

**WAYZATA CITY COUNCIL
WORKSHOP MEETING MINUTES
November 7, 2014**

**IMMEDIATELY FOLLOWING THE 7:00 AM SPECIAL CITY COUNCIL MEETING –
DOWNTOWN PARKING – PROGRAMMING & PRE-DESIGN FOR MILL STREET
PARKING STRUCTURE**

Mayor Willcox called the workshop meeting to order at 7:10 a.m. in the Community Room at Wayzata City Hall. Council members present: Amdal, Anderson, Mullin and Tanner. Hra Commissioners present: Petit and Wothe. Also present: City Manager Nelson, City Planner Gadow, City Engineer Kelly, Administrative Services Director Uram, Director of Public Service Dudinsky and Jim Lasher with LSA Design, and Jo Ann Olsen with LSA Design.

Ms. Nelson said that at the regular meeting of October 7, 2014, the City Council authorized an agreement for Pre-Contract Planning Services with LSA Design for Programming and Pre-Design for a Mill Street Parking Structure. Since that time, staff has met with LSA Design staff and provided them background material regarding the history of the discussion around downtown parking, various site plans that have been developed for the Mill Street area, parking agreements for the properties in the 600 and 700 blocks of the Lake/Mill Street, as well as engineering and geo-tech data that has been completed to date. She stated that additionally, City staff and LSA Design staff have met with representatives of the Beltz and Carisch properties and Presbyterian Homes regarding parking. Ms. Nelson stated that the Beltz family would like to discuss their redevelopment concept with the Council at an upcoming workshop.

Mr. Lasher with LSA Design reviewed where we are today, and reviewed the SRF Parking Study, Lake Effect Framework and Wayfinding Study. He provided two options on how we move forward: Option A: Parking Focus Approach; or Option B: Mobility Focus Approach.

Discussion Comments:

- SRF parking study only addresses current square footage, not full development potential.
- Over 8,900 people work here, commute
- How far will people walk:
Older will not walk far, younger may walk farther
- Add topography impact to walking radius and time of year
- Expectations from businesses
- Weather study? Typical is a shadow study
- The parking will never be perfect; build to peak or typical demand.
- Outcome must be malleable that can be adjusted to demand.
- How does parking affect people coming here?
- We want to attract people to come to Wayzata
- Do we have anecdotal data from businesses that they can't survive with parking as is today?
- Goal of study is to allow city to respond to changing scenarios
- Placemaking; take parking out of sweet spot and replacing with attraction that people are willing to walk to.
- Future trends; bring this to table; deny parking ramps in congestion areas?
- Majority decision by City Council to improve/build more parking.
- Flaw having surface parking on main street
- Reconsider deal with Pres Homes to provide better access/awareness of parking
- Carisch parking ramp; look at utilizing 100' r/w for pedestrian access point

- Nice Ride is interested in pilot program in Wayzata
- Trolley; 45 minute too long, need higher frequency
- Retain Mill Street; history, pedestrian promenade
- We need parking structure on Mill Street – have given the marching orders – move forward by that
- Revenue component included in ramp
- \$200/stall/year estimate for O&M
- Establish ordinance and parking district first

NEXT STEPS: City and LSA to prioritize the following work plan and create an overall list of tasks and a schedule to advance to Implementation Phase.

1. Move forward with 200-300 stall ramp at Mill Street
2. Begin to create potential “Mobility Improvements” such as a seasonal/permanent bicycle hub/trailhead, improved wayfinding for pedestrians, bikes, and parking patrons.
3. Engage community; Chamber, etc. Begin to build consensus for new Parking/Mobility District.
4. Review and make improvements to Carisch Ramp to improve pedestrian access, general condition of ramp, lighting and possibly painting. Use these improvements to entice Carisch to enter into a long term agreement with city for public use of ramp.
5. Implement a new Parking and/or Mobility District. Seek to eliminate various parking “side deals” and look to a consolidated Parking Management System to manage, control, allocate, operate and maintain parking in the downtown commercial district.
6. Implementation and budget
7. Make a decision now on corner of Superior/Lake. First right of refusal – 2016
8. Get input from business community; paid parking, employee parking
9. Case study; Newport RI, Vail CO for shuttle/trolley operations.

The workshop meeting was adjourned at 8:35 a.m.

Respectfully submitted,



Becky Malone
Deputy City Clerk