City of Wayzata Housing and Redevelopment Authority
Meeting Agenda
Thursday, April 24, 2014

7:30 am – 8:30 am
Wayzata City Hall Community Room
600 Rice Street East
Wayzata, MN 55391

1. Call to Order – Chairman Shaver

2. Approval of Agenda

3. Approval of Minutes of January 23, 2014

4. New Business
   a. Review Parking Study and Financing Background Information
   b. Discuss Policy for Public Assistance for Redevelopment Projects

5. Next Meeting Date: Consider rescheduling July 24 Regular HRA meeting date to either Tuesday, July 29 or Thursday, July 31

6. Adjournment

HRA members present: T. Shaver, B. Ambrose, B. Petit (arrived at 8:05 a.m.), D. McGill, R. Wothe
HRA members absent: None
City Staff/HRA Executive Director present: Heidi Nelson
City Staff present: Becky Malone and Bryan Gadow
Also present: Stacie Kvilvang of Ehlers & Associates

Chairman Shaver called the meeting of the HRA to order at 7:35 am.

APPROVAL OF AGENDA

Shaver motioned to approve the January 23, 2014, meeting agenda as presented, seconded by Ambrose. The motion passed 4/0/1 (Petit absent and excused) by voice vote.

APPROVAL OF MINUTES – MINUTES OF DECEMBER 12, 2013

Shaver motioned to approve the December 12, 2013, minutes as amended, seconded by McGill. The motion passed 4/0/1 (Petit absent and excused) by voice vote. Nelson indicated the last two sets of HRA minutes will serve another purpose in becoming an information base and part of the final Lake Effect Plan.

NEW BUSINESS

a. Review Redevelopment Plan to Determine Areas of Focus for 2014

Nelson explained that she wanted to review the Redevelopment Plan for the City of Wayzata that was developed in 2013 by the HRA and City Council. She referenced Page 21 of the Plan that depicted priorities developed post Workshop with the City Council, and provided a recap of each.

Meyers Dairy: Nelson stated in December, the Meyers family and broker had an interested party in the property for a residential use with a retail front. However, to-date staff has not interacted with the broker or Meyers family on that outcome. She stated staff will continue to work with the broker and family as the redevelopment process begins.

McGill asked if they are aware of the HRA's and City's thoughts for their property. Nelson answered in the affirmative, noting the City has indicated it wants opportunity for a retail face to the building and level of tolerance for residential density.

Wothe asked about the car wash property. Nelson stated that was discussed with the broker and family and it was indicated they would have discussion with the owners of the car wash property.

Shaver asked if the developer's interest is for a combined (Meyers Dairy and car wash) project. Nelson stated she thinks the developer will look at it either way but the concern is what would occur with the car wash property if not included with the Meyers Dairy site when developed.

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McGill asked whether a feasibility study would be completed. Nelson stated they would do a market study for the residential component in order to obtain financing but she was unsure whether they were that far with the retail component.

Shaver noted the Meyer Dairy property has been on the market for a considerable time and asked if they are ready for a transaction. Nelson stated it appears they have come to an agreement but the family prefers a long-term land lease, which would be a challenge as it adds a layer of complexity to any development.

Lakefront Initiative: Nelson reviewed upcoming meeting dates in February and March for the Steering Committee and Council Workshop to review the final Framework and Plan with adoption anticipated in March. She stated there is a parallel effort with grant opportunities with Three Rivers Park District to create better bike path connections and with the DNR to fund shoreline restoration/natural plantings by the Section Foreman's House. Once in the Implementation Phase, the City will look for a stewardship group with a non-profit designation to include fundraising.

Boatworks: Nelson stated that staff has been interacting with a new restaurant proprietor that is planning to open this summer. Staff has been working with them to address issues such as parking, additional boat access, and signage. She reported that Rick Born continues to make a substantial investment in the property with remodeling to open the space to Lake views and moving most of his staff to this location.

Shaver asked whether it will remain a single tenant with a restaurant and museum. Nelson stated there are smaller tenants other than RBA. Shaver asked if the intent is to contract boat slip rental to another company. Nelson stated Mr. Born has a relationship with a management company for the marina and Shaver stated in a prior meeting, a boat museum had been discussed and asked if that remains part of the plan. She stated it remains a long-term plan as opportunities become available.

Mill Street and Parking: Nelson stated the updated Downtown Parking Study was presented to the City Council in October/November of 2013. That update focused on the east end of downtown and Mill Street area and staff was able to quantify parking demand/ shortage. She stated staff also had outlined a financial plan on how that additional parking could be paid for and how to address concerns of property owners. Nelson stated the City Council will first need to determine if Mill Street is the location to be considered. She stated the HRA may be asked to do some of the "legwork" and make recommendations on a funding solution.

Ambrose stated a deck was considered along with a retail component and asked if that is still part of the discussion. Nelson answered in the affirmative, noting the discussion is also which end and if it should include a plaza. She stated it is also a consideration of retail saturation and marketability of the property.

Shaver asked whether the next meeting agenda should include an item relating to parking initiative. Nelson stated staff can schedule that topic and provide the Parking Study and historical concepts. Shaver stated the Lakefront Initiative changes the

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overall demands and it is important for the HRA to also review that information. Ambrose agreed.

Village Shop: Nelson stated there isn't anything new but this remains on staff's radar because once the West Block is done, it will put pressure on these properties. She stated there has been some tenant movement and the Village Shop owners are positive with what is happening with Presbyterian Homes.

City Lot at Lake and Superior Street: Nelson stated staff went through the process with Peter Herfurth, new owner of the Vodegel property, to clear up property line issues relating to the vacation of portions of Superior Street. There will now be a new plat to square up the City's lot and the Herfurth lot with a parking agreement until that property is developed.

Ambrose stated there are currently "No Parking" signs in place and asked if there is prospect, through the new Parking Agreement, that those spaces may be available in the evenings for Muni parking. Nelson stated that may be possible. She described businesses that have relcoated and that People's Organic Café will be moving into one of the spaces. Nelson stated the City wants the businesses to be successful. She explained that Presbyterian Homes has "first right" on that property and been approached by many parties that have interest.

Shaver asked staff to bring forth the Herfurth Parking Agreement so the HRA can understand how it comes together with the overall City's Parking Plan. He noted future uses may need an additional parking agreement.

Gadow explained it is complicated from a mathematical perspective due to historical decisions by the City and substantial parking variance granted in the 1970s. He stated because of that, the Herfurth property, even with a restaurant, will meet the City's parking calculation. Gadow advised there will be cross parking agreements with the Herfurth property.

Development Plan for West End of Lake Street: Nelson stated there has been a lot of recent activity on properties to the west of the barbershop (253/259 Lake Street), possibly a high-end luxury rental and retail. She stated in the next year or two, the City should consider creating a master plan for the west end of Lake Street.

Ambrose stated the property west of the corner is used for Boatworks parking. Nelson stated the back of the lot is used for parking overflow, which is an encumbrance on the property and challenge from a redevelopment prospective, but part of their plan.

Petit arrived at 8:05 p.m.

OLD BUSINESS

Presbyterian Homes: Shaver asked for an update on Presbyterian Homes leasing. Nelson stated Lunds plans to open the first week of March, 2014 and Sotheby's and Olive & Sprigs are both open. She reported on a meeting of the former Chamber of Commerce's Persons of the Year, Mayor Willcox, City staff, John Mehrkens of

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Presbyterian Homes, and Stefanie Meyer of Mid-America (retail broker) to discuss what has been going on and what the City/Chamber/community can do to help. Challenges were identified such as impact of seasonality on retailers. Nelson stated there are other Letters of Intent (LOI) and Presbyterian Homes thinks they are on track as there are only two retail bays open in the Superior Block. The West Block space will not be available for another year but they already have four LOIs for restaurants.

East Corridor Restoration: Wothe asked about the intent for the City-owned property east of Village Shops and whether it will be restored after the Met Council sewer project. Nelson stated the City will kick off a design process with LHB for the East Corridor (from Village Shops to Eastman). She described the restoration that will occur this summer to create an east gateway into Wayzata and the element of community input that will take place over the next six to eight weeks.

Bushaway Road Project: Nelson provided an update on the Bushaway Road construction project that will occur in 2014 to 2016 and the impact to residents and businesses since the southerly access into downtown will be detoured.

Petit asked if there is consideration about allowing a left turn off LaSalle into downtown. Nelson stated that has not been discussed and may not help as there will be a nine month period during which the bridge will be removed and reconstructed to lower the tracks and shift alignment with the intersection.

Petit stated the restrictions in to and out of the roundabout are antithetical to the notion of a roundabout. He stated it is disappointing to go to that configuration (roundabout) and then not allow it to work as it is supposed to work. Nelson stated there had been significant input from the neighborhood relating to restricting those movements but it is constructed in such a way as to not preclude reconfiguration in the future.

Work Plan Items: Nelson stated with the Hammer bond issuance, the City's Conduit Policy was updated. The City's TIF and Business Subsidy Policy remain to be reviewed. She reported the City has issued an RFP for the City's website and the Wayfinding Policy remains under review.

McGill asked if the Development Plan is flexible to address projects as they come up. Nelson stated she sees it as flexible since the City needs to remain nimble as problems or issues arise that need to be dealt with. She stated the spectrum of how the City may help spans from planning to playing the role of master developer, depending on what is appropriate for that particular situation. Staff sees this as "tools in the tool box" depending on what comes forward and she finds the Development Plan has the flexibility needed to be responsive.

McGill asked whether the City has seen a project concept in response to the Development Plan. Kvilvang stated the answer is yes because as part of creating the Development Plan, the City honed in on its development priorities and role it wanted to play. That furthered discussion by the City Council and HRA on providing additional guidance on the City's vision, which provides guidance to staff and developers.

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McGill asked if people have responded to the concepts within the Lake Effect initiative, whether positive or negative. Nelson stated some elements of the Lakefront Plan require private sector/public cooperation and common redevelopment goals. What occurs depends on who has control of the site and willingness to address to the Lakefront Plan. She stated the response has been positive as it identifies the City has thought about the future and is prepared to respond.

Petit asked whether there was a way to advance the issues relating to the West End, Dakota Rail, bicycle tracks, and trail crossing to find a better way to do that. He felt it exists in isolation, is an existing need/problem, and does not need to be part of the Lake Plan. He stated when the County worked on that intersection, it was cobbled together and he thinks there may be a better solution. Gadow stated that would be a City item to address. Petit stated he hopes it does not have to wait for the “big plan” as the trail brings 350,000 people into Wayzata and it is currently an awkward access. Gadow asked if the concern is crossing the tracks at Grove Lane. Petit stated the concern is also the crossing at 15.

Shaver agreed there had been mis-steps as to safety and pedestrian/bicycle movement from the trailhead to the main trail and across the tracks. He noted people move in a scattered direction but could be provided with an easy opportunity such as a funneled movement. Shaver described a pathway that could be used that would not touch the tracks.

Petit stated the trail is a great asset and sometimes the best solution is to give more paved surface to ride on rather than a normal sidewalk. He stated some ride along Lake Street without going into the park, also creating an awkward transition.

Shaver stated the issue is entry points into Wayzata and beautification with detail appealing to guests of Wayzata. Petit agreed that access points at gateways are an issue. Shaver felt the existing first impression when entering Wayzata could be so much better.

Ambrose stated his question is the linkage with the Luce Line Trail. Nelson stated the City is working on a joint grant with Three Rivers Park District and will consider those linkages.

<u>NEXT MEETING DATE</u>: April 24, 2014

<u>ADJOURNMENT</u>

There being no further business; McGill motioned to adjourn at 8:28 a.m., Wothe seconded the motion and the motion carried 5/0.

Respectfully submitted,

Becky Malone
Deputy City Clerk
City of Wayzata

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CITY OF WAYZATA

PLANNING DEPARTMENT

MEMORANDUM

To: Housing and Redevelopment Authority Members

From: Bryan Gadow, City Planner

Date: April 15, 2014

Re: Parking Study and Financing Background Information

At the January 23rd HRA meeting, the members requested additional information regarding the City's recently completed downtown parking study and parking financing options to assist them in participating in future discussions regarding parking options. Attached is a copy of the downtown parking study that was conducted by SRF Consultants and a memorandum on financing options from Ehlers, Inc. Both of these documents were reviewed by the City Council in November of 2013.

The analysis of a parking ramp or other downtown parking solutions is an initiative included in the City's Strategic Plan and Redevelopment Plan in the context of proactive development and redevelopment. As part of this initiative, staff, the HRA, and the City Council will conduct additional background work on parking designs and funding options, with the goal of finalizing the analysis by the end of 2014, and moving into the design phase in 2015.

WAYZATA CITY HALL
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Memo

To: Heidi Nelson – City Manager

From: Stacie Kvilvang

Date: November 6, 2013

Subject: Financing of Parking Ramp

The City is considering constructing a new publically owned parking ramp near Broadway Avenue South and Mill Street in the next several years. The City had inquired as to:

1. The costs associated with construction
2. How the project could be financed; and
3. The costs of on-going maintenance

In discussions with staff, we have assumed that the City would construct a 250 stall parking ramp (subject to change based upon the parking study and other factors). The cost would range between $15,000/stall to $18,000/stall or $3,750,000 to $4,500,000. For purposes of the analysis, we have assumed that the City will have approximately $1.3 million available from the sale of City land at Lake/Superior to assist in "writing down" the cost of the ramp. In addition, the City could apply to the Metropolitan Council for competitive grant funds to assist with further writing down the cost of the ramp.

The City can issue General Obligation Bonds to finance the parking ramp or internally finance the project. For purposes of this memo, we have assumed that the City issues debt for the project and have run both cost options at 15 and 20 years. Below is the summary of the annual debt service required:

Project Costs	Bond Amount	Term	Annual P & I (at 105%)
$ 3,750,000	$ 2,520,000	15	$ 224,333
$ 3,750,000	$ 2,520,000	20	$ 188,350
$ 4,500,000	$ 3,200,000	15	$ 292,000
$ 4,500,000	$ 3,200,000	20	$ 245,200

The annual debt service could be written down by other sources of funds, including both other City funds and special assessments that may be levied against benefitting property owners. Other City funds could include the City's administrative portion of the annual TIF generated from the Wayzata Bay Center (5%). If we use the original projections at the time the TIF plan was approved, this amount could be up to approximately $110,000 annually. This amount would cover a significant portion of the annual debt service for the ramp if the City so chose. We ***are not*** recommending that 100% of the City's annual TIF administrative fee be utilized to assist in paying for the ramp, but wanted to advise the City that it is available if they so choose.

The overall annual debt service could also be written down by specially assessing property owners that will benefit from the ramp (i.e. in close proximity and/or anywhere in downtown). Whom to assess and the amount to assess is a future policy discussion for the Council and not factored into our analysis. We have assisted other cities in financing their publicly owned parking ramps and Edina does assess benefitting property owners, while Hopkins paid for the ramp without assessing benefitting property owners (can discuss in more detail at the work session).

We discussed on-going maintenance fees with both Edina and Hopkins. Edina does not track on-going costs in a separate fund, while Hopkins does. Hopkins owns over 1,000 public parking stalls in their downtown, of which 380 are located in a parking ramp (see attached map). Their annual costs for maintenance (including capital costs) and enforcement are as follows:

Expenditures	2011	2012	2013	2014 (proposed)
Enforcement	$ 57,623	$ 53,320	$ 59,368	$ 61,445
Operations	$ 2,052	$ 3,538	$ 4,633	$ 4,841
Ramp	$ 54,563	$ 30,506	$ 24,857	$ 29,833
TOTAL	**$ 114,238**	**$ 87,364**	**$ 88,858**	**$ 96,119**
Revenues	**N/A**	**$ 66,454**	**$ 67,000**	**$ 68,000**
Over/(Under)	**N/A**	**$ (20,910)**	**$ (21,858)**	**$ (28,119)**

Includes $26,055 in capital improvements

Notes:

Enforcemnet accounts for the traffic patrol person (not an officer)

Revenues also inclues parking fines which generate approximately $22,000/year

There are no personnel costs in the expenditures for PW personnel

Based upon the 380 stalls in their ramp, the average annual expenditures per stall is as follows:

Annual Costs Per Stall	2011	2012	2013	2014 (proposed)	Average Cost/Stall
Enforcement	$ 151.64	$ 140.32	$ 156.23	$ 161.70	$ 152
Operations	$ 5.40	$ 9.31	$ 12.19	$ 12.74	$ 10
Ramp	$ 143.59	$ 80.28	$ 65.41	$ 78.51	$ 92
TOTAL	**$ 301**	**$ 230**	**$ 234**	**$ 253**	**$ 254**

To extrapolate the costs related to a 250-stall ramp in Wayzata, the annual costs would be as follows:

Use	Annual Cost
Enforcement	$ 38,118
Operations	$ 2,478
Ramp	$ 22,987
TOTAL	**$ 63,582**

Please note that the annual cost will increase/decrease based upon several factors such as level of annual maintenance and capital expenditures, level of finish of the ramp (including incorporation of green roof or other amenities), choice to charge for parking and enforcement thereof, etc.

Edina does not charge for parking, nor do they enforce where people park (this has not been without issues for both clientele and businesses). Hopkins does charge for parking and does enforce parking permits. Below is a listing of their permit fees:

Permit Fees	Daily	Monthly	Quarterly	Annual	Overnight
	$ 3.00	**$ 25.00**	**$ 65.00**	**$ 215.00**	**$ 25.00**

In ramps or surface parking areas where parking is not permitted and/or enforced, typically convenient parking for clientele is utilized by employees of the surrounding businesses. In Hopkins, they identify where permitted parking can occur and enforce this as well (i.e. businesses and employees that buy permit parking still are directed to where they can park). Determining if public parking should be charged for and/or permitted is another future policy discussion for the City Council to undertake.

Please contact me at 651-697-8506 with any questions.

Consulting Group, Inc. | Engineers Planners Designers

Wayzata Parking Study Update
November 6, 2012

EXECUTIVE SUMMARY

The ongoing parking study for the Wayzata downtown area provides an update to the *Wayzata Bay Center Redevelopment Parking Study* dated December 2005. Based on the analysis, the following conclusions and recommendations are offered for your consideration.

Existing Conditions

Existing land uses quantities, parking supply, and parking utilization surveys were used to develop a local area parking demand model.

- As shown in Figure 1, the western boundary of the 2005 study area was expanded from Walker Avenue to Ferndale Road, increasing the number of zones from 23 to 37.
- The City provided land use quantities (square footage, dwelling units, and number of seats) for each of the 37 zones.
- The parking supply of each zone was inventoried, which includes on-street, off-street, and handicap spaces.
  - For off-street parking, the City provided the parking supply of the private garages.
  - Since zones 1-9 are currently under construction, the off-street parking supply is based on current development plans.
- Parking utilization surveys were conducted in October 2012. The overall peak period for the east side occurred on Friday at 12:00 p.m. and the overall peak period for the west side occurred on Tuesday at 2:00 p.m. Zones 17 and 18 show higher usage associated with St. Bartholomew's church service on Sunday at 11:00 a.m.
  - Private garages were not accessible to survey the actual demand. Therefore, garage and surface parking associated with a specific land use that has a private parking garage was removed from utilization survey results.
- To account for parking demand increases during summer months due to the trail/lake activities in the area, utilization data was once again collected for zones 10, 15, 16, and 25 in July 2013 to determine the "seasonal peak factor".
  - Results indicate that there were approximately twice as many parked vehicles in these four zones during July 2013 compared to the October 2012 data.
- Including the parking utilization surveys collected in July 2013, the maximum amount of spaces occupied during any period surveyed was 52 percent.

ITE Parking Demand

An estimate of the parking demand for the planned land uses currently being constructed in zones 1-9 and the existing land uses in zones 10-37 was calculated based on the *ITE Parking Generation manual, 4th Edition (2010).*

Updated Utilization Zones

Wayzata Parking Update

City of Wayzata

Figure 1

SRF Consulting Group, Inc.

0127920
October 2013

- The results of the ITE parking demand model using the average ITE rates indicate that zones 1-9 have a surplus of 206 spaces, zones 10-23 have a deficit of 224 spaces, and zones 24-37 have a surplus of 247 spaces. This results in an overall surplus of 229 parking spaces.
  - The existing size of the park-and-ride facility in zone 36 is not available, the ITE parking demand was not calculated for this zone.
- Although the ITE estimates identified a surplus of 229 spaces (95 percent utilization), the parking utilization surveys found a maximum of 52 percent of the spaces occupied during any period surveyed.

Recommended Parking Demand

Since the ITE parking demand estimates do not match the field survey, an additional analysis was undertaken. This analysis reviewed the actual number of vehicles parked in each zone (based on data from the utilization survey) and the total square footage within that zone.

- The number of observed parked vehicles for only retail, restaurants, and office space land uses during the peak period of Friday at 12:00 p.m. for zones east of Broadway Avenue and Tuesday at 2:00 p.m. for zones west of Broadway Avenue were divided by the combined square footage to yield an observed parking demand rate estimate of 2.19 spaces per 1,000 square feet of retail, restaurant, and office.
  - The observed parking demand rate estimate was determined to be 2.96 and 1.33 spaces per 1,000 feet of retail, restaurant, and office for zones 1-23 and zones 24-37, respectively.
  - The 2005 parking study estimated 2.77 spaces per 1,000 square feet of retail, restaurant, and office for zones 1-23. (A slightly less observed parking demand rate for zones 1-23, but greater than the overall study area parking demand rate of 2.19.)
- To estimate the future parking requirements (flat rate method), the observed demand rate of 2.19 spaces per 1,000 square feet was applied to the retail, restaurant, and office land uses. The analysis for the housing, hotel, and church used the City zoning code requirement.
- The flat rate method, estimates a surplus, with approximately 74 percent of the overall supply being used in a peak period. This is higher than the observed utilization rate which indicated a maximum of 52 percent of the spaces occupied during any period surveyed.
- The recommended demand rate for the study area is the average of the ITE and flat rate method. The estimated demand rate for retail, restaurant, and office space is 2.71 spaces per 1,000 square feet. Approximately 85 percent of the study area's supply will be used on an average peak time period using this recommended rate.
  - The 2005 parking study estimated 3.55 spaces per 1,000 square feet of retail, restaurant, and office for zones 1-23.

Handicap Parking Demand

Existing handicap parking supply and utilization surveys were conducted to determine if the study area has a sufficient supply.

- The City of Wayzata follows the Minnesota Accessibility Code for the City's handicap parking requirements.

- Results of the handicap supply analysis indicate that all zones, with the exceptions of zones 18, 30, and 35 do not meet the City requirement and there is an overall deficit of 65 spaces.
- The results of the utilization survey indicate that a maximum of 17 percent of the handicap spaces were occupied during the peak periods analyzed. While the numbers of spaces do not meet City requirements, the utilization data indicates that there is sufficient availability.

ZONE 10 REDEVELOPMENT SCENARIOS

The City is considering redeveloping zone 10, including the potential for a parking ramp to be constructed within the zone. Three future zone 10 land use scenarios were reviewed.

- The ITE parking demand was calculated and compared to the proposed parking supply. Results indicate under all three scenarios, zone 10 is expected to have a deficit in parking based on the average ITE parking demand.
    - The parking deficits range from 283 to 385 spaces depending on the land use scenario.
- The parking demand was also calculated based on the recommended rate and compared to the proposed parking supply. Results indicate that all scenarios are expected to have a deficit in parking based on the recommended parking demand model.
    - The parking deficits range from 88 to 188 spaces depending on the land use scenario.
- Based on this analysis, if this zone were to redevelop the City will need to consider the construction of a parking ramp to meet the zone's parking demand.

WEST SIDE REDEVELOPMENT SCENARIOS

The City is considering redeveloping zones 25, 26, 27, and 28 on the west side of the study area.

- Based on discussions with the City up to three redevelopment land use scenarios were reviewed for each zone.
- The estimated parking demand based on the ITE and recommended rate were calculated for each of the land use scenarios.
- Since the proposed parking supply for each zone's land use scenarios are not known at this time, the calculated parking demand provides a high-level review for the City to consider as redevelopment occurs to ensure that there will be an adequate on-street and off-street parking supply.

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Seasonal Peak Data Collection

<u>July 2013</u>

- Based on discussions with the City, there was concern about the parking demand increase during the summer months due to the trail/lake activities in the area.
- Utilization data was collected for zones 10, 15, 16, and 25 during the two identified peak periods (Friday at 12:00 p.m. and Tuesday at 2:00 p.m.) on July 9, 2013 and July 12, 2013.
  - o Collected parking demand was compared to the data collected in October to create a "seasonal peak factor".
- Results shown in Table 5 indicate that the number of observed vehicles parked in these zones was significantly higher in July than in October.
  - o Therefore, to ensure that the analysis accounts for the summer parking demand, the collected parking demand for zones 10, 15, 16, and 25 during July and the remaining zones data collected in October were used to review the existing parking needs.

Table 5
Selected Parking Utilization Results Highlighted – July 2013 (Seasonal Peak)

Zone	Supply Total	Friday @ 12 p.m.			Tuesday @ 2 p.m.		
		Demand	Percentage	Seasonal Peak Factor	Demand	Percentage	Seasonal Peak Factor
10	332	296	89%	1.20	252	76%	1.32
15	80	75	94%	1.10	62	78%	1.41
16 (1)	356	273	77%	1.34	283	79%	1.33
25	256	133	52%	4.29	116	45%	2.97
Total	**1,024**	**777**	**76%**	**1.99**	**713**	**70%**	**1.76**

(1) Zones with a private parking garage. Garage and surface parking associated with the specific land use is removed from the existing supply.

- Accounting for the seasonal peak, the recommended parking rate for downtown Wayzata is **2.71 spaces per 1,000 square feet of retail, restaurant, and office space**.
  - o Previous analysis recommended a parking demand rate for retail, restaurant, and office space of 2.56 spaces per 1,000 square feet.
  - o Approximately 85 percent of the study area's supply will be used on an average peak time period using this recommended rate.

Updated Utilization Zones

Wayzata Parking Update

City of Wayzata

Figure 1

SRF Consulting Group, Inc.

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October 2013

Area - Zone Boundaries.cdr

Future West Land Use

<u>Zone 25</u>

- *Existing*
  - *Office: 56,500 square feet (Boatworks)*
  - *Restaurant: currently vacant*
- Full Build Condition
  - Office: 56,500 square feet (existing building)
  - Restaurant: 7,500 square feet (existing building)
  - Boat Museum: 5,000 square feet (new development)
  - Retail: 2,500 square feet (new development)
- Alternative Land Use Scenario 1
  - Office: 56,500 square feet (existing building)
  - Restaurant: 7,500 square feet (existing building)
- Alternative Land Use Scenario 2
  - Office: 64,000 square feet (existing building)

<u>Zone 26</u>

- *Existing*
  - *Office: 36,550 square feet (TCF Bank)*
- Full Build Condition
  - Office: 36,550 square feet (existing building)
  - Office: 70,000 square feet (new development)

<u>Zone 27</u>

- *Existing*
  - *Office: 51,387 square feet*
- Full Build Condition
  - Office: 35,599 square feet (existing buildings)
  - Retail: 15,000 square feet (new development – first floor)
  - Office: 30,000 square feet (new development – second/third floors)
- Alternative Land Use Scenario 1
  - Office: 35,599 square feet (existing buildings)
  - Retail: 15,000 square feet (new development – first floor)
  - Office: 15,000 square feet (new development – second floor)
  - Residential: 10 dwelling units (new development – third floor)

Redevelopment Scenarios (West Zones)

Wayzata Parking Update

City of Wayzata

Figure 2

SRF Consulting Group, Inc.

0127920
October 2013

- Alternative Land Use Scenario 2
  - Office: 35,599 square feet (existing buildings)
  - Retail: 10,000 square feet (new development)
  - Residential: 75 dwelling units (new development)

Zone 28

- *Existing*
  - *Office: 57,505 square feet*
- Full Build Condition
  - Office: 40,395 square feet (existing buildings)
  - Retail: 16,000 square feet (new development)
  - Residential 61 dwelling units (new development)

Parking Demand

The parking demand estimates were completed using three methodologies (Wayzata custom parking model, ITE average parking demand, and City parking requirements)

Wayzata Custom Parking Model

- The Wayzata custom parking model indicates that the demand parking rate for retail, restaurant, and office space is 2.71 spaces per 1,000 square feet.
  - It should be noted that since the City zoning code requires housing rates at 2.00 spaces per dwelling unit and future development is expected to provide parking at that rate, the rate was applied to residential uses.

ITE Average Parking Demand

- An estimate of the parking demand for the land use scenarios were calculated based on the *Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition (2010).*
  - The rates used for each land use type in the ITE parking demand model are shown in Table 1.

Table 1
ITE Average Parking Rate

Land Use *(ITE Code)*	**Rate**
Residential *(230)*	1.38 spaces per unit
Office *(701)*	2.84 space per 1,000 SF
Retail *(820)*	2.87 space per 1,000 SF
Restaurant *(932)*	17.30 space per 1,000 SF

City Parking Code

- The City of Wayzata zoning code parking requirements for the land use scenarios were calculated. The rates used for each land use type are shown in Table 2.

Table 2
City Parking Code Requirements

Land Use	Rate
Residential	2.0 spaces per unit
Office	1 space per 250 SF
Retail	1 space per 250 SF
Restaurant	1 space per 40 SF of dining and 1 space per 80 SF of kitchen (averages to 17.000 spaces per 1,000 SF)
Museum	10 spaces plus 1 space for each 150 SF in excess of 2,000 SF

Parking Demand Summary

The parking demand for the land use scenarios in each zone are summarized in the following tables.

Table 3
Zone 25 Parking Summary

Land Uses	Size	Required Spaces		
		Recommended Rate	ITE Demand	City Requirement
Existing				
Office (Boatworks)	**64,000 SF**	**173**	**182**	**256**
Full Build Condition				
Office (existing)	56,500 SF	153	160	226
Restaurant (existing)	7,500 SF	20	130	128
Boat Museum (new)	5,000 SF	14	14	30
Retail (new)	2,500 SF	7	7	10
Total Demand	**71,500 SF**	**194**	**311**	**394**
Alternative Land Use Scenario 1				
Office (existing)	56,500 SF	153	160	226
Restaurant(existing)	7,500 SF	20	130	128
Total Demand	**64,000 SF**	**173**	**290**	**354**
Alternative Land Use Scenario 2				
Office (existing)	**64,000 SF**	**173**	**182**	**256**

Note: Existing parking supply for Boatworks is 244 spaces (less than 50% utilized Tuesday @ 2 p.m.)

Table 4
Zone 26 Parking Summary

Land Uses	Size	Required Spaces		
		Recommended Rate	ITE Demand	City Requirement
Existing				
TCF Bank Office	**36,550 SF**	**99**	**104**	**146**
Full Build Condition				
Office (existing)	36,550 SF	99	104	146
Office (new)	70,000 SF	190	199	280
Total Demand	**106,550 SF**	**289**	**303**	**426**

Note: Existing parking supply for TCF Bank is 203 spaces (58 garage spaces, no utilization data, 145 surface/on-street spaces 70% utilized Tuesday @ 2 p.m.)

Table 5
Zone 27 Parking Summary

Land Uses	Size	Required Spaces		
		Recommended Rate	ITE Demand	City Requirement
Existing				
Office	**51,387 SF**	**139**	**147**	**205**
Full Build Condition				
Office (existing)	35,599 SF	96	102	142
Retail	10,000 SF	27	29	40
Residential	75 DU	150	104	150
Total Demand	**116,850 SF**	**273**	**235**	**332**
Alternative Land Use Scenario 1				
Office (existing)	35,599 SF	96	102	142
Retail (new: 1st floor)	15,000 SF	41	43	60
Office (new 2nd/3rd floor)	30,000 SF	82	86	120
Total Demand	**80,599 SF**	**219**	**231**	**322**
Alternative Land Use Scenario 2				
Office (existing)	35,599 SF	96	102	142
Retail (new: 1st floor)	15,000 SF	41	43	60
Office (new: 2nd floor)	15,000 SF	41	43	60
Residential (new: 3rd floor)	13 DU	26	18	26
Total Demand	**80,599 SF**	**204**	**206**	**288**

Note: Existing parking supply for the entire zone is 199 spaces (25% utilization Tuesday @ 2 p.m.). The existing buildings that are not being redeveloped have a supply of 145 spaces (25% utilization Tuesday @ 2 p.m.).

Table 6
Zone 28 Parking Summary

Land Uses	Size	Required Spaces		
		Recommended Rate	ITE Demand	City Requirement
Existing				
Office	**57,505 SF**	**156**	**163**	**231**
Full Build Condition				
Office (existing)	40,395 SF	110	114	162
Retail (new)	16,000 SF	43	46	64
Residential (new)	61 DU	122	84	122
Total Demand	**129,600 SF**	**275**	**244**	**348**

Note: Existing parking supply for the entire zone is 178 spaces (40% utilization Tuesday @ 2 p.m.). The existing buildings not being redeveloped (i.e. office land use) have a supply of 147 spaces. The proposed retail/residential (Meyer) development provides 128 spaces.

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ATTACHMENTS

Table A-1
Zone 25 Parking Summary

Primary Land Uses	Size	Required Spaces		
		Recommended Rate	ITE Demand	City Requirement
Existing				
Office (Boatworks)	**64,000 SF**	**173**	**182**	**256**
Full Build Condition				
Office (Boatworks)	56,500 SF	153	160	226
Boat Museum	5,000 SF	14	14	30
Restaurant	7,500 SF	20	130	128
Retail	2,500 SF	7	7	10
Total Demand	**71,500 SF**	**194**	**311**	**394**
Alternative Land Use Scenario 1				
Office (Boatworks)	56,500 SF	153	160	226
Restaurant	7,500SF	20	130	128
Total Demand	**64,000 SF**	**173**	**290**	**354**
Alternative Land Use Scenario 2				
Office (Boatworks)	**64,000 SF**	**173**	**182**	**256**

Table B-1
Zone 26 Parking Summary

Primary Land Uses	Size	Required Spaces		
		Recommended Rate	ITE Demand	City Requirement
Existing				
TCF Bank Office	**36.550**	**99**	**104**	**146**
Full Build Condition				
TCF Bank Office	36.550	99	104	146
Office	70.000	190	199	280
Total Demand	**106.550**	**289**	**303**	**426**

Table C-1
Zone 27 Parking Summary

Primary Land Uses	Size	Required Spaces		
		Recommended Rate	ITE Demand	City Requirement
Existing				
319 Barry Ave S	32.286	87	92	129
Theodore Asao	0.962	3	3	4
Theodore Asao	2.351	6	7	9
Melvins 235 LLC	3.592	10	10	14
Schoen, Charles	0.000	0	0	0
Continental Property Grp Inc	10.396	28	30	42
Boatworks Development Co	1.800	5	5	7
Total Demand	**51.387**	**139**	**147**	**205**
Full Build Condition				
319 Barry Ave S	32.286	87	92	129
Theodore Asao	0.962	3	3	4
Theodore Asao	2.351	6	7	9
Retail - 1st floor	10.000	27	29	40
Office - 3 Story	75 DU	150	104	150
Total Demand	**116.849**	**273**	**235**	**332**
Alternative Land Use Scenario 1				
319 Barry Ave S	32.286	87	92	129
Theodore Asao	0.962	3	3	4
Theodore Asao	2.351	6	7	9
Retail - 1st floor	15.000	41	43	60
Office - 2nd floor	15.000	41	43	60
Office - 3rd floor	15.000	41	43	60
Total Demand	**80.599**	**219**	**231**	**322**
Alternative Land Use Scenario 2				
319 Barry Ave S	32.286	87	92	129
Theodore Asao	0.962	3	3	4
Theodore Asao	2.351	6	7	9
Retail - 1st floor	15.000	41	43	60
Office - 2nd floor	15.000	41	43	60
Residential - 3rd floor	13 DU	26	18	26
Total Demand	**80.599**	**204**	**206**	**288**

Table D-1
Zone 28 Parking Summary

Primary Land Uses	Size	Required Spaces		
		Recommended Rate	ITE Demand	City Requirement
Existing				
Koch East Lake LLC	3.932	11	11	16
155 East Lake LLC	3.982	11	11	16
LNR Properties	32.481	88	92	130
Meyer Properties	12.194	33	35	49
Wayzata Bay Car Wash	4.916	13	14	20
Total Demand	**57.505**	**156**	**163**	**231**
Full Build Condition				
Koch East Lake LLC	3.932	11	11	16
155 East Lake LLC	3.982	11	11	16
LNR Properties	32.481	88	92	130
Meyer Properties - Retail	16.000	43	46	64
Meyer Properties - Residential	61	122	84	122
Total Demand	**129.595**	**275**	**244**	**348**

City of Wayzata
600 Rice Street
Wayzata, MN 55391-1734

Mayor:
Ken Willcox
City Council:
Jack Amdal
Bridget Anderson
Andrew Mullin
Tom Tanner
City Manager:
Heidi Nelson

MEMORANDUM

TO: Chair Shaver and HRA Members

FROM: Heidi A. Nelson, City Manager

DATE: April 15, 2014

RE: Consider Policy for Public Assistance for Redevelopment Projects

Staff is requesting that the HRA consider reviewing and recommending a policy for City Council consideration that would establish guidelines for when and how public assistance would be considered for a project. Frequently, when developers inquire about the potential redevelopment of a site, an inquiry is also made regarding the provision of public assistance for the project (i.e. TIF or tax abatement). By developing a policy that outlines the goals of the City for redevelopment, staff can respond to developers and better streamline the work of the HRA and City Council. Having such a policy also ensures the city is in compliance with Minnesota's Business Subsidies Act.

Staff would like to review the following policy recommendations/observations with the HRA and receive feedback regarding the questions in the last section on page two of this memo.

Staff Recommended General Assumptions for All Applicants to Meet

1. Developer has provided a development proforma that shows the gap (but for test) and the gap has been verified by financial advisor.
2. Development will conform to all city zoning, comprehensive plan and planning requirements.
3. No assistance will be given for overpayment of land.
4. All projects will meet design standards.
5. Even if an applicant meets any and/or all criteria doesn't guarantee assistance will be granted.
6. Developer has past development/redevelopment projects of similar type/scope and the financial ability to complete the project.
7. Any TIF or abatement assistance is in the form of Pay-As-You-Go.
8. Assistance will only be provided to projects that provide the highest and best use of the property.
9. In TIF districts, Fiscal Disparities will be paid within the TIF district (no impact on other property owners).
10. All developers will pay applicable application fees and pay for fiscal and legal advisor time.

Phone: 952-404-5300 Fax: 952-404-5318 e-mail: city@wayzata.org home page: www.wayzata.org

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Staff Observations of Redevelopment Priorities

Based upon staff's observations and review of the City of Wayzata's Strategic Plan and Redevelopment Plan, staff would recommend the HRA consider the following for public assistance/participation in projects:

1. Addresses one of the City's key redevelopment priority sites as identified in the City's Redevelopment Plan.
2. Implements the city's values and vision for its lakefront, as detailed in the Lake Effect Design Framework.
3. Contributes to improved public parking.
4. Provides for redevelopment of a site that is subject to extraordinary site development costs due to soils, engineering requirements, blight, contamination.
5. Diversifies the city's corporate office and workforce mix to include industries such as but not limited to technology, medical, research and development.

Issues to Consider (HRA Member Homework)

1. How much flexibility do you want in a policy (i.e. do you want to have definitive yes or no's)?

2. Do you want staff to have the flexibility to determine what projects come before the HRA and City Council or do you want to see them all?

3. What won't the City provide assistance for?

4. Will the City ever waive or provide flexibility in the payment of fees (i.e. park dedication, building permits, etc.)?

5. Should the number of years of assistance be limited (less than statutory maximum – 26 years for housing or redevelopment districts and 16 years for renovation and renewal districts)?

6. To what extent is job creation (number and wages) an important consideration? The Business Subsidies Act requires the City's policy to establish a wage floor for jobs created. What wage floor would be acceptable (i.e. a % minimum wage is typically used in a policy, i.e. 150%, 200% or some other %)