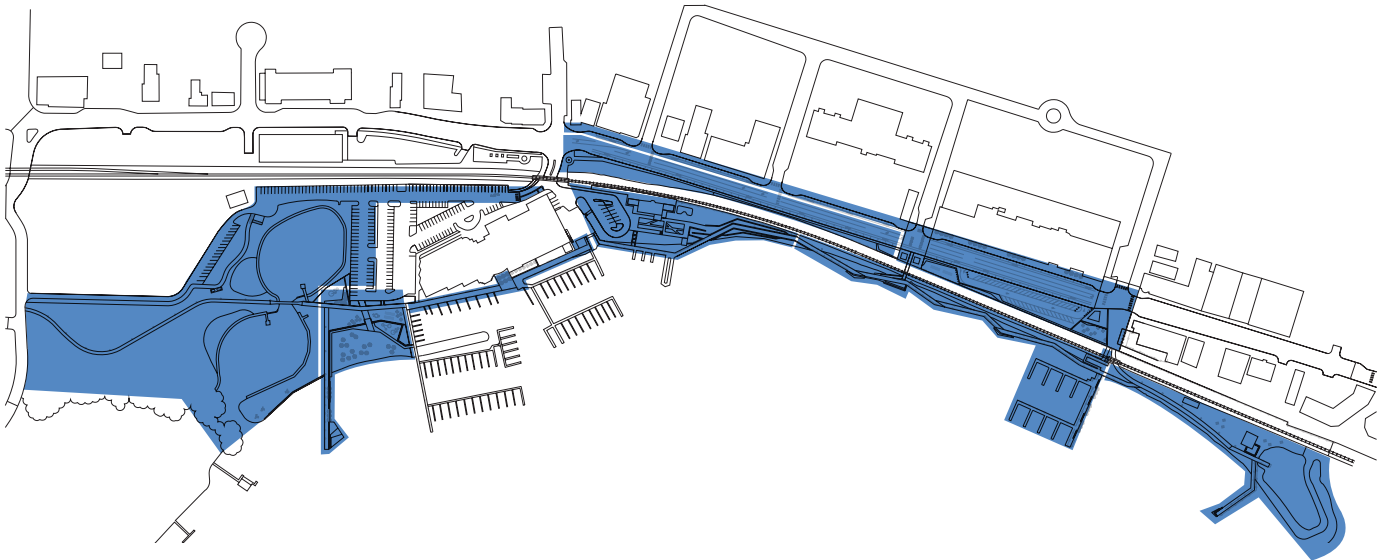
As the design team progressed through the schematic design phases, we had multiple touch-points with the community and the Steering and Technical Advisory Committees where preliminary operation and maintenance concepts were presented. From these meetings we heard the following common themes:

- The City currently pays \$8,000 per acre to maintain its parks
- The City has approved a \$20,000 budget for community-based programming in the City's parks.
- The City has an annual budget of \$5.7M.
- Stakeholders are concerned about how to pay for a revitalized lakefront with higher operating and maintenance costs.
- Paid parking is not a revenue generating option in Wayzata.
- The Chamber of Commerce, a separate civic entity, currently hosts and operates three civic events annually: James J. Hill Days, Chilly Open, and Wayzata Art Experience.
- Community members are hesitant to embrace more major events.



## existing o+m costs

11.3 acres @ \$10,200/acres = \$115,000 annually



## proposed o+m costs

16.3 acres @ \$27,600/acres = \$450,000 annually

\* note: overall park acreage increased by 5 acres (added Lake Walk/Lake Street/Lake Street Plaza)



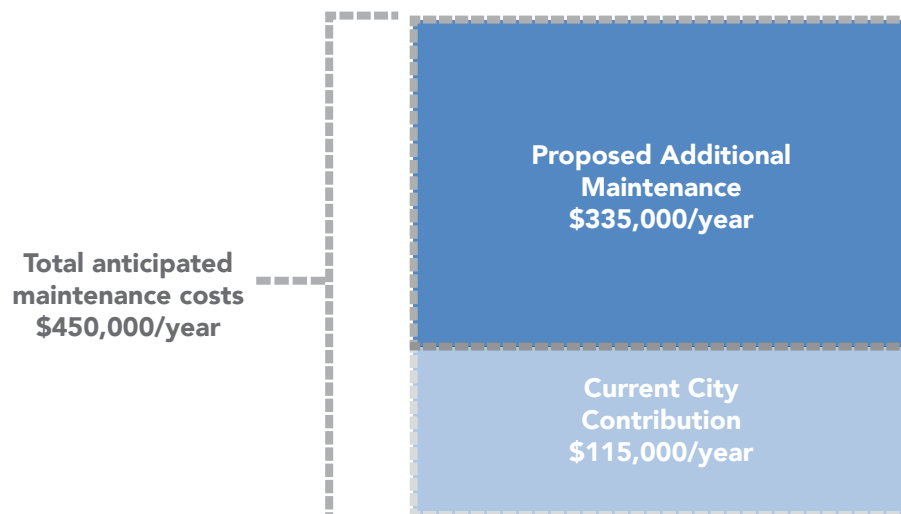
# WHAT DOES IT COST TO MAINTAIN THE PARKS?

Most cities do not track the comprehensive costs of operating and maintaining particular parks. Review and analysis of Wayzata expenditures on parks suggests that the City is spending roughly \$8,000 per acre on average on parks today, not including the costs of the Chilly Open, Wayzata Art Experience, and James J Hill Days. The City's new summer programming budget suggests an additional cost, averaging \$2,200 per acre.

Much of the currently mapped park land in Wayzata includes areas, such as the Big Woods Preserve, that incur little to no maintenance costs. As a result, the existing park areas in the Lake Effect, which are currently relatively highly utilized and maintained, almost certainly cost more than \$10,200/ acre to maintain.

The City also currently pays \$750K annually to maintain city streets, including Lake Street.

Under the Lake Effect Signature project, routine and capital maintenance will increase as a result of an increase in the amount of park acreage, higher quality materials, community expectations and utilization vis a vis a typical Wayzata park, which will require higher levels of maintenance, supplies, equipment, insurance, etc. Based on industry data and research we have estimated these costs to be \$27,600 per acre.

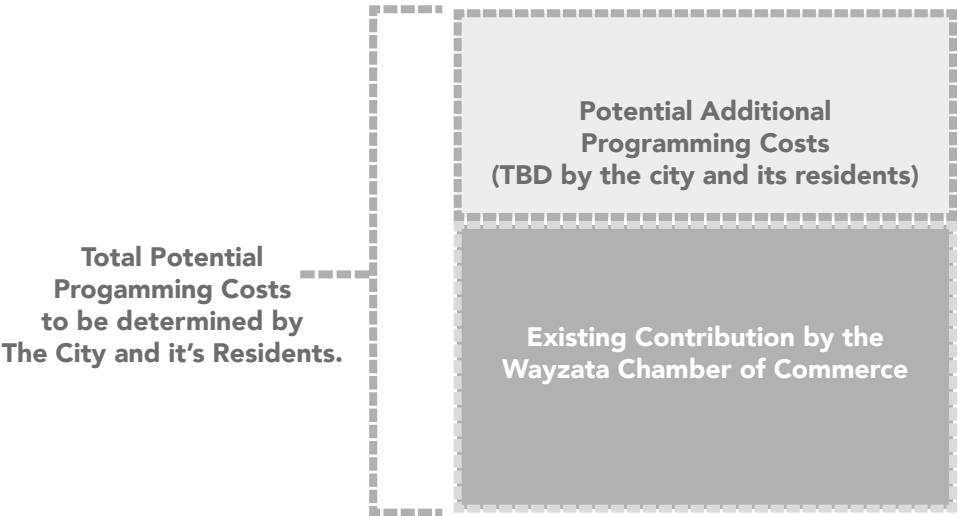


# POTENTIAL PROGRAMMING COSTS

Events and other programmed activities along the Lakefront can be used to activate the area and to engage residents in more experiences at the lake. The extent to which events are intended to attract visitors is a community and council decision that will require ongoing adjustment. These programming decisions will impact both event costs, but also administrative and management costs.

The City, Conservancy, and Chamber must work together to find the right balance of activities.

As the community determines if and how many additional programmed events and activities (large and small) are acceptable, the potential future programming costs and related administrative costs will increase. Administrative costs are tied to and are a function of the level of programming and expectations, as they impact personnel, security, vendor management, marketing, and development needs.





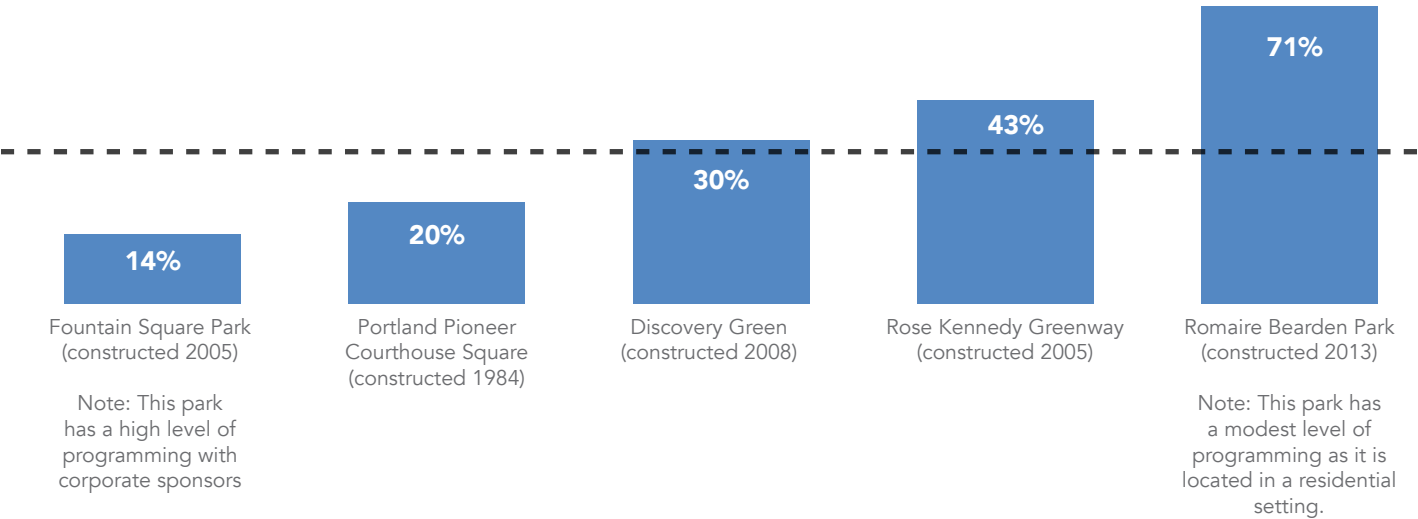
# HOW TO FUND POTENTIAL O&M COSTS?

Cities nationwide use four different sources of revenue in a different balance, depending on the character and purpose of the park. The four major categories of revenue generation potential to explore for this site, taking into account the community’s priorities and the park’s mission are; Public Contribution, Value Capture, Contributed Income, and Earned Income. The following pages outline the potential revenue streams from each of the sources. If, and how much these mechanisms are used to fund the long-term maintenance and operation costs is a decisions that will be made by the community and the City Council.

## 1. public contribution

Public contribution simply means money put directly into the project development or O+M by the city. Nationally mature signature parks receive ±30% of their annual O&M from the public sector; younger parks receive more. The exact amount of contributed funds could vary significantly based on park programming and the roles played by the City, the Conservancy, and the Chamber. For purposes of our study, we have assumed 30% of estimated O&M to be the floor on public contribution.

The following depicts the proportional Public Funding associated with other park spaces across the country.



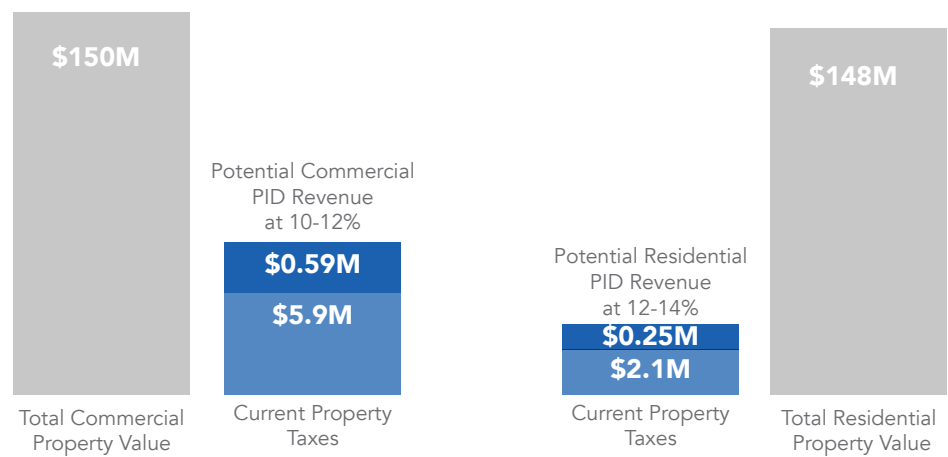
## 2. value capture

Value capture is a potential source of revenue, where a community leverages projected increases in land value due to the park’s construction for both businesses and residents to help fund park operations. Value is created in park districts through a variety of mechanisms, and based on national case studies, is realized in an increase in property values that typically exceeds 5% after 5-10 years.

Value capture can be realized through the creation of a Park Improvement District. Park improvement districts provide a variety of services to enrich the experience of parks and the surrounding streets. These services are above and beyond what is provide by the public sector.

National precedents show open space creates a 5%+ value premium for adjacent residential and commercial properties. For the purposes of this study we have used a Wayzata PID fee that is a 10% - 14% increase in current taxes, which equates to less than 1% of the estimated property value increase. The balance of the incremental property increase (4%+) would stay with the property owners.

Estimates for potential revenue to be generated through a park improvement district total \$0.59M from commercial properties and \$0.25M from residential properties, with the residential properties affected limited to those properties most likely to directly experience value increases due to park construction.





### 3. contributed income

In a community like Wayzata, with a strong sense of community spirit there is potential for individual philanthropy through a membership program. For this project we think that voluntary contributions in the form of a “membership” could be quite effective. The idea will need development but more and more parks are being funded partly through the “Friends of the Park”. These programs are often tied to modest benefits to the member, such as discounts when there are paid events, discounts at nearby businesses at certain times, priority registration for summer programs, etc. These Friends programs tap into community pride and build a constituency of people who want to see the parks well maintained, safe and enjoyable.

Our team has examined park and institution membership programs, including those for MASS MoCA, Tanglewood Music Center, Shelby Farms, Friends of the High Line, and Balboa Park to understand the size and capture rates of these membership programs. We then applied a reasonable and conservative visitation and capture rate for Wayzata based upon visitation to comparable regional parks in the Twin Cities.

YOUTH/STUDENT	\$ 20
INDIVIDUAL	\$ 60
COUPLE	\$ 90
FAMILY	\$ 130
DIRECTORS CIRCLE	\$ 250
<hr/>	
POTENTIAL TOTAL MEMBERSHIP REVENUE	\$410K-\$530K

\* Estimate assumes 4,000 – 4,500 members with a weighted average membership fee of \$92.

## 4. earned income

The Lake Effect will offer a range of opportunities for generating earned income. Revenue generation from parks varies widely depending City objectives, the extent of programs, and whether the activity is free or charged. Our team investigated the revenue generating capacity of the Lake Effect based on the proposed design and reflective of community priorities and feedback. As a result of community feedback, this analysis does not include revenue potential from parking or events.



Existing Boat Slips  
\$155,000 annually  
based on current rates



Outdoor Venue Rentals  
\$27,000 - \$54,000 annually,  
based on 40-80 rentals.



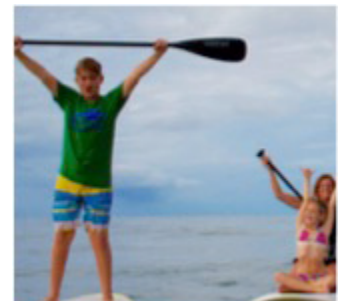
Retail Structures  
\$19,000 - \$35,000  
annually (rental leases)



New Boat Slips  
\$33,000 - \$273,000  
Annually depending on  
rates.



Ice Rink  
\$9,000 - \$12,000  
annually depending  
on equipment rental  
numbers.

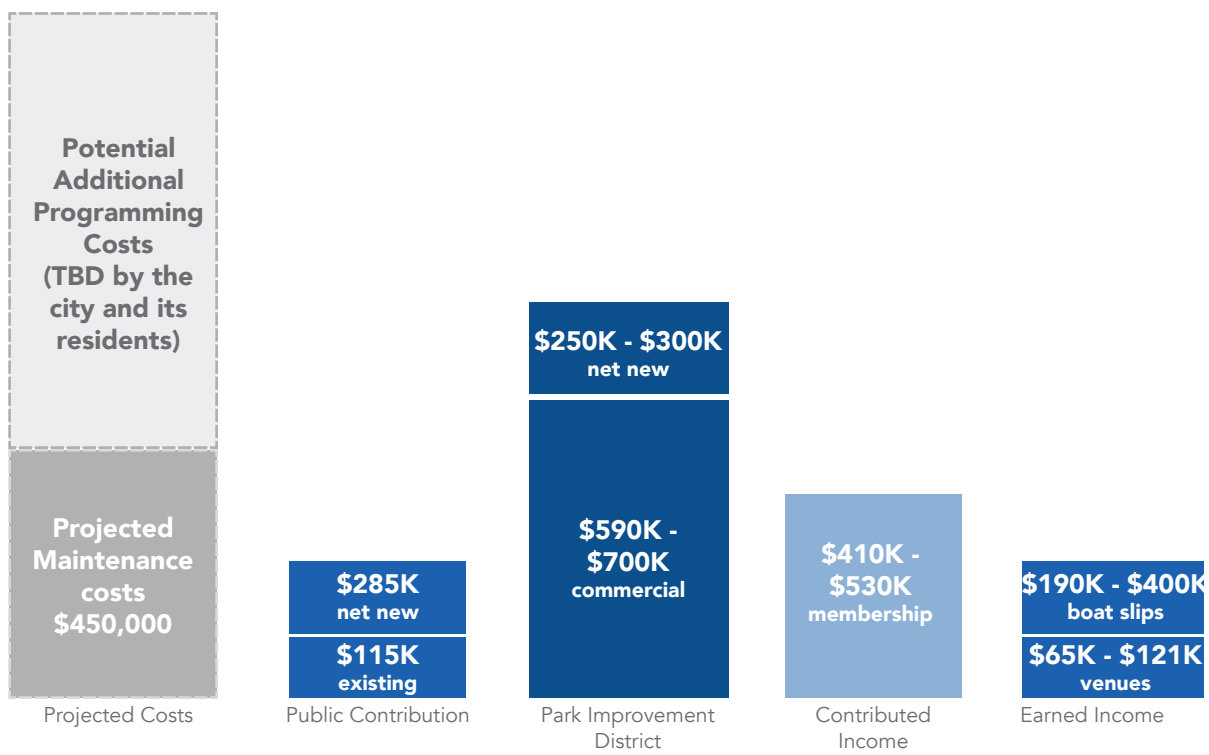


Equipment Rentals  
\$10,000 - \$12,000  
annually depending on  
user numbers.



# POTENTIAL O&M FUNDING

Based on the revenue generating sources outlined on the previous pages, the total potential funding far exceeds the projected long-term maintenance and operating costs.



moving forward the city and its residents will need to determine the amount and type of programming that is desired, and the if and how much of each type of funding source should be used.





# APPENDIX



# OPINION OF PROBABLE COST

## summary

### WAYZATA LAKE EFFECT

COST MODEL APRIL 2016

		Approx. Acreage	Approx. Square Footage	Total Cost*	\$/SF
PHASE 1	1.1 Lake Walk (Broadway to Depot Park)	0.3	13,110	\$3,274,400	\$249.76
	1.2 Depot Park	0.9	40,500	\$1,650,260	\$40.75
	1.3 Boat Works	0.2	8,500	\$543,200	\$63.91
	1.4 Beach	1.5	64,500	\$3,497,300	\$54.22
	1.5 Eco Park	1.6	70,000	\$905,980	\$12.94
	1.6 Enhanced Railroad Crossings (Broadway and Barry Ave)	0.2	10,000	\$540,000	\$54.00
	Subtotal			\$10,411,140.00	\$50.39
	Construction Contingency		15%	\$1,561,671.00	
	<b>TOTAL ESTIMATED COST (Phase 1)</b>			<b>\$11,972,811.00</b>	
PHASE 1A	1A.1 Lake Street (Excludes from BOC to Rail Tracks at Plaza)	3.1	133,550	\$1,880,908	\$14.08
	1A.2 Lake Street Plaza	0.9	39,500	\$1,349,650	\$34.17
	Subtotal			\$3,230,557.50	\$18.67
	Construction Contingency		15%	\$484,583.63	
	<b>TOTAL ESTIMATED COST (Phase 1A)</b>			<b>\$3,715,141.13</b>	
PHASE 2	2.1 Shaver Park	6.0	261,800	\$1,706,900	\$6.52
	2.2 Shaver Park Parking Lot and Roadway Changes	1.6	69,000	\$849,370	\$12.31
	2.3 Walker Street Railroad Crossing	0.1	5,000	\$392,500	\$78.50
	Subtotal			\$2,948,770.00	
	Construction Contingency		15%	\$442,315.50	
	<b>TOTAL ESTIMATED COST (Phase 2)</b>			<b>\$3,391,085.50</b>	
	<b>GRAND TOTAL (Phases 1, 1A, and 2)</b>			<b>\$19,079,037.63</b>	

# phase 1

## WAYZATA LAKE EFFECT

COST MODEL APRIL 2016

material	qty.	Units	\$/Unit	Cost	Notes
<b>1.1 Lake Walk (Broadway to Depot Park)</b>					
Hardscape					
Lake Edge Restoration (Cobble)	20,000	SF	\$15.00	\$300,000.00	assumes 20' wide for length of lake walk
Lake Walk (Ipe wood with Railing)	1,405	LF	\$1,500.00	\$2,107,500.00	assumes \$500/lf for railing
Overlook (Concrete Terrace w/o Railing)	1,250	SF	\$200.00	\$250,000.00	
Overlook (Ipe wood Terrace)	965	SF	\$100.00	\$96,500.00	terraces at broadway and dock at walker ave
New Docks at Broadway	2,500	SF	\$100.00	\$250,000.00	Based on existing docks cost 105,000 in 2000
Seated edge at Lake walk	100	LF	\$1,000.00	\$100,000.00	based on Broadway Pier Nuber
Railroad Crossing Safety Enhancement	2	LS	\$250,000.00	\$500,000.00	cost from meeting assumed to include any changes to existing both broadway and barry ave crossings
Plaza at Crossing	2,000	SF	\$20.00	\$40,000.00	upgrade from concrete
				Sub-total	\$3,644,000.00
Planting					
Lake Edge Restoration (vegetation)	20,000	SF	\$8.00	\$160,000.00	
Restore Edge at Broadway terrace	1,000	SF	\$6.00	\$6,000.00	repair adjacent to new terrace
				Sub-total	\$166,000.00
Demo					
Demo Existing Boardwalk to Docks	1,600	SF	\$2.50	\$4,000.00	
Demo Existing Pavement at Broadway Crossing	400	SF	\$1.00	\$400.00	
				Sub-total	\$4,400.00
				Sub-total 1.1 Lake Walk (Broadway to Depot Park)	\$3,814,400.00
<b>1.2 Depot Park</b>					
Hardscape					
Lake Edge Restoration (Cobble)	5,600	SF	\$15.00	\$84,000.00	
Lake Walk (Ipe wood with Railing)	400	LF	\$1,500.00	\$600,000.00	assumes \$500/lf for railing
Boardwalk on-grade	1,650	SF	\$50.00	\$82,500.00	
Pre-cast Concrete Terraces	960	LF	\$200.00	\$192,000.00	SPI was \$155/lf
Concrete Paving at Lake Edge Terrace	1,650	SF	\$50.00	\$82,500.00	Assumes it is structured
Concrete Paving on-grade (4")	11,500	SF	\$8.00	\$92,000.00	added cost for terrace stairs
Concrete Stairs	96	LF	\$50.00	\$4,800.00	
Concrete Walls at ADA Ramp and Stairs	305	LF	\$200.00	\$61,000.00	
Site Furnishings	1	LS	\$40,000.00	\$40,000.00	\$2,000 per bench, \$1,500 per trash, etc
				Sub-total	\$1,238,800.00
Planting					
Lake Edge Restoration (vegetation)	5,600	SF	\$5.00	\$28,000.00	
Shrub Bed with Irrigation	7,335	SF	\$6.00	\$44,010.00	assumes re-do all planting beds
Lawn and irrigation	2,200	SF	\$3.50	\$7,700.00	
3" Caliper Tree	10	EA	\$500.00	\$5,000.00	placeholder
				Sub-total	\$84,710.00
Structure					
Shade Structure	950	SF	\$200.00	\$190,000.00	
Restroom (with Utilities)	350	SF	\$200.00	\$70,000.00	
Lighting	12	EA	\$3,000.00	\$36,000.00	
				Sub-total	\$296,000.00
Demo					
Demo Existing Depot Park Landscape	25,000	SF	\$1.00	\$25,000.00	
Demo Existing Boardwalk to Docks	2,300	SF	\$2.50	\$5,750.00	
				Sub-total	\$30,750.00
				Sub-total 1.2 Depot Park	\$1,650,260.00



### 1.3 Boat Works

#### Hardscape

Lake Walk (Ipe wood with Railing)	250 LF	\$1,750.00	\$437,500.00	assumes \$500/lf for railing, with extra width thn typical lake walk
Boardwalk on-grade	220 SF	\$50.00	\$11,000.00	
Concrete Paving at Plaza	1,900 SF	\$12.00	\$22,800.00	
Site Furnishings	1 LS	\$20,000.00	\$20,000.00	\$2,000 per bench, \$1,500 per trash, etc

Sub-total \$491,300.00

#### Planting

Shrub Bed with Irrigation	2,500 SF	\$6.00	\$15,000.00	assumes 10' width on the west end
3" Caliper Tree	12 EA	\$500.00	\$6,000.00	

Sub-total \$21,000.00

#### Structure

Lighting	7 EA	\$3,000.00	\$21,000.00	
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Sub-total \$21,000.00

#### Demo

Demo Existing Boardwalk	2,800 SF	\$2.50	\$7,000.00	
Demo Existing Depot Park Landscape	5,800 SF	\$0.50	\$2,900.00	

Sub-total \$9,900.00

Sub-total 1.3 Boat Works

\$543,200.00

### 1.4 Beach

#### Hardscape

Pier (Ipe wood with terraces)	200 LF	\$2,000.00	\$400,000.00	assumes \$500/lf for railing
Boardwalk on-grade	5,000 SF	\$50.00	\$250,000.00	
Pre-cast Concrete Terraces	1,085 LF	\$200.00	\$217,000.00	
Water Quality Band	175 LF	\$315.00	\$55,125.00	(Assumes 4' deep x 10' wide trench filled with crushed granite + topsoil, plus epdm liner)
Concrete Paving on-grade	11,250 SF	\$14.00	\$157,500.00	added cost for terrace stairs
Concrete Curb at parking	225 LF	\$20.00	\$4,500.00	
Sand at Beach	19,400 SF	\$2.00	\$38,800.00	
Asphalt Parking Lot	3,000 SF	\$2.50	\$7,500.00	
Site Grading	7,000 SY	\$0.85	\$5,950.00	
Site Furnishings	1 LS	\$100,000.00	\$100,000.00	\$2,000 per bench, \$1,500 per trash, etc

Sub-total \$1,236,375.00

#### Planting

Water Quality Band Planting	2,080 SF	\$5.00	\$10,400.00	
Shrub Bed with Irrigation	2,700 SF	\$6.00	\$16,200.00	
Lawn and irrigation	18,600 SF	\$4.00	\$74,400.00	
3" Caliper Tree	40 EA	\$500.00	\$20,000.00	budget

Sub-total \$121,000.00

#### Structure

Shade Structure	3,100 SF	\$200.00	\$620,000.00	
Pavilion Building (with Utilities)	2,500 SF	\$200.00	\$500,000.00	
Diving Platform	1,700 SF	\$350.00	\$595,000.00	
Play Equipment	1 LS	\$300,000.00	\$300,000.00	
Site Furnishings	1 LS	\$50,000.00	\$50,000.00	
Lighting	10 EA	\$3,000.00	\$30,000.00	

Sub-total \$2,095,000.00

#### Demo

Demo Existing Lake Edge	225 LF	\$20.00	\$4,500.00	
Demo Existing Beach and Water Quality Area	36,000 SF	\$1.00	\$36,000.00	
Demo Existing Conc Curb	225 LF	\$15.00	\$3,375.00	
Demo Existing Parking	3,000 SF	\$0.35	\$1,050.00	

Sub-total \$44,925.00

Sub-total 1.4 Beach

\$3,497,300.00

## 1.5 Eco Park

Hardscape				
Cobble Reef (Cobble)	16,000 SF	\$10.00	\$160,000.00	
Lake Walk (Ipe wood with Railing)	195 LF	\$1,500.00	\$292,500.00	assumes \$500/lf for railing
Wood Deck on-grade	750 SF	\$50.00	\$37,500.00	added cost for stairs
Boardwalk and Wood Deck on-grade	100 SF	\$50.00	\$5,000.00	
Concrete Paving on-grade (6")	4,100 SF	\$14.00	\$57,400.00	
Site Grading	4,800 SY	\$0.85	\$4,080.00	
Site Furnishings	1 LS	\$20,000.00	\$20,000.00	\$2,000 per bench, \$1,500 per trash, etc
			Sub-total	\$576,480.00
Planting				
Lake Edge Restoration (vegetation)	30,000 SF	\$5.00	\$150,000.00	
Native Seed w/ Irrigation	15,000 SF	\$1.50	\$22,500.00	
3" Caliper Tree	20 EA	\$500.00	\$10,000.00	placeholder
Wetland Planting at Pond	6,000 SF	\$10.00	\$60,000.00	assumes 1/3 of total area
			Sub-total	\$242,500.00
Structure				
Lighting	7 EA	\$3,000.00	\$21,000.00	
			Sub-total	\$21,000.00
Water Quality				
Construct Forebay at Regional Detention	1 LS	\$50,000.00	\$50,000.00	
			Sub-total	\$50,000.00
Demo				
Demo Existing Berm at Pond	4,000 SF	\$0.25	\$1,000.00	
Clearing and Grubbing	15,000 SF	\$1.00	\$15,000.00	
			Sub-total	\$16,000.00
Sub-total 1.5 Eco Park			\$905,980.00	



# phase 1a

## WAYZATA LAKE EFFECT

COST MODEL APRIL 2016

material	qty.	Units	\$/Unit	Cost	Notes
<b>1A.1 Lake Street (Excludes from BOC to Rail Tracks at Plaza)</b>					
Hardscape					
Conc Curb and gutter (Upgraded)	1,250	LF	\$30.00	\$37,500.00	
Conc Curb and Gutter	1,900	LF	\$20.00	\$38,000.00	
4" Sidewalk (Upgraded)	18,800	SF	\$10.00	\$188,000.00	
4" Sidewalk (Standard)	18,500	SF	\$6.00	\$111,000.00	
Asphalt roadway	53,600	SF	\$2.50	\$134,000.00	
6" Concrete Roadway (Upgraded)	26,250	SF	\$20.00	\$525,000.00	
Pedestrian Ramp	12	EA	\$2,500.00	\$30,000.00	
Pedestrian Ramp (upgraded)	4	EA	\$3,000.00	\$12,000.00	
Enhanced Crosswalk	8,400	SF	\$20.00	\$168,000.00	
Crosswalk (Standard)	3,000	SF	\$1.00	\$3,000.00	
Tree Grates	44	EA	\$1,500.00	\$66,000.00	
Utilities	1	LS	\$200,000.00	\$200,000.00	
Site Furnishings	1	LS	\$50,000.00	\$50,000.00	\$2,000 per bench, \$1,500 per trash, etc
				<b>Sub-total</b>	<b>\$1,562,500.00</b>
Planting					
Shrub Bed with Irrigation	3,760	SF	\$6.00	\$22,560.00	
3" Caliper Tree	66	EA	\$500.00	\$33,000.00	budget
				<b>Sub-total</b>	<b>\$55,560.00</b>
Structure					
Pedestrian Light (w/ Cantenary)	11	EA	\$5,000.00	\$55,000.00	
Pedestrian Light	38	EA	\$3,000.00	\$114,000.00	
				<b>Sub-total</b>	<b>\$169,000.00</b>
Demo					
Demo Existing Conc. Sidewalk	37,300	SF	\$0.50	\$18,650.00	
Demo Existing Conc Curb	3,150	LF	\$15.00	\$47,250.00	
Demo Existing Asphalt Road	79,850	SF	\$0.35	\$27,947.50	
				<b>Sub-total</b>	<b>\$93,847.50</b>
				<b>Sub-total 1A.1 - Lake Street</b>	<b>\$1,880,907.50</b>
<b>1A.2 Lake Street Plaza</b>					
Hardscape					
6" Concrete Roadway (Upgraded)	19,250	SF	\$15.00	\$288,750.00	
Pedestrian Ramp	4	EA	\$3,000.00	\$12,000.00	
Enhanced Plaza (at Walker and Broadway)	9,500	SF	\$20.00	\$190,000.00	
Decomposed Granite	6,750	SF	\$2.50	\$16,875.00	
Pre-cast Concrete Seatwall	725	LF	\$400.00	\$290,000.00	
Tree Grates	21	EA	\$1,000.00	\$21,000.00	
Utilities	1	LS	\$100,000.00	\$100,000.00	
Site Furnishings	1	LS	\$50,000.00	\$50,000.00	\$2,000 per bench, \$1,500 per trash, etc
				<b>Sub-total</b>	<b>\$968,625.00</b>
Planting					
Shrub Bed with Irrigation	3,000	SF	\$6.00	\$18,000.00	
3" Caliper Tree	50	EA	\$500.00	\$25,000.00	budget
				<b>Sub-total</b>	<b>\$43,000.00</b>
Structure					
Pedestrian Light (w/ Cantenary)	11	EA	\$5,000.00	\$55,000.00	
Pavilion Buildings (small)	500	SF	\$200.00	\$100,000.00	
Pavilion Buildings (large)	600	SF	\$200.00	\$120,000.00	
				<b>Sub-total</b>	<b>\$275,000.00</b>
Demo					
Demo Existing Conc. Sidewalk	35,000	SF	\$1.00	\$35,000.00	
Demo Existing Conc Curb	1,000	LF	\$15.00	\$15,000.00	
Demo Existing Asphalt Road	17,500	SF	\$0.35	\$6,125.00	
Demo Existing Brick Plaza and Walls	6,900	SF	\$1.00	\$6,900.00	
				<b>Sub-total</b>	<b>\$63,025.00</b>
				<b>Sub-total 1A.2 - Lake Street Plaza</b>	<b>\$1,349,650.00</b>

## phase 2

### WAYZATA LAKE EFFECT

#### COST MODEL APRIL 2016

Parlmaterial	qty.	Units	\$/Unit	Cost	Notes
<b>2.1 Shaver Park</b>					
Hardscape					
Boardwalk at Edge of Marina	1,285	LF	\$250.00	\$321,250.00	
Dock at new Marina	335	LF	\$500.00	\$167,500.00	
6" Concrete Walk at Regional Trail	15,500	SF	\$14.00	\$217,000.00	
4" Concrete Walk	5,900	SF	\$6.00	\$35,400.00	
Beach Volleyball Courts	2	EA	\$10,000.00	\$20,000.00	
Marina Grading	1	LS	\$250,000.00	\$250,000.00	
Site Furnishings	1	LS	\$50,000.00	\$50,000.00	\$2,000 per bench, \$1,500 per trash, etc
				<b>Sub-total</b>	<b>\$1,061,150.00</b>
Planting					
Shrub Bed with Irrigation	21,750	SF	\$6.00	\$130,500.00	assumes re-do all planting beds
Lawn and irrigation	100,000	SF	\$3.50	\$350,000.00	
3" Caliper Tree	40	EA	\$500.00	\$20,000.00	placeholder
				<b>Sub-total</b>	<b>\$500,500.00</b>
Structure					
Regional Trail Head	1	LS	\$50,000.00	\$50,000.00	
Pedestrian Light	13	EA	\$3,000.00	\$39,000.00	
				<b>Sub-total</b>	<b>\$89,000.00</b>
Demo					
Demo Existing Marina	80,000	SF	\$0.50	\$40,000.00	
Demo Existing Boardwalk to Docks	6,500	SF	\$2.50	\$16,250.00	
				<b>Sub-total</b>	<b>\$56,250.00</b>
				<b>Sub-total 2.1 Shaver Park</b>	<b>\$1,706,900.00</b>
<b>2.2 Shaver Park Parking Lot and Roadway Changes</b>					
Hardscape					
Conc Curb and Gutter	2,650	LF	\$20.00	\$53,000.00	
Flush Curb at Edge of Road	3,000	LF	\$15.00	\$45,000.00	
Ipe Wood Bridges over WQ Band	4	EA	\$10,000.00	\$40,000.00	
Asphalt roadway	88,000	SF	\$2.50	\$220,000.00	
6" Concrete Walk In Parking	1,600	SF	\$14.00	\$22,400.00	
Parking Lot Striping	88,000	SF	\$0.10	\$8,800.00	
Water Quality Band	125	LF	\$315.00	\$39,375.00	(assumes bath-tub)
Utilities	1	LS	\$100,000.00	\$100,000.00	
				<b>Sub-total</b>	<b>\$528,575.00</b>
Planting					
Water Quality Band Planting	1,650	SF	\$6.00	\$9,900.00	
Shrub Bed with Irrigation	9,570	SF	\$6.00	\$57,420.00	
3" Caliper Tree	62	EA	\$500.00	\$31,000.00	budget
				<b>Sub-total</b>	<b>\$98,320.00</b>
Structure					
Street Light	24	EA	\$4,000.00	\$96,000.00	
Pedestrian Light	8	EA	\$3,000.00	\$24,000.00	
				<b>Sub-total</b>	<b>\$120,000.00</b>
Demo					
Demo Existing Conc. Sidewalk	25,000	SF	\$1.00	\$25,000.00	
Demo Existing Conc Curb	3,100	LF	\$15.00	\$46,500.00	
Demo Existing Asphalt Road	88,500	SF	\$0.35	\$30,975.00	
				<b>Sub-total</b>	<b>\$102,475.00</b>
				<b>Sub-total 2.2 Shaver Park Parking Lot and Roadway Changes</b>	<b>\$849,370.00</b>
<b>2.3 Walker Street Railroad Crossing</b>					
Hardscape					
Pre-cast Wall at Ramp	100	LF	\$200.00	\$20,000.00	
Ramp (Ipe Wood On Grade)	250	SF	\$50.00	\$12,500.00	
Railroad Crossing Safety Enhancement	1	LS	\$350,000.00	\$350,000.00	add \$100,000 to create a new crossing
Plaza at Crossing	500	SF	\$20.00	\$10,000.00	upgrade from concrete
				<b>Sub-total</b>	<b>\$392,500.00</b>
				<b>Sub-total 2.3 Walker Street Railroad Crossing</b>	<b>\$392,500.00</b>





