



**Wayzata City Council Workshop Meeting Agenda
Wayzata City Hall Community Room, 600 Rice Street
TUESDAY, FEBRUARY 21, 2023**

WORKSHOP TOPICS FOR DISCUSSION:

1. Review and Discussion of 2022 Downtown Wayzata Parking Study (5:15-6:00 p.m.)
2. Update of City's Progress with Emerald Ash Borer (EAB) Mitigation (6:00-6:15 p.m.)
3. HRA Update on Affordable Housing Policy and Maggie Manor Too (6:15-6:30 p.m.)



City Council Workshop City Council Agenda Report

MEETING DATE: February 21, 2023	WORKSHOP AGENDA ITEM: 1
TITLE: Review and Discussion of 2022 Downtown Wayzata Parking Study (5:15-6:00 p.m.)	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director, Jeffrey Dahl, City Manager	

DISCUSSION OBJECTIVE:

To provide an update on the 2022 Parking Study and discuss findings.

BACKGROUND:

SRF Consulting, Inc. has completed a parking study update for Downtown Wayzata in order to establish a new baseline for the existing parking supply and demand. Previous studies were completed in 2012, 2015, 2019, and 2021. The main objectives of the study are to review the existing parking utilization downtown, document potential supply issues, and plan for potential future parking opportunities. Data was collected for municipal ramps, lots, and on-street parking spaces. A survey of downtown businesses was also conducted. In addition, the owner of the Boatworks property at 294 Grove Lane, Rick Born, contributed \$5,500 to the cost of the study in order to provide a more detailed assessment of that area.

Key findings include that the City is still not experiencing an overall parking shortage, and that while parking is crowded in some areas, downtown is not at or over parking capacity in any locations. Notable opportunities coming out of the study include that the City could consider introducing two-hour time limits along Lake Street and could explore short-term curbside pickup spaces, both of which would encourage turnover and incentivize those parking for longer to use the City's off-street parking facilities.

Tom Sachi of SRF Consulting, Inc. will be present for the discussion. The Study was recently shared with the Panoway District Committee. Their questions and input will be incorporated into this discussion.

ATTACHMENTS:

1. 2022 Downtown Wayzata Parking Study by SRF Consulting, Inc.



DRAFT Memorandum

SRF No. 14587.00

To: Emily Goellner, AICP, LEED Green Associate
Community Development Director
City of Wayzata

From: Tom Sachi, PE, Project Manager

Date: February 14, 2023

Subject: Wayzata Downtown Parking Study Update

Introduction

SRF has completed a parking study update for the Downtown district of the City of Wayzata (see Figure 1: Parking Zones). The study was completed to establish a new baseline for the existing parking supply and demand since 2014. Since 2014, there have been land use changes and redevelopment, public parking supply changes, and travel behavior changes as a result of COVID-19. Previous updates were completed in 2018 and 2021, however, a full review of the parking changes as compared to other parking sources was not updated. The project area is generally bounded by Ferndale Road to the west, Wayzata Boulevard to the north, Circle A Drive to the east, and Lake Minnetonka to the south. The main objectives of this study are to review the existing parking utilization within the project area, document any supply issues that exist, and plan for potential future parking opportunities. The following assumptions, analysis, and study conclusions are offered for your consideration.

Existing Conditions

Existing land uses quantities, parking supply, and parking utilization surveys were used to update the local area parking demand model. Updated square footages and unit numbers were applied to the existing model. Supply numbers were updated, as necessary, to account for changes in the parking supply. The existing conditions were reviewed to establish a baseline to identify any existing supply issues facing this area of downtown for both the parking lots and on-street parking locations shown in Figure 1. The evaluation of existing conditions includes a review of the existing land uses, parking supply, and parking utilization surveys collected during different time periods.

Existing Land Uses

The study area includes a variety of different land use types. As shown in Table 1, the land use quantities (square footage, dwelling units, and number of seats) were provided by the City for each of the 37 zones. Note, zones 1-9 accounts for the entire Promenade area, zone 15 does not contain any land uses besides the public plaza/boardwalk, zone 30 contains only single family housing, which is not reviewed as part of this study, and zone 36 contains a park and ride facility.

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Parking Study Zones/Boundaries

Downtown Wayzata Parking Study
City of Wayzata

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October 2022

Figure 1

Table 1. Parking Utilization Survey

Zone	Land Use	Quantity	Units
1-9	HOTEL	92	D.U.
1-9	RESIDENTIAL	118	D.U.
1-9	SENIOR RESIDENTIAL	261	D.U.
1-9	RETAIL	110000	D.U.
10	OFFICE	6,019	SQ. FT.
10	RESTAURANT	5,100	SQ. FT.
10	RESTAURANT	12,632	SQ. FT.
10	RETAIL	26,837	SQ. FT.
11	OFFICE	2,400	SQ. FT.
11	RESTAURANT	6,800	SQ. FT.
11	RETAIL	29,200	SQ. FT.
12	RETAIL	10,588	SQ. FT.
13	OFFICE	2,000	SQ. FT.
13	RETAIL	9,250	SQ. FT.
14	OFFICE	4,674	SQ. FT.
14	RESTAURANT	13,208	SQ. FT.
14	RETAIL	7,069	SQ. FT.
15	Panoway	NA	NA
16	HOUSING	12	D.U.
16	OFFICE	40,284	SQ. FT.
16	RESTAURANT	7,200	SQ. FT.
16	RETAIL	33,083	SQ. FT.
17	CITY HALL	19,414	SQ. FT.
17	LIBRARY	18,308	SQ. FT.
18	CHURCH	647	SEATS
19	OFFICE	22624	SQ. FT.
19	DRY CLEAN	6,818	SQ. FT.
20	HOUSING	34	D.U.
21	HOUSING	6	D.U.
22	HOUSING	12	D.U.
23	BANK	43,142	SQ. FT.
23	OFFICE	17,061	SQ. FT.
24	OFFICE	15,906	SQ. F.T

25	OFFICE (BOATWORKS)	51,000	SQ. FT.
25	RESTAURANT (BOATWORKS)	13,000	SQ. FT.
26	OFFICE (TCF BANK)	36,550	SQ. FT.
27	OFFICE	71,180	SQ. FT.
27	HOUSING	45	D.U.
28	OFFICE	32,000	SQ. FT.
29	HOUSING	2	D.U.
29	OFFICE/RETAIL	14,450	SQ. FT.
30	PARKING ONLY	NA	NA
31	OFFICE/RETAIL	85,372	SQ. FT.
31	RETAIL	2,500	SQ. FT.
32	HOUSING	19	D.U.
32	RETAIL/OFFICE	12,809	SQ. FT.
33	HOUSING	30	D.U.
34	OFFICE/RETAIL	86,185	SQ. FT.
35	HOUSING	3	D.U.
36	TRANSIT	NA	NA
36	RETAIL	8,447	SQ. FT.
37	OFFICE	3,000	SQ. FT.

Existing Parking Supply

The parking supply of each zone was inventoried. The existing parking supply includes on-street, off-street, and handicap spaces. The total parking supply within each zone is shown in Table 2. Note, private garages were not included in the supply numbers as they were not analyzed as part of this study. It should be noted that the 256 off-street parking spaces in zone 25 has the following designated parking type and supply:

- Chamber of Commerce: 12 spaces
- Marina/Beach: 21 spaces
- Three Rivers Park Trail/Permit Required: 6 spaces
- Parking permit required: 29 spaces
- Public parking: 182 spaces

As compared to previous studies, an additional public parking lot was recently opened at Lake Street and Barry Avenue, which will be utilized by public parking, valet parking, and apartment parking during various timeframes.

Table 2. Parking Utilization Survey

Zone	On-Street	Handicap On-Street	Off-Street	Handicap Off-Street	Total
1-9	101	0	688	20	789
10	26	0	468	13	494
11	0	0	172	5	172
12	0	0	58	2	58
13	0	0	24	1	24
14	13	0	60	1	73
15	38	0	0	0	38
16	47	3	305	6	352
17	45	0	110	4	155
18	51	0	97	9	148
19	0	0	46	2	46
20	0	0	56	0	56
21	8	0	12	0	20
22	32	0	0	0	32
23	0	0	152	5	152
24	43	0	37	1	80
25	0	0	250	7	250
26	0	0	138	3	138
27	41	0	240	8	281
28	16	0	162	4	178
29	37	0	34	2	71
30	20	0	0	0	20
31	50	0	83	4	133
32	45	0	18	2	63
33	19	0	25	0	44
34	24	0	8	0	32
35	11	0	0	0	11
36	4	0	115	5	119
37	0	0	11	0	11
Total Parking Demand	671	3	3369	104	4040

Parking Utilization Survey

Parking utilization surveys were collected during the weeks of August 1 and August 8, 2022. Parking data was collected during several time periods to help identify the fluctuation in parking utilization within the lots. The time periods were based on previously collected peak periods completed as part of other Downtown Wayzata parking studies. The study time periods included:

- Tuesday, August 9, 2022 – 2:00 p.m.
- Wednesday, August 10, 2022 – 10:00 a.m.
- Thursday, August 4, 2022 – 6:00 p.m.
- Friday, August 5, 2022 – 12:00 p.m.
- Saturday, August 13, 2022 – 1:00 p.m.
- Saturday, August 13, 2022 – 6:00 p.m.
- Sunday, August 14, 2022 – 11:00 a.m.

Note that the parking data collection occurred on warmer, sunny days when both commercial and recreation activity was taking place. This was done to ensure that the data did not misrepresent the recreation peaking that often occurs near Lake Minnetonka. However, based on observations of the office land uses, there was expected to be a portion of those office related vehicles that are not present due to employees working from home or working hybrid as a result of COVID-19. Data was collected for all on-street areas within the study area and for off-street parking lots that were accessible. Private garages were not collected as part of this study.

Results of the parking utilization surveys are detailed within Table 3 for the highest peak periods. The full dataset is included within the Appendix. The data was collected within 37 zones, however, it should be noted that the areas of zones 1 through 9 have been combined into one (1) zone for purposes of this study. Zones 1 through 9 comprise the Promenade Area. Note, two (2) blocks with the Widsten Townhomes and Wayzata Place Condominiums were not counted as part of this study. As shown in Table 3, the **peak parking periods** are generally identified as the **weekday middays and evenings with peak utilization approximately between 40 and 50 percent**. These time periods are consistent with historical surveys and have traditionally been the peak parking periods, however, previous surveys also had indicated that Saturday midday and evening timeframes were also similarly utilized.

Table 3. Parking Utilization Survey

Zone	Supply	Tuesday, 8/9 2:00 PM		Thursday, 8/4 6:00 PM		Friday, 8/5 12:00 PM	
	Total	Demand	Percent	Demand	Percent	Demand	Percent
1-9	789	233	30%	249	32%	307	39%
10	494	346	70%	475	96%	417	84%
11	172	94	55%	157	91%	131	76%
12	58	18	31%	4	7%	25	43%
13	24	11	46%	6	25%	18	75%
14	73	57	78%	59	81%	62	85%
15	38	30	79%	39	103%	36	95%
16	352	236	67%	285	81%	261	74%
17	155	84	54%	48	31%	75	48%
18	148	22	15%	6	4%	27	18%
19	46	36	78%	12	26%	26	57%
20	56	17	30%	21	38%	14	25%
21	20	6	30%	1	5%	5	25%
22	32	0	0%	15	47%	13	41%
23	152	38	25%	9	6%	28	18%
24	80	15	19%	2	3%	23	29%
25	250	151	60%	228	91%	204	82%
26	138	4	3%	65	47%	8	6%
27	281	124	44%	150	53%	114	41%
28	178	18	10%	20	11%	25	14%
29	71	27	38%	21	30%	23	32%
30	20	2	10%	4	20%	5	25%
31	133	62	47%	24	18%	36	27%
32	63	17	27%	18	29%	18	29%
33	44	13	30%	8	18%	8	18%
34	32	17	53%	18	56%	18	56%
35	11	8	73%	1	9%	4	36%
36	119	5	4%	6	5%	3	3%
37	11	0	0%	1	9%	0	0%
Total Parking Demand	4040	1691	42%	1952	48%	1934	48%

Results from the parking surveys collected in summer 2022 indicated that the weekday midday timeframes were approximately five (5) to 10 percent higher utilized than Saturday. A parking utilization graphic, for the three (3) peak times of Tuesday afternoon, Thursday evening, and Friday afternoon are shown in Figures 2 to 4, respectively. The remaining parking utilization graphics are included in the Appendix for the other timeframes collected. A few other key observations during the peak weekday middays and evenings include:

- On-street parking along Lake Street between Superior Boulevard and Barry Street is generally near capacity, with minimal spaces available during the peak periods. During these peak survey periods, some restaurants are allowed to block two (2) to three (3) on-street parking spaces to operate a valet parking system, which further reduces supply within the highly utilized stretch of Lake Street.
- Zones 1-9 within the Promenade Center were 30 to 40 percent occupied during peak times.
- Zone 10, which includes the Municipal Liquor Operations and Mill Street parking ramp was 70 to 96 percent occupied during the peak times.
- The parking ramp (Carisch Ramp) between Broadway Avenue and Walker Avenue was 67 to 84 percent occupied during peak times. Note, this ramp recently became privately owned rather than public.
- The portion of Downtown west of Walker Avenue was generally 30 to 40 percent occupied during peak times whereas portion east of Walker Avenue was 50 to 60 percent occupied.
- Zone 25, which includes the Boatworks/6Smith building, was 60 to 91 percent utilized during the peak times.
 - The dedicated trail parking was approximately 50 percent occupied during these peak times. However, during the weekend, utilization was closer to 70 percent.
 - The permit parking areas were highly utilized during the weekend periods, but open during the weekday time periods. This is consistent with the expected recreation times of the docks and beach area.
- In general, office parking was lower than historical averages due to hybrid and work from home policies that appear to be becoming permanent throughout office work.
- There were some on-street parking closures in the western portion of Downtown as a result of construction efforts for proposed developments.



Parking Utilization - Tuesday 2:00 PM

Downtown Wayzata Parking Study
City of Wayzata

Figure 2



Parking Utilization - Thursday 6:00 PM

Downtown Wayzata Parking Study
City of Wayzata

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Figure 3



Parking Utilization - Friday 12:00 PM

Downtown Wayzata Parking Study
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Figure 4

ITE Parking Demand

An estimate of the parking demand for the existing land uses based on the *Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition*. ITE has developed parking demand rates using key inputs such as facility size and travel behavior characteristics, to estimate the parking demand for off-street parking based on the type of land use and size. The ITE Parking Generation Manual method estimates the average peak parking occupancy, which is the average number of occupied parking spaces during the time of peak usage of a particular land use. The rates used for each land use type in the ITE parking demand model are shown in Table 4.

Table 4. ITE Average Parking Demand Generation Rates

Land Use (ITE Code)	Rate
Residential (Mid Rise 221)	1.31 spaces per unit
Senior Adult Housing (252)	0.61 spaces per unit
Retail (Shopping Center 820)	1.95 spaces per 1,000 sf
Restaurant (High Turnover Sit Down 932)	9.44 spaces per 1,000 sf
Office (710)	2.39 spaces per 1,000 sf
Bank (912)	3.72 spaces per 1,000 sf
Church (560)	0.22 spaces per seat
Library (590)	2.35 spaces per 1,000 sf
Government Office (730)	2.99 spaces per 1,000 sf
Hotel (310)	0.74 spaces per unit

It should be noted that the observed parking demand in zones 15 and 25 include vehicles parked to use the Panoway boardwalk, Three Rivers Park District trails, or the Wayzata beach and marina. The *ITE Parking Generation Manual* does not provide an accurate estimate to account for the boardwalk, trail, or Wayzata beach and marina parking demand. The existing TCF Bank building was not estimated moving forward in the study, given that it is currently vacant and up for potential redevelopment.

As shown in Table 5, the parking demand was calculated using the ITE rates and existing land use quantities. The results for these zones indicate that there is an overall surplus of 1,200 spaces. The full model calculations are shown in the Appendix. Zones 1-9 have a surplus of 506 spaces, zones 10-23 have a surplus of 441 spaces, and zones 24-37 have a surplus of 253 spaces. Shared or multi-use parking was not accounted for in the ITE demand estimates. The *Urban Land Institute (ULI) Shared Parking Manual (2nd Edition)* estimated shared parking to be approximately 20-25 percent based on a case study with similar land uses to the Wayzata downtown area. However, to provide a conservative estimate, no shared parking reduction was applied to the ITE parking demand estimates.

Table 5. Parking Demand Using Average ITE Rates

Zone	Supply	ITE Demand	Surplus/(Deficit)
1-9	789	283	+506
10	494	234	+260
11	172	127	+45
12	58	21	+37
13	24	23	+1
14	73	150	(-77)
15	38	0	+38
16	352	244	+108
17	155	101	+54
18	148	142	+6
19	46	67	(-21)
20	56	45	+11
21	20	8	+12
22	32	16	+16
23	152	201	(-49)
24	80	38	+42
25	250	245	+5
26	138	0	+138
27	281	170	+111
28	178	76	+102
29 ⁽¹⁾	71	36	+35
30	20	0	+20
31 ⁽¹⁾	133	200	(-67)
32 ⁽¹⁾	63	53	+10
33	44	39	+5
34 ⁽¹⁾	32	198	(-166)
35	11	4	+7
36 ⁽²⁾	24	16	+8
37	11	7	+4
Total Parking Demand	3,945	2,745	+1,200

⁽¹⁾ Estimated office/retail land use percentage provided by City.

⁽²⁾ Park-and-ride facility (zone 36) existing land use size not available. The existing park and ride space volume was used for the PNR demand.

Recommended Parking Demand

A comparison between the ITE parking demand estimates and utilization survey results was conducted. ITE estimates identified an overall surplus of 1,200 spaces, which equates to 70 percent of all parking spaces utilized. However, the parking utilization survey indicated that the existing parking supply has a maximum of 48 percent of the spaces occupied during any period surveyed.

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. This observed parking demand rate was calculated for each zone's combined square footage of retail, restaurants, and office space. The number of observed parked vehicles for only those three land uses during the peak period of Friday at 12:00 p.m. for zones east of Broadway Avenue and Thursday at 6:00 p.m. for zones west of Broadway Avenue were divided by the combined square footage to yield **an observed parking demand rate estimate of 2.39 spaces per 1,000 square feet of retail, restaurant, and office.** Table 6 presents the results of this analysis.

Table 6. Observed Parking Demand Rate for Retail, Restaurant, and Office

Zone	Peak Time	Retail, Restaurant, and Office Parked Vehicles	Retail, Restaurant, and Office SF	Retail, Restaurant, and Office Demand Rate per 1,000 SF
1-9	FRI	307	110,000	2.79
10	FRI	417	50,588	8.24
11	FRI	131	38,400	3.41
12	FRI	25	10,588	2.36
13	FRI	18	11,250	1.60
14	FRI	62	24,951	2.48
15	FRI	36	0	NA
16	FRI	261	80,567	3.24
17	FRI	75	37,722	1.99
18	FRI	27	0	NA
19	FRI	26	29,442	0.88
20	FRI	14	0	NA
21	FRI	5	0	NA
22	FRI	13	0	NA
23	FRI	28	60,203	0.47
24	FRI	23	15,906	1.45
25	THU	228	64,000	3.56
26	THU	65	0	NA
27	THU	150	71,180	2.11
28	THU	20	32,000	0.63
29	THU	21	14,450	1.45
30	THU	4	0	NA
31	THU	24	87,872	0.27
32	THU	18	12,809	1.41
33	THU	8	0	NA
34	THU	18	86,185	0.21
35	THU	1	0	NA
36 ⁽¹⁾	THU	6	8,447	0.71
37	THU	1	3,000	0.33
Total Parking Demand		2032	849,560	2.39

⁽¹⁾ Park-and-ride facility (zone 36) existing land use size not available. The existing park and ride space volume was used for the PNR demand.

For the downtown Wayzata study area, alternative methods were used to evaluate a range of potential demand levels to develop a local area model. To estimate the future parking requirements, the observed demand rate of 2.39 spaces per 1,000 square feet was applied to the retail, restaurant, and office land uses. 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 (0.67 spaces per unit for senior housing). The analysis for the hotel and church also used the City code requirement. This represents the flat rate method.

The results of the demand calculations for both the ITE and flat rate methods are presented in Table 7. The flat rate method, which combines field observations data and City code requirements, estimates a surplus with approximately 65 percent of the overall supply being used in a peak period. It should be noted that both methods indicate a higher utilization than the maximum observed utilization rate of 48 percent during any period surveyed.

The recommended demand rate for the study area is the average of the two (2) previously described methods. The estimated demand rate shown in Table 8 for retail, restaurant, and office space is 2.49 spaces per 1,000 square feet. The result of this calculation is also presented in Table 7. Approximately 67 percent of the study area's supply will be used on an average peak time period using this recommended rate.

Table 7. Demand Calculations: ITE Rate, Flat Rate, and Recommended Rate

Zone	Existing Supply	ITE Rate Demand	Flat Rate Demand	Recommended Rate Demand
1-9	789	283	355	366
10	494	234	121	126
11	172	127	92	96
12	58	21	25	26
13	24	23	27	28
14	73	150	60	62
15	38	0	0	0
16	352	244	217	225
17	155	101	90	94
18	148	142	216	216
19	46	67	70	73
20	56	45	68	68
21	20	8	12	12
22	32	16	24	24
23	152	201	144	150
24	80	38	38	40
25	250	245	153	159
26	138	0	0	0
27	281	170	170	177
28	178	76	77	80
29	71	36	39	40
30	20	0	0	0
31	133	200	210	219
32	63	53	69	70
33	44	39	60	60
34	32	198	206	215
35	11	4	6	6
36 ⁽¹⁾	24	16	20	21
37	11	7	7	7
Total Parking Demand	3,945	2,745	2,576	2,660
Surplus/(Deficit)		1,200	1,369	1,285
Percent Utilized		70%	65%	67%

(1) Park-and-ride facility (zone 36) existing land use size not available. Demand shown for office uses.

Table 8. Method for Calculating Recommended Demand Rate

ITE Rate Demand	2,745
Flat Rate Demand	2,576
Average Demand	2,660
Demand For Hotel ⁽¹⁾	92
Demand for Housing ⁽²⁾	236
Demand for Church ⁽³⁾	216
Demand for Park and Ride ⁽⁴⁾	NA
Total Non-Retail, Restaurant, and Office Demand	544
Retail, Restaurant, and Office Demand	2,116
Retail, Restaurant, and Office Square Footage	849,560
Demand per 1,000 SF of Retail, Restaurant, and Office	2.49

(1) Based on Zoning Code Rate of 1.0 spaces per unit

(2) Based on Zoning Code Rate of 2.0 spaces per unit and 0.67 spaces per unit for senior housing

(3) Based on Zoning Code Rate of 0.33 spaces per seat

(4) No Code Rate provided for Park and Ride facilities

Any available surplus in parking can be used for special event or for time periods when the parking demand is higher. Note that there are typically eight to 12 annual events in this area of Wayzata that may require extra parking. These events can range from one to three days. Such events could include outdoor concerts in the summer months, holiday celebrations, James J Hill Days, Wayzata Art Fair, or wedding ceremonies on Friday evenings and Saturday afternoons in the plaza. During these events, the parking demand often exceeds the average peak parking period demand. Therefore, the existing parking supply is adequate for the study area parking demands and also appears to be able to handle most of the parking needs for many of the special events that may occur in the area.

Handicap Parking Demand

The City of Wayzata follows the Minnesota Accessibility Code for the City's handicap parking requirements. The code shown in Table 9 is based on the number of parking spaces in a parking lot. Therefore, each parking lot in each zone was reviewed to determine if the existing handicap parking supply in the study area meets City requirement. For apartment land uses, the International Building Code (IBC) 1106.2 should be followed. The code states that two percent of the parking lot, but not less than one handicap accessible space, should be provided.

Table 9. MN Accessibility Code – Handicap Parking Requirements

MN Accessibility Code		
Total Parking In Lot		Required Spaces
Min	Max	
1	25	1
25	50	2
50	75	3
75	100	4
100	150	5
150	200	6
200	300	7
300	400	8
400	500	9
500	1,000	2 percent of total
1,000+		20 + 1 for each 100 parking spaces over 1,000

As shown in Table 10 (next page), results of the handicap supply analysis indicate that all zones, with the exceptions of zones 1-9, 13, 15, 18, 22, 30, and 35 do not meet the City code requirement. Zone 18 includes St. Bartholomew's Church and zones 30 and 35 only provide off-street parking for single-family homes or townhomes, which require no handicap spaces. Zone 15 does not have any off-street parking supply.

The handicap parking demand was collected in concurrence with the parking surveys conducted in August 2022. Note, this only includes handicap stalls that were publicly available to be surveyed within lots. Stalls within private garages were unable to be surveyed, and there is potential that these zones do have additional handicap stalls. The results of the utilization shown in Table 11 (page 21) indicate that a maximum of 31 percent of the handicap spaces were occupied during the peak periods analyzed. While the numbers of spaces do not meet City code requirements, the utilization data indicates that there is sufficient availability. As previously noted, additional handicap stalls within private garages are unable to be surveyed, which will reduce the overall deficit of handicap stalls through private and public lots in Downtown.

While the overall handicap parking demand is sufficient for the entire downtown area, there are a few zones where the handicap parking was consistently observed to be utilized. Zone 10 (spaces near the Municipal Liquor Operations), and zone 18 were observed to have high handicap parking utilization during the periods analyzed. The City should consider relocating handicap spaces from zones where the utilization is low to the zones where handicap parking is in higher demand. Additional analysis would be required to determine where the handicap spaces should be relocated.

Table 10. Handicap Parking Supply

Zone	Existing		City Code Requirement	Surplus/(Deficit)
	Off-Street Parking Supply	Handicap Parking Supply		
1-9	688	20	14	+6
10	455	13	18	(-5)
11	172	5	6	(-1)
12	58	2	3	(-1)
13	24	1	1	0
14	60	1	6	(-5)
15	0	0	0	0
16	10	6	9	(-3)
17	110	4	6	(-2)
18	97	9	4	+5
19	46	2	3	(-1)
20	45	0	1	(-1)
21	12	0	1	(-1)
22	0	0	0	0
23	152	5	7	(-2)
24	37	1	3	(-2)
25	250	7	10	(-3)
26	138	3	6	(-3)
27	240	8	10	(-2)
28	162	4	8	(-4)
29	29	2	5	(-3)
30	0	0	0	0
31	83	4	5	(-1)
32	18	2	4	(-2)
33	0	0	1	(-1)
34	8	0	1	(-1)
35	0	0	0	0
36 ⁽¹⁾	115	5	7	(-2)
37	11	0	2	(-2)
Total	2,332	84	141	(-57)

Table 11. Selected Handicap Parking Utilization Survey

Zone	Supply	Tuesday, 8/9 2:00 PM		Thursday, 8/4 6:00 PM		Friday, 8/5 12:00 PM	
	Total	Demand	Percent	Demand	Percent	Demand	Percent
1-9	20	2	10%	0	0%	4	20%
10	13	7	54%	6	46%	13	100%
11	5	0	0%	1	20%	2	40%
12	2	0	0%	0	0%	0	0%
13	1	0	0%	0	0%	0	0%
14	1	1	100%	0	0%	0	0%
15	0	0	0%	0	0%	0	0%
16	6	0	0%	2	33%	0	0%
17	4	0	0%	0	0%	0	0%
18	9	0	0%	0	0%	0	0%
19	2	0	0%	0	0%	0	0%
20	0	0	0%	0	0%	0	0%
21	0	0	0%	0	0%	0	0%
22	0	0	0%	0	0%	0	0%
23	5	0	0%	0	0%	1	20%
24	1	0	0%	0	0%	0	0%
25	7	2	29%	5	71%	3	43%
26	3	0	0%	0	0%	0	0%
27	8	3	38%	1	13%	0	0%
28	4	1	25%	0	0%	0	0%
29	2	0	0%	0	0%	0	0%
30	0	0	0%	0	0%	0	0%
31	4	0	0%	0	0%	0	0%
32	2	0	0%	0	0%	0	0%
33	0	0	0%	0	0%	0	0%
34	0	0	0%	0	0%	0	0%
35	0	0	0%	0	0%	0	0%
36	5	0	0%	0	0%	0	0%
37	0	0	0%	0	0%	0	0%
Total	104	32	31%	15	14%	23	22%

Survey Review

A survey of the business owners was completed to help identify if certain businesses or groups of businesses experience a parking shortage and what strategies they are currently utilizing or open to utilizing in the future. This survey is a follow up to one completed in 2019, prior to the COVID-19 pandemic. Questions include identifying current employee and customer parking situations, customer's parking experience, and thoughts on the current parking situation within Downtown Wayzata. A total of 41 responses were collected. The survey was sent to all businesses within the downtown area. The survey results are included within the Appendix. A few key items from the survey are noted below:

- Approximately 55 percent of respondents identify that their employees park on site
- Approximately 40 percent of respondents identify that their employees park within a city ramp or off-site.
- 62 percent of respondents identify that they have on-site parking, but it is not enough.
- 65 percent of respondents say that customers complain about a lack of parking.
- 83 percent of responses indicated that they are supportive of using the parking ramp for employee use.
- 35 to 40 percent of businesses identified that there is a parking problem that needs a solution at all times, however, an additional 35 to 40 percent noted that there is a problem only during specific times and for specific customers.
- Businesses indicated that the city performs a satisfactory job in enforcing parking time limits approximately 70 percent of the time.
- Approximately half of the business owners identified a need for short-term/short duration parking areas based on the change in customer behaviors (i.e. increase in pick-up/takeout).
- Approximately half of the business owners identified a need to update parking duration limits for on-street parking, with nearly 60 percent indicating the time limit should be 1 to 2 hours.
- 88 percent of respondents did not have employees working at home, and the majority of respondents would not see a change in the use of their parking lots for public or shared uses.

Based on this survey data collected, approximately 60 to 65 percent of the business owners identify that they have insufficient parking to serve their customers. However, approximately 55 percent of the business owners also identify that their employees park on-site, which may correlate to the lack of customer parking.

Based on the responding businesses, the majority appear to be retail based, with low responses from office uses. Those key office uses may offer redevelopment or shared parking opportunities in the future, however, this survey did not appear to engage those users.

Public Parking Lot Turnover Analysis

In order to determine if vehicles within specific public surface lots and on-street parking along Lake Street between Ferndale Road and Superior Boulevard were turning over, a review of the parked vehicles was completed. This analysis was completed to understand compliance of current regulations and if future regulations or time modifications are needed within this public parking areas.

The lots included in the analysis were the North Lot adjacent the Mill Street Ramp, the short-duration (15 minute) parking lot in front of Municipal Liquor Operations in Zone 10, and the lot behind COV in Zone 14. The locations are shown in Figure 5. SRF collected video data of the locations during August 2022. Data was collected on both a Friday and Saturday at 2:00 p.m., 4:00 p.m. and 6:00 p.m. The short-duration spots in front of the Municipal Liquor Operations were collected every 15 minutes for a two (2) hour period. Observations were completed to understand if the vehicles parked during the initial timeframe turned over within the subsequent timeframes. The current on-street parking regulations indicate that there is a 3 hour limit along Lake Street, however, no there is not a specified time limit on the North Lot or the lot behind COV. The spaces in front of the Municipal Liquor Operations have a 15 minute time limit. Note, the western three (3) spaces on the south side of the Municipal Liquor Operations do not have a time-limit. Similar to the parking utilization counts, data was collected on sunny, warm weather days to ensure peak activity within Downtown. Results of the study are as follows:

Lake Street

Of the 140 parking stalls along Lake Street, only six (6) stalls were observed not to turn over between 2:00 p.m. and 6:00 p.m. on Friday and three (3) stalls on Saturday.

The remaining parking stalls on both Friday and Saturday turned over within the regulated parking time of three (3) hours. The majority of vehicles parking along Lake Street were observed to turn over in the two (2) hour periods, indicating that the three (3) hour limit may be able to be modified along Lake Street, if desired.

Lot Behind COV

Of the 29 parking stalls in this lot, eight (8) stalls were found to not turnover between 2:00 p.m. and 6:00 p.m. on both Friday and Saturday. No specific time regulations are posted within the lot.

From the data collected, approximately half of the stalls turnover every two (2) hours.

North Lot (next to Mill Street Ramp)

Of the 77 parking stalls in this lot, 12 stalls were found to not turnover between 2:00 p.m. and 6:00 p.m. on Friday and 15 stalls on Saturday. No specific time regulations are posted within the lot.

From the data collected, approximately half of the stalls turnover every two (2) hours.



Turnover Parking Lots and On-Street Segments

Downtown Wayzata Parking Study

City of Wayzata

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Figure 5

Municipal Grill and Liquor Store Short-Term Parking Area

There are 10 spaces in this area with a 15-minute time limit, including five (5) on both the north and south side of the drive aisle. These spaces were observed for two (2) one-hour periods on both a Friday and a Saturday. Results from the observations are documented in the following:

Friday 2:30 to 3:30 p.m., 26 parking maneuvers, 5 did not follow the guidance.

Friday 4:30 to 5:30 p.m., 31 parking maneuvers, 4 did not follow the guidance.

Saturday 2:30 to 3:30 p.m., 24 parking maneuvers, 5 did not follow the guidance.

Saturday 4:30 to 5:30 p.m., 28 parking maneuvers, 2 did not follow the guidance.

As shown, the majority of parking maneuvers within the 15-minute parking spaces complied with the time regulations. The users that did not comply typically parked for more than 30 minutes, indicating that they were not an intended user of these spaces.

Boatworks Parking Lot Turnover Analysis

Similar to the public parking lot areas, the Boatworks parking lot was reviewed for turnover every two (2) hours from 2:00 p.m. to 6:00 p.m. on a Friday and a Saturday. The lot was broken into areas specific to the uses (i.e. permit parking, trail parking, marina parking, etc.). This analysis will help understand the turnover within the lot to identify if the users of the lot and parking in the proper areas.

Of the 250 parking stalls in this lot, 24 stalls were found to not turnover between 2:00 p.m. and 6:00 p.m. on Friday and 29 stalls on Saturday. No specific time regulations are posted within the lot.

From the data collected, approximately 65 to 67 percent of the parked stalls of the stalls turnover every two (2) hours on Friday and Saturday, respectively.

Within the Three Rivers Park District specific trail parking area in the Boatworks lot, it was observed that none of the spots were occupied for longer than two (2) hours. Within the specific permit parking areas for the marina and beach, there were 2 vehicles parked longer the entire four (4) hour observation period on a Friday and Saturday. These were in the beach area on both days. The remaining vehicles that did not turnover were located within the Boatworks specific parking, spread through various locations in the parking lot. The observation sheets are included within the Appendix.

Operational Alternatives

Although parking overall throughout Downtown is between 40 to 50 percent utilized during the peak periods, the majority of the public parking facilities are heavily utilized, excluding the Promenade parking. Previous studies completed in 2021 indicated a need for a detailed wayfinding and communications plan to direct users to the public parking facilities.

Following a review of the collected on-street and public parking lot turnover information, alternatives were reviewed to find way to enhance the parking operations throughout Downtown. Although no major turnover issues were identified within the study, it was found that the majority of parking maneuvers do not reach the posted three (3) hour limit along Lake Street. Therefore, the following items are offered for considerations:

1. Modify the parking regulations to two (2) hour parking limits to further discourage use of on-street parking for staff of businesses. The on-street parking should be prioritized for guests and users of the businesses Downtown. The shorter time limit will promote visitor use rather than employee parking during shifts. This modification could be considered for the following locations, also shown in Figure 6:
 - a. Lake Street from Superior Boulevard to Ferndale Avenue
 - b. Mill Street in front of the Mill Street Ramp
2. Following feedback from the survey information, identify locations to add short-term, 15 minute pick-up/curbside takeout parking stalls. Stalls could be added along Lake Street between Superior Boulevard and Broadway Avenue for the fast casual restaurants located in the area. Additionally, with potential redevelopment on the west side of downtown, there is an opportunity to include spaces these, depending on the ultimate land uses.
3. Review the need for enforcement of these time limits with City staff. Although most parking stalls were observed to be in compliance, any changes to the parking limits must be enforced to ensure proper compliance.
4. Restrict the parking lot behind COV to two (2) hour time limit parking if this lot is intended to be used by guests and not staff, however, restrict use of the lot through the Panoway plaza area to reduce vehicle/pedestrian conflicts. If this lot is intended for staff, indicate through appropriate signing. By using this lot for staff parking, this reduces the potential for vehicles to travel along Panoway to Lake Street and may allow for more public parking in area ramps.
5. While parking along Lake Street on the western edge of Downtown in currently minimal during the peak time frames, future redevelopment in the area may encourage more activity in the area and more usage of the public on-street parking. Therefore, restricting use to a specific private development may not be feasible or suitable for the study area. Further study would be required if this parking could ever be used for overnight parking for specific developments.
6. Encourage valet parking operations, if feasible. The new Barry Avenue lot serves as a valet location with the opportunity to double park vehicles. Additional restaurant spaces could offer this service to reduce excess circulation and better use area parking facilities.
7. Identify office spaces that are not fully occupied due to hybrid work and determine if joint parking ventures for the public are feasible outside of business hours or for portions of the lots. While these spots may not be available during all times of the day, the key parking times during the evening and weekends provide an opportunity to shared parking through agreements rather than constructing additional parking facilities. With the high cost of structured parking, considerations should be made for business owners to share parking when possible.



2 Hour On-Street Parking Recommendations

Downtown Wayzata Parking Study

City of Wayzata

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Figure 6

Additionally, as a result of the parking utilization surveys, the other follow operations items are offered to help meet the expected future parking demands and reduce circulation:

8. Given the high utilization observed during peak times in the Mill Street Ramp, any opportunities to add parking stalls should be explored. This ramp serves as a central parking location for the busiest part of Downtown and is consistently over 90 percent occupied during peak times.
9. To further enhance parking operations and best serve guests, identify the feasibility of a smart parking systems that may include the signing with the number of available parking stalls or lighted indicators above spaces, if applicable. This will help drive users to the ramps, reduce unnecessary circulation, and provide a benefit to the users.
10. Identify shared opportunities within the Promenade area, given the large parking availability seen through the surveys.
11. Future FILOP requests may need to be reviewed on a time of day parking demand basis before determining if this program can be utilized. Future requests with peak demands outside of current peak utilization timeframes may be able to be accommodated. Additionally, coordination with the potential development may need to occur to determine if employees/guests will walk from farther away facilities, if FILOP is necessary.
12. Review lighting throughout the Downtown area to improve safety for employees/visitors navigating walkways to parking areas.

Other Considerations

The following details items that do not need to be explicitly considered based on the existing parking conditions, however, they should remain as relevant potential options as the future of Downtown unfolds.

Future Ramp Locations/Modifications

Although not currently indicated as a need, the City can consider the plan for a potential future ramp on the western side of Downtown as redevelopment occurs. Although shared parking opportunities with office land uses should be explored first, if potential redevelopment eliminated these opportunities, a future ramp could be considered to help alleviate any parking issues. Previous planning efforts have noted a potential ramp location north of Lake Street and east of Edgewood Avenue behind the Coldwell building. Additionally, the Metro Transit Park and Ride lot along Wayzata Boulevard is a potential site that the City could work on a development plan that includes public parking options. Note, future unknown redevelopment throughout the Downtown area also offers an opportunity to locate public parking options as well.

Potential/Planned Redevelopment

Panoway Phase 2

The Panoway Phase 2 Boardwalk construction is slated for year 2023. While it is expected that the boardwalk will become a feature attraction for Downtown, there is not currently any programming planned for the space. While there is potential the boardwalk will encourage people visit Downtown, it is expected the majority of users will already be visiting Downtown and utilizing another use (i.e. restaurant, office, or retail) and that the length of stay for visitors will increase rather than the number of visitors. The impact on parking is difficult to predict and will need to be reviewed under future utilization surveys. If additional programming that would be expected to bring in additional guests to Downtown is expected, a further review of that potential parking impact can be completed at a later date.

There is also potential redevelopment of the existing TCF Bank office building at 200 Lake Street E. As this site develops, parking should be reviewed to determine capacity and public opportunities.

Study Findings

The following study findings are summarized below:

1. The surveys collected indicate that the existing parking supply has a maximum of 48 percent of the spaces occupied during the Thursday 6:00 p.m. and Friday 12:00 p.m. time periods.
2. The results of the ITE parking demand model using the average ITE rates indicate that zones 1-9 have a surplus of 506 spaces, zones 10-23 have a surplus of 441 spaces, and zones 24-37 have a surplus of 253 spaces. This results in an overall surplus of 1,200 parking spaces.
3. Although the ITE estimates identified a surplus of 1,200 spaces (70 percent utilization), the parking utilization surveys found a maximum of 48 percent of the spaces occupied during any period surveyed. Since the ITE parking demand estimates do not match the field survey, an additional analysis was undertaken to determine a recommended parking demand rate that takes into account the actual utilization survey results.
4. The recommended demand rate for retail, restaurant, and office space is 2.49 spaces per 1,000 square feet. Approximately 67 percent of the study area's supply will be used during an average peak time period using this recommended rate.
5. The results of the utilization survey indicate that a maximum of 31 percent of the handicap spaces were occupied during the peak periods analyzed. While the numbers of spaces do not meet City code requirements, the utilization data indicates that there is sufficient availability.
6. A detailed review of the parking lot and on-street turnover is provided in the Turnover Analysis sections.
7. Based on the turnover analysis, the City could consider modifying on-street parking timing regulations to 2-hour time limits to help encourage turnover. The majority of users are not staying beyond this time now.

8. There is potential for additional short-term (15 minute) takeout/curbside pickup spaces needed through Downtown.
9. The Mill Street Ramp should be explored for ways to add spaces given the high (90+ percent) utilization during peak periods. This could be achieved through reducing the space width to accommodate more compact vehicles. There is potential to add between five (5) to 10 spaces, if desired.
10. Additional parking operations strategies are provided for consideration in the Operational Alternatives section.

APPENDIX

Parking Utilization Table and Maps

Parking Demand Calculations

Survey Results

Turnover Maps

Attachment A

Parking Utilization Results

Zone	Total	Tues @ 2 p.m.		Wed @ 10 a.m.		Thur @ 6 p.m.		Fri @ 12 p.m.		Sat @ 1 p.m.		Sat @ 6 p.m.		Sun @ 11 a.m.	
		Demand	Percent	Demand	Percent	Demand	Percent	Demand	Percent	Demand	Percent	Demand	Percent	Demand	Percent
1-9	789	233	30%	205	26%	249	32%	307	39%	267	34%	214	27%	231	29%
10	494	346	70%	230	47%	475	96%	417	84%	374	76%	396	80%	218	44%
11	172	94	55%	88	51%	157	91%	131	76%	109	63%	113	66%	100	58%
12	58	18	31%	12	21%	4	7%	25	43%	12	21%	2	3%	2	3%
13	24	11	46%	18	75%	6	25%	18	75%	15	63%	10	42%	19	79%
14	73	57	78%	40	55%	59	81%	62	85%	53	73%	49	67%	35	48%
15	38	30	79%	33	87%	39	103%	36	95%	40	105%	34	89%	32	84%
16	352	236	67%	217	62%	285	81%	261	74%	166	47%	214	61%	132	38%
17	155	84	54%	57	37%	48	31%	75	48%	18	12%	27	17%	15	10%
18	148	22	15%	31	21%	6	4%	27	18%	2	1%	5	3%	118	80%
19	46	36	78%	40	87%	12	26%	26	57%	8	17%	3	7%	5	11%
20	56	17	30%	18	32%	21	38%	14	25%	15	27%	19	34%	20	36%
21	20	6	30%	3	15%	1	5%	5	25%	3	15%	2	10%	2	10%
22	32	0	0%	10	31%	15	47%	13	41%	22	69%	11	34%	16	50%
23	152	38	25%	42	28%	9	6%	28	18%	7	5%	2	1%	0	0%
24	80	15	19%	22	28%	2	3%	23	29%	1	1%	2	3%	7	9%
25	250	151	60%	107	43%	228	91%	204	82%	192	77%	194	78%	138	55%
26	138	4	3%	6	4%	65	47%	8	6%	9	7%	27	20%	6	4%
27	281	124	44%	133	47%	150	53%	114	41%	35	12%	87	31%	31	11%
28	178	18	10%	19	11%	20	11%	25	14%	15	8%	19	11%	15	8%
29	71	27	38%	43	61%	21	30%	23	32%	7	10%	15	21%	8	11%
30	20	2	10%	7	35%	4	20%	5	25%	4	20%	3	15%	3	15%
31	133	62	47%	95	71%	24	18%	36	27%	24	18%	25	19%	12	9%
32	63	17	27%	25	40%	18	29%	18	29%	4	6%	5	8%	15	24%
33	44	13	30%	9	20%	8	18%	8	18%	13	30%	13	30%	14	32%
34	32	17	53%	18	56%	18	56%	18	56%	12	38%	14	44%	8	25%
35	11	8	73%	3	27%	1	9%	4	36%	1	9%	0	0%	0	0%
36	119	5	4%	8	7%	6	5%	3	3%	1	1%	0	0%	1	1%
37	11	0	0%	0	0%	1	9%	0	0%	0	0%	1	9%	0	0%
TOTAL	4040	1691	42%	1539	38%	1952	48%	1934	48%	1429	35%	1506	37%	1203	30%









ITE Parking Demand Calculations

ZONE	PRIMARY LAND USES	PRIMARY LAND USES	QUANTITY	UNIT	Average ITE Rate	ITE REQUIRED SPACES
1	HOTEL	HOTEL	92	D.U.	0.74	68
1	RETAIL	RETAIL	110000	SQ. FT.	1.95	215
10	OFFICE	OFFICE	6,019	SQ. FT.	2.39	14
10	RESTAURANT	RESTAURANT	5,100	SQ. FT.	9.44	48
10	RESTAURANT (Wayzata Municipal Liquor Operations)	RESTAURANT (Wayzata Municipal Liq	12,632	SQ. FT.	9.44	119
10	RETAIL	RETAIL	26,837	SQ. FT.	1.95	52
11	OFFICE	OFFICE	2,400	SQ. FT.	2.39	6
11	RESTAURANT	RESTAURANT	6,800	SQ. FT.	9.44	64
11	RETAIL	RETAIL	29,200	SQ. FT.	1.95	57
12	RETAIL	RETAIL	10,588	SQ. FT.	1.95	21
13	OFFICE	OFFICE	2,000	SQ. FT.	2.39	5
13	RETAIL	RETAIL	9,250	SQ. FT.	1.95	18
14	OFFICE	OFFICE	4,674	SQ. FT.	2.39	11
14	RESTAURANT	RESTAURANT	13,208	SQ. FT.	9.44	125
14	RETAIL	RETAIL	7,069	SQ. FT.	1.95	14
15	Panoway	Panoway	0	0	0	0
16	HOUSING	HOUSING	12	D.U.	1.31	16
16	OFFICE	OFFICE	40,284	SQ. FT.	2.39	96
16	RESTAURANT	RESTAURANT	7,200	SQ. FT.	9.44	68
16	RETAIL	RETAIL	33,083	SQ. FT.	1.95	65
17	CITY HALL	CITY HALL	19,414	SQ. FT.	2.99	58
17	LIBRARY	LIBRARY	18,308	SQ. FT.	2.35	43
18	CHURCH	CHURCH	647	SEATS	0.22	142
19	OFFICE	OFFICE	22,624	SQ. FT.	2.39	54
19	DRY CLEAN	DRY CLEAN	6,818	SQ. FT.	1.95	13
20	HOUSING	HOUSING	34	D.U.	1.31	45
21	HOUSING	HOUSING	6	D.U.	1.31	8
22	HOUSING	HOUSING	12	D.U.	1.31	16
23	BANK	BANK	43,142	SQ. FT.	3.72	160
23	OFFICE	OFFICE	17,061	SQ. FT.	2.39	41
24	OFFICE	OFFICE	15,906	SQ. F.T	2.39	38
25	OFFICE (BOATWORKS)	OFFICE (BOATWORKS)	51,000	SQ. FT.	2.39	122
25	RESTAURANT	RESTAURANT	13,000	SQ. FT.	9.44	123
26	OFFICE (TCF BANK)	OFFICE (TCF BANK)	0	SQ. FT.	2.39	0
27	OFFICE	OFFICE	71,180	SQ. FT.	2.39	170
28	OFFICE	OFFICE	32,000	SQ. FT.	2.39	76
29	HOUSING	HOUSING	2	D.U.	1.31	3
29	OFFICE/RETAIL	OFFICE/RETAIL	14,450	SQ. FT.	2.32	33
31	OFFICE/RETAIL	OFFICE/RETAIL	85,372	SQ. FT.	2.2888	195
31	RETAIL	RETAIL	2,500	SQ. FT.	1.95	5
32	HOUSING	HOUSING	19	D.U.	1.31	25
32	RETAIL/OFFICE	RETAIL/OFFICE	12,809	SQ. FT.	2.17	28
33	HOUSING	HOUSING	30	D.U.	1.31	39
34	OFFICE/RETAIL	OFFICE/RETAIL	86,185	SQ. FT.	2.30	198
35	HOUSING	HOUSING	3	D.U.	1.31	4
36	TRANSIT	TRANSIT	NA	NA	NA	NA
36	RETAIL	RETAIL	8,447	SQ. FT.	1.95	16
37	OFFICE	OFFICE	3,000	SQ. FT.	2.39	7

FLAT RATE MODEL

ZONE	PRIMARY LAND USES	QUANTITY	UNIT	FLAT RATE	FLAT RATE DEMAND
1	HOTEL	92	D.U.	1.00	92
1	RETAIL	110000	SQ. FT.	2.39	263
10	OFFICE	6019	SQ. FT.	2.39	14
10	RESTAURANT	5100	SQ. FT.	2.39	12
10	IT (Wayzata Municipal Liquor)	12632	SQ. FT.	2.39	30
10	RETAIL	26837	SQ. FT.	2.39	64
11	OFFICE	2400	SQ. FT.	2.39	6
11	RESTAURANT	6800	SQ. FT.	2.39	16
11	RETAIL	29200	SQ. FT.	2.39	70
12	RETAIL	10588	SQ. FT.	2.39	25
13	OFFICE	2000	SQ. FT.	2.39	5
13	RETAIL	9250	SQ. FT.	2.39	22
14	OFFICE	4674	SQ. FT.	2.39	11
14	RESTAURANT	13208	SQ. FT.	2.39	32
14	RETAIL	7069	SQ. FT.	2.39	17
15	Panoway	0	0	0.00	0
16	HOUSING	12	D.U.	2.00	24
16	OFFICE	40284	SQ. FT.	2.39	96
16	RESTAURANT	7200	SQ. FT.	2.39	17
16	RETAIL	33083	SQ. FT.	2.39	79
17	CITY HALL	19414	SQ. FT.	2.39	46
17	LIBRARY	18308	SQ. FT.	2.39	44
18	CHURCH	647	SEATS	0.33	216
19	OFFICE	22624	SQ. FT.	2.39	54
19	DRY CLEAN	6818	SQ. FT.	2.39	16
20	HOUSING	34	D.U.	2.00	68
21	HOUSING	6	D.U.	2.00	12
22	HOUSING	12	D.U.	2.00	24
23	BANK	43142	SQ. FT.	2.39	103
23	OFFICE	17061	SQ. FT.	2.39	41
24	OFFICE	15906	SQ. F.T	2.39	38
25	OFFICE (BOATWORKS)	51000	SQ. FT.	2.39	122
25	RESTAURANT	13000	SQ. FT.	2.39	31
26	OFFICE (TCF BANK)	0	SQ. FT.	2.39	0
27	OFFICE	71180	SQ. FT.	2.39	170
28	OFFICE	32000	SQ. FT.	2.39	77
29	HOUSING	2	D.U.	2.00	4
29	OFFICE/RETAIL	14450	SQ. FT.	2.39	35
31	OFFICE/RETAIL	85372	SQ. FT.	2.39	204
31	RETAIL	2500	SQ. FT.	2.39	6
32	HOUSING	19	D.U.	2.00	38
32	RETAIL/OFFICE	12809	SQ. FT.	2.39	31
33	HOUSING	30	D.U.	2.00	60
34	OFFICE/RETAIL	86185	SQ. FT.	2.39	206
35	HOUSING	3	D.U.	2.00	6
36	TRANSIT	NA	NA	NA	NA
36	RETAIL	8447	SQ. FT.	2.39	20
37	OFFICE	3000	SQ. FT.	2.39	7

Recommended Rate Model

ZONE	PRIMARY LAND USES	QUANTITY	UNIT	RATE	RECOMMENDED RATE DEMAND
1	HOTEL	92	D.U.	1.00	92
1	RETAIL	110000	SQ. FT.	2.42	274
10	OFFICE	6019	SQ. FT.	2.42	15
10	RESTAURANT	5100	SQ. FT.	2.42	13
10	ANT (Wayzata Municipal Liquor)	12632	SQ. FT.	2.42	31
10	RETAIL	26837	SQ. FT.	2.42	67
11	OFFICE	2400	SQ. FT.	2.42	6
11	RESTAURANT	6800	SQ. FT.	2.42	17
11	RETAIL	29200	SQ. FT.	2.42	73
12	RETAIL	10588	SQ. FT.	2.42	26
13	OFFICE	2000	SQ. FT.	2.42	5
13	RETAIL	9250	SQ. FT.	2.42	23
14	OFFICE	4674	SQ. FT.	2.42	12
14	RESTAURANT	13208	SQ. FT.	2.42	33
14	RETAIL	7069	SQ. FT.	2.42	18
15	Panoway	0	0	0.00	0
16	HOUSING	12	D.U.	2.00	24
16	OFFICE	40284	SQ. FT.	2.42	100
16	RESTAURANT	7200	SQ. FT.	2.42	18
16	RETAIL	33083	SQ. FT.	2.42	82
17	CITY HALL	19414	SQ. FT.	2.42	48
17	LIBRARY	18308	SQ. FT.	2.42	46
18	CHURCH	647	SEATS	0.33	216
19	OFFICE	22624	SQ. FT.	2.42	56
19	DRY CLEAN	6818	SQ. FT.	2.42	17
20	HOUSING	34	D.U.	2.00	68
21	HOUSING	6	D.U.	2.00	12
22	HOUSING	12	D.U.	2.00	24
23	BANK	43142	SQ. FT.	2.42	107
23	OFFICE	17061	SQ. FT.	2.42	43
24	OFFICE	15906	SQ. FT.	2.42	40
25	OFFICE (BOATWORKS)	51000	SQ. FT.	2.42	127
25	RESTAURANT	13000	SQ. FT.	2.42	32
26	OFFICE (TCF BANK)	0	SQ. FT.	2.42	0
27	OFFICE	71180	SQ. FT.	2.42	177
28	OFFICE	32000	SQ. FT.	2.42	80
29	HOUSING	2	D.U.	2.00	4
29	OFFICE/RETAIL	14450	SQ. FT.	2.42	36
31	OFFICE/RETAIL	85372	SQ. FT.	2.42	213
31	RETAIL	2500	SQ. FT.	2.42	6
32	HOUSING	19	D.U.	2.00	38
32	RETAIL/OFFICE	12809	SQ. FT.	2.42	32
33	HOUSING	30	D.U.	2.00	60
34	OFFICE/RETAIL	86185	SQ. FT.	2.42	215
35	HOUSING	3	D.U.	2.00	6
36	TRANSIT	NA	NA	NA	NA
36	RETAIL	8447	SQ. FT.	2.42	21
37	OFFICE	3000	SQ. FT.	2.42	7

Q1 Please provide your business information

Answered: 41 Skipped: 1

ANSWER CHOICES	RESPONSES
Name	100.00% 41
Location	100.00% 41

#	NAME	DATE
1	Sun and slope	7/8/2022 3:19 PM
2	Boulder Properties Inc	7/8/2022 11:55 AM
3	Bar Lazy H Three, LLC	7/8/2022 11:05 AM
4	Hirshfield's #33 - Wayzata	7/8/2022 9:29 AM
5	DivisionOptical	7/7/2022 10:26 PM
6	Ben & Jerrys	7/7/2022 10:19 PM
7	Amy	7/7/2022 5:02 PM
8	Crisp & Green	7/7/2022 4:38 PM
9	Tricia Olson	7/7/2022 4:37 PM
10	Highcroft	7/7/2022 1:36 PM
11	Wayzata Lakefront Properties	6/30/2022 7:52 PM
12	The Barre	6/28/2022 11:20 AM
13	FACE FOUNDRIE	6/23/2022 4:57 PM
14	Dean Vlahos	6/21/2022 2:41 PM
15	Wayzata Bay Carwash	6/21/2022 9:31 AM
16	Grace Hill	6/20/2022 3:38 PM
17	J.McLaughlin	6/20/2022 3:10 PM
18	Lesa	6/20/2022 12:24 PM
19	Dougherty	6/20/2022 11:09 AM
20	Haugan Law Office, Ltd.	6/20/2022 10:30 AM
21	Kim Casmey	6/20/2022 9:43 AM
22	a	6/20/2022 9:32 AM
23	Renovo Capital, LLC	6/19/2022 11:17 PM
24	Victoria Whitman	6/19/2022 10:02 PM
25	Wayzata Area Chamber	6/19/2022 8:50 AM
26	Burnet Fine Art & Advisory	6/18/2022 3:59 PM
27	sven gustafson	6/18/2022 2:06 PM
28	Randy Stanley	6/18/2022 8:25 AM
29	Penny's Coffee	6/17/2022 3:48 PM

Wayzata Parking Survey

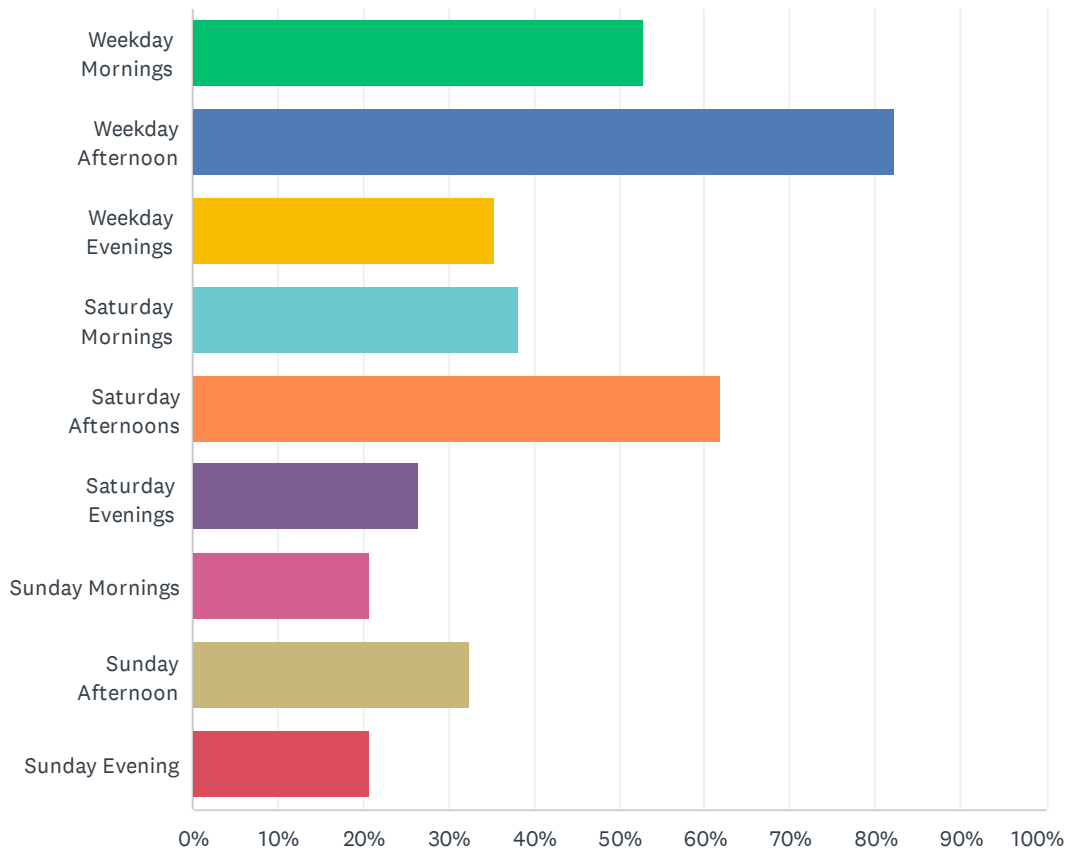
30	Baja Haus	6/17/2022 3:06 PM
31	Giannis Steakhouse	6/17/2022 2:51 PM
32	Jeff Zitzloff - Five Swans	6/17/2022 2:41 PM
33	Mikiko Inamoto	6/17/2022 2:17 PM
34	Wayzata Wine & Spirits	6/17/2022 1:53 PM
35	Jewelweed	6/17/2022 1:24 PM
36	Hirshfields	6/17/2022 12:59 PM
37	Mike Rakun	6/17/2022 12:58 PM
38	Farmers Insurance	6/17/2022 12:33 PM
39	Kassandra	6/17/2022 12:32 PM
40	test	2/17/2022 2:36 PM
41	tester	2/16/2022 10:00 AM
#	LOCATION	DATE
1	792 e lake st	7/8/2022 3:19 PM
2	681 East Lake Street, Suite 262, Wayzata, MN 55391	7/8/2022 11:55 AM
3	840 Lake St	7/8/2022 11:05 AM
4	814 East Lake Street	7/8/2022 9:29 AM
5	852 Lake St E	7/7/2022 10:26 PM
6	539 Lake Street	7/7/2022 10:19 PM
7	Grace Hill	7/7/2022 5:02 PM
8	755 East Lake Street	7/7/2022 4:38 PM
9	Evereve	7/7/2022 4:37 PM
10	770 Lake St E	7/7/2022 1:36 PM
11	305 Minnetonka Ave S	6/30/2022 7:52 PM
12	539 Lake St E	6/28/2022 11:20 AM
13	643 Lake Street E	6/23/2022 4:57 PM
14	COV WAYZATA	6/21/2022 2:41 PM
15	143 Lake Street E	6/21/2022 9:31 AM
16	785 Lake Street East, Wayzata	6/20/2022 3:38 PM
17	Wayzata Lake Street	6/20/2022 3:10 PM
18	Village Shoppes	6/20/2022 12:24 PM
19	861 Lake Street N	6/20/2022 11:09 AM
20	641 East Lake Street	6/20/2022 10:30 AM
21	641 Lake Street East Suite 228	6/20/2022 9:43 AM
22	b	6/20/2022 9:32 AM
23	407 Lake St E	6/19/2022 11:17 PM
24	Art of Optiks	6/19/2022 10:02 PM
25	The Depot	6/19/2022 8:50 AM

Wayzata Parking Survey

26	775 Lake Street East	6/18/2022 3:59 PM
27	153 Lake st	6/18/2022 2:06 PM
28	6Smith	6/18/2022 8:25 AM
29	Wayzata Penny's	6/17/2022 3:48 PM
30	830 Lake st East	6/17/2022 3:06 PM
31	635 lake Street E	6/17/2022 2:51 PM
32	315 lake St E	6/17/2022 2:41 PM
33	Sushi Fix	6/17/2022 2:17 PM
34	747 Mill St	6/17/2022 1:53 PM
35	611 Lake Street East, Wayzata	6/17/2022 1:24 PM
36	814 East Lake Street	6/17/2022 12:59 PM
37	Benedicts	6/17/2022 12:58 PM
38	800 E Lake St	6/17/2022 12:33 PM
39	Beauty ecology	6/17/2022 12:32 PM
40	test	2/17/2022 2:36 PM
41	test avenue	2/16/2022 10:00 AM

Q2 What are your busiest hours of operation? Check all that apply

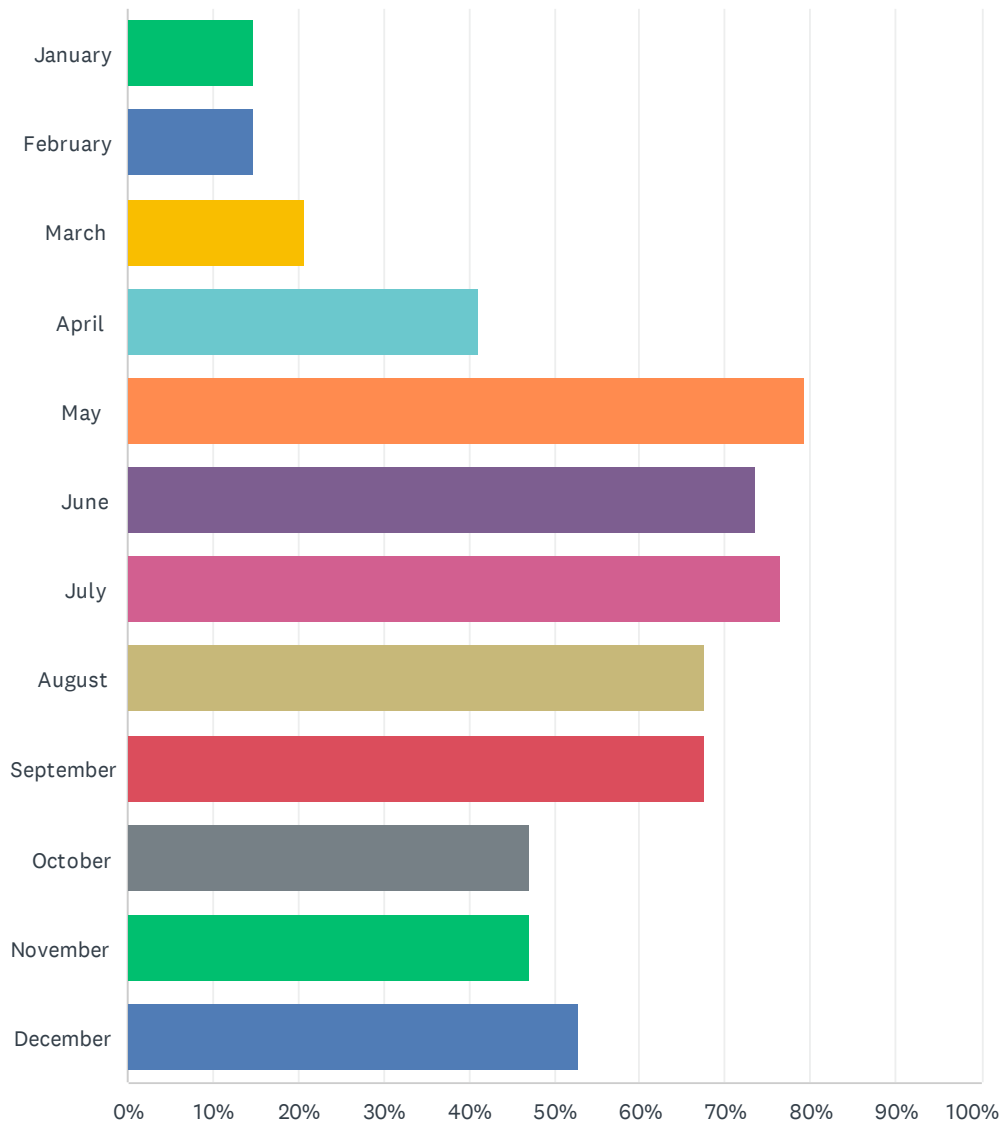
Answered: 34 Skipped: 8



ANSWER CHOICES	RESPONSES	
Weekday Mornings	52.94%	18
Weekday Afternoon	82.35%	28
Weekday Evenings	35.29%	12
Saturday Mornings	38.24%	13
Saturday Afternoons	61.76%	21
Saturday Evenings	26.47%	9
Sunday Mornings	20.59%	7
Sunday Afternoon	32.35%	11
Sunday Evening	20.59%	7
Total Respondents: 34		

Q3 What are the busiest months of operation? Check all that apply

Answered: 34 Skipped: 8

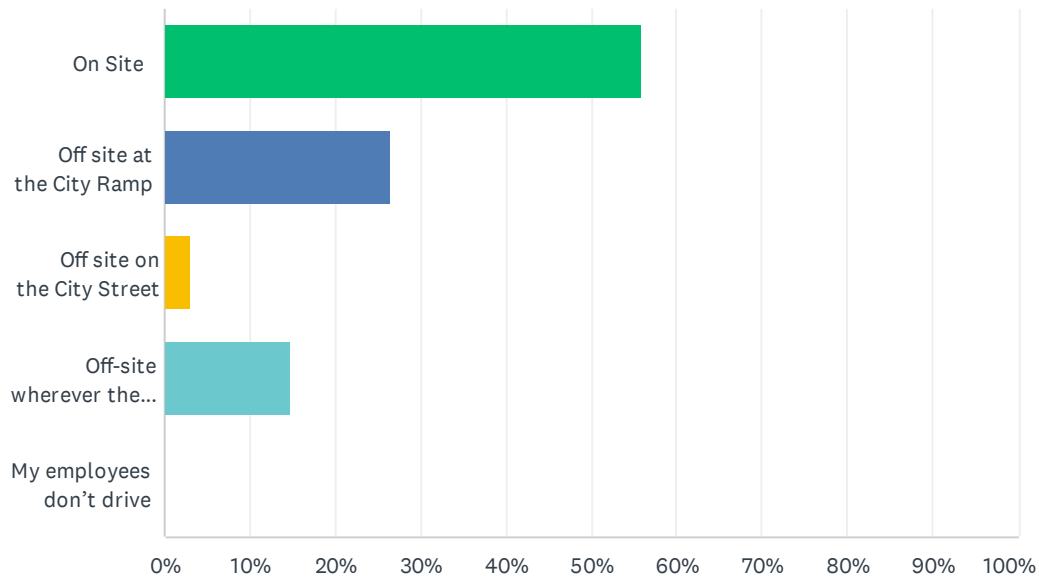


Wayzata Parking Survey

ANSWER CHOICES	RESPONSES	
January	14.71%	5
February	14.71%	5
March	20.59%	7
April	41.18%	14
May	79.41%	27
June	73.53%	25
July	76.47%	26
August	67.65%	23
September	67.65%	23
October	47.06%	16
November	47.06%	16
December	52.94%	18
Total Respondents: 34		

Q4 Where do you and your employees currently park?

Answered: 34 Skipped: 8



ANSWER CHOICES	RESPONSES	
On Site	55.88%	19
Off site at the City Ramp	26.47%	9
Off site on the City Street	2.94%	1
Off-site wherever they can find a spot	14.71%	5
My employees don't drive	0.00%	0
TOTAL		34

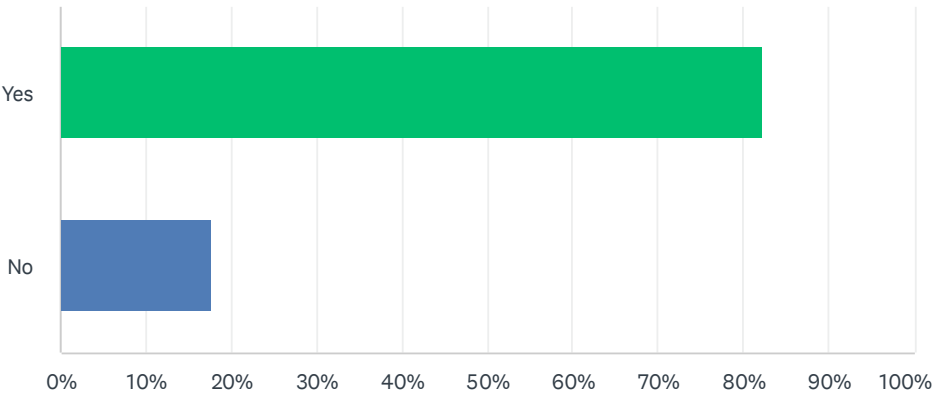
Q5 If On-site, do they have a designated location to park? (please specify)

Answered: 26 Skipped: 16

#	RESPONSES	DATE
1	no	7/8/2022 11:09 AM
2	Behind the Building	7/8/2022 9:45 AM
3	Behind building	7/7/2022 10:33 PM
4	No	7/7/2022 10:26 PM
5	No	7/7/2022 4:41 PM
6	Building we manage has its own parking lot	6/30/2022 7:55 PM
7	Second or third floor of Carisch ramp	6/23/2022 5:01 PM
8	No.	6/21/2022 2:44 PM
9	I have 4 parking spots onsite	6/21/2022 10:08 AM
10	Behind the building near the rail road tracks	6/20/2022 12:31 PM
11	Plaza Block	6/20/2022 11:13 AM
12	Carish Parking ramp	6/20/2022 10:35 AM
13	no	6/20/2022 9:48 AM
14	No	6/19/2022 10:06 PM
15	Yes spots for staff	6/19/2022 9:10 AM
16	yes	6/18/2022 2:08 PM
17	Yes, appointed by Landlord.	6/17/2022 3:50 PM
18	Behind the building. No employees are allowed to park in the main lot.	6/17/2022 3:10 PM
19	Carisch ramp 3rd floor	6/17/2022 3:01 PM
20	store owners ramp on Barry Av	6/17/2022 2:47 PM
21	no	6/17/2022 1:28 PM
22	Behind the Building	6/17/2022 1:02 PM
23	No	6/17/2022 12:52 PM
24	No	6/17/2022 12:36 PM
25	yes	6/17/2022 12:35 PM
26	testing	2/16/2022 10:01 AM

Q6 Would you support the use of the city ramps for employee parking?

Answered: 34 Skipped: 8



ANSWER CHOICES		RESPONSES	
Yes		82.35%	28
No		17.65%	6
TOTAL			34

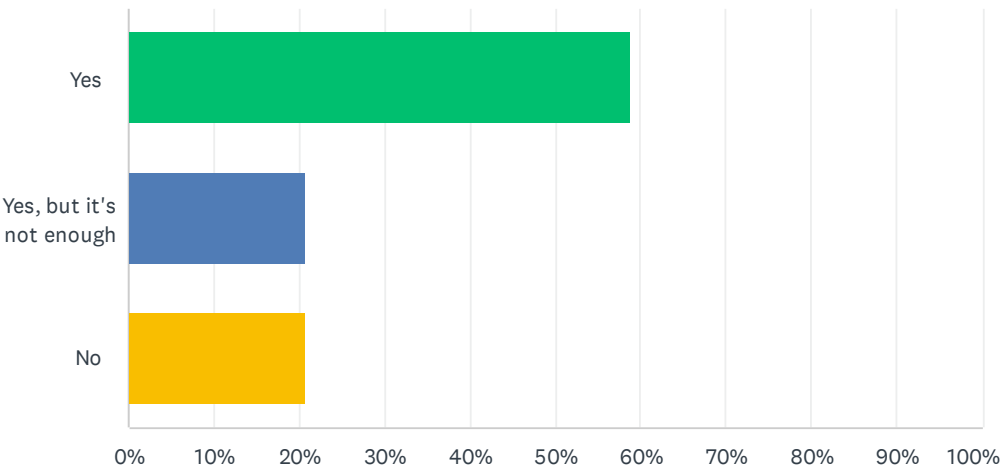
Q7 If no, please provide your concerns

Answered: 9 Skipped: 33

#	RESPONSES	DATE
1	na	7/8/2022 11:09 AM
2	We have parking available for employee parking behind our building	7/7/2022 10:33 PM
3	Na	7/7/2022 4:41 PM
4	Guests complain there is no where to park ever since the Lake Street lot disappeared.	6/21/2022 2:44 PM
5	Distance from our building and the need to load and unload items for our work. Our location and work is a bit unique.	6/19/2022 9:10 AM
6	not needed	6/18/2022 2:08 PM
7	Employees leave late at night and the city lot is not conducive to proximity	6/17/2022 3:01 PM
8	N	6/17/2022 12:36 PM
9	scary	2/16/2022 10:01 AM

Q8 Do you currently have on-site parking for your customers?

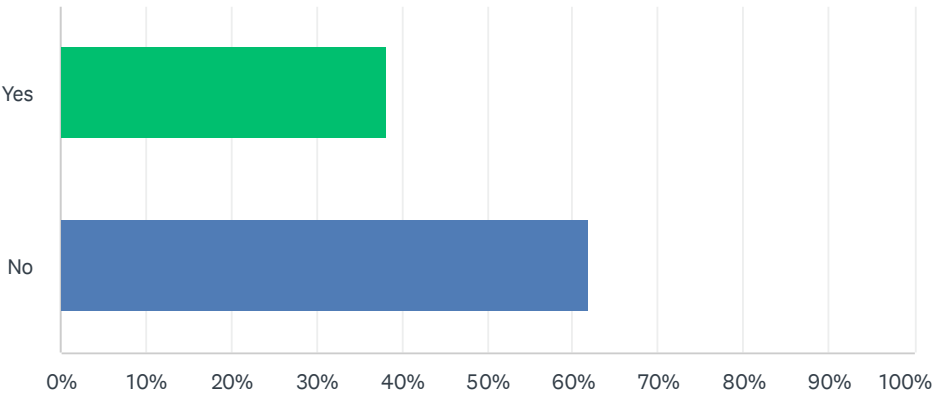
Answered: 34 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	58.82%	20
Yes, but it's not enough	20.59%	7
No	20.59%	7
TOTAL		34

Q9 During your busiest hours is there enough private parking for your customers?

Answered: 34 Skipped: 8



ANSWER CHOICES		RESPONSES	
Yes		38.24%	13
No		61.76%	21
TOTAL			34

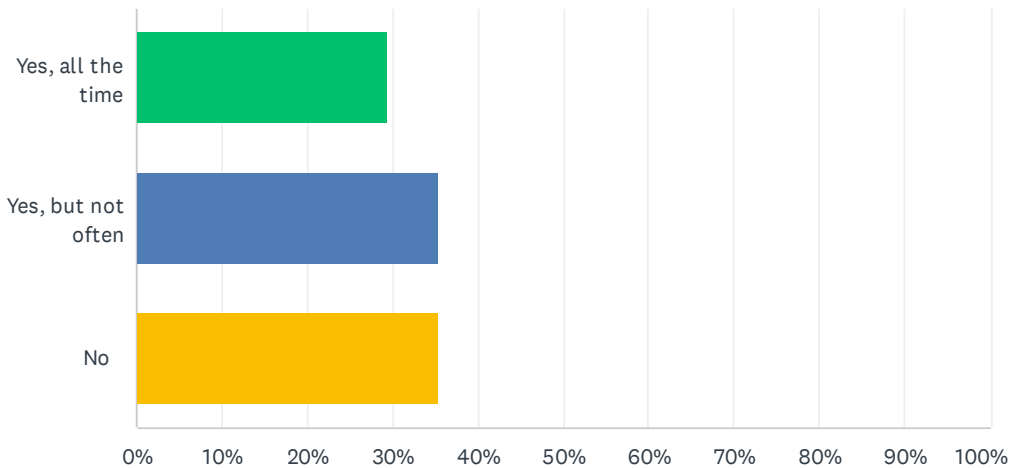
Q10 If no, where do they park?

Answered: 22 Skipped: 20

#	RESPONSES	DATE
1	wherever they can find a spot	7/8/2022 3:14 PM
2	ramp	7/8/2022 11:09 AM
3	wherever they can in front and sometimes in Back lot if spots available	7/8/2022 9:45 AM
4	Parking ramp	7/7/2022 10:33 PM
5	Sometimes in ramps in blocks away from my business	7/7/2022 10:26 PM
6	I don't know	7/7/2022 5:08 PM
7	Garage	7/7/2022 4:41 PM
8	Minnetonka ave itself is never full	6/30/2022 7:55 PM
9	Valet, ramps, on street, wherever they can find a spot.	6/21/2022 2:44 PM
10	During the lunch hours between 11:00 am - 2:00 pm, visitors park in our designated spots and disregard that they are for Grace Hill customers. Our lot is completely packed over these hours every day.	6/20/2022 3:45 PM
11	They often need to park across the street. People park in our lot and walk to business in the Promenade and don't utilize the available parking over there.	6/20/2022 12:31 PM
12	street parking - if they can find it	6/20/2022 9:48 AM
13	They drive around	6/19/2022 10:06 PM
14	Anywhere for visitor parking	6/19/2022 9:10 AM
15	na	6/18/2022 2:08 PM
16	Valet, on street, parking lot at TCF, Parking Lot behind Wayzata Blu	6/18/2022 8:31 AM
17	Ramp or street	6/17/2022 3:50 PM
18	I offer valet	6/17/2022 3:01 PM
19	wherever they can - we need more 1 hour parking zones	6/17/2022 2:47 PM
20	Street	6/17/2022 12:52 PM
21	Where they can find	6/17/2022 12:36 PM
22	In their minds	2/16/2022 10:01 AM

Q11 Do your customers complain about the lack of available parking?

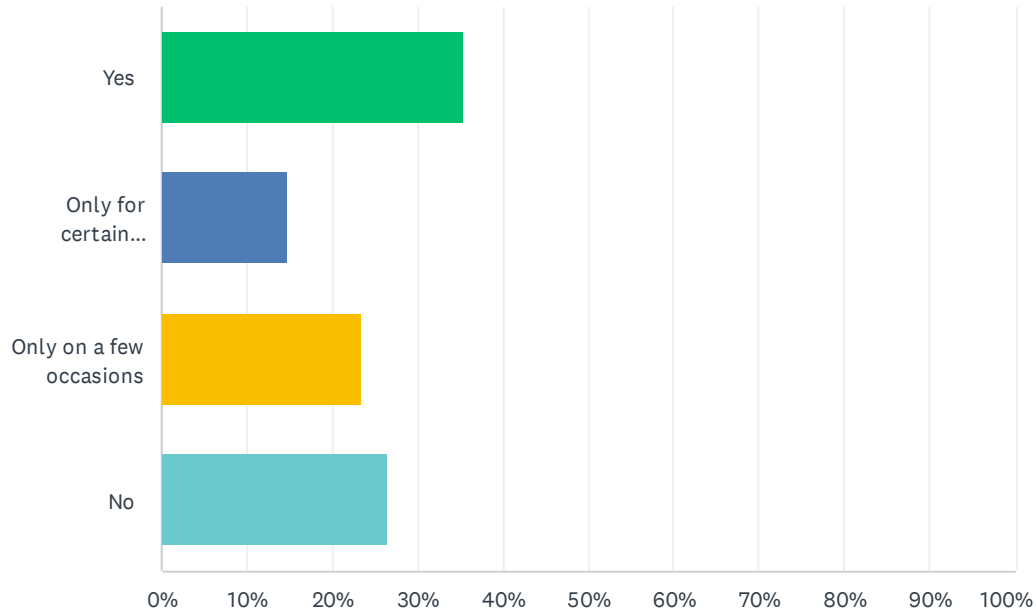
Answered: 34 Skipped: 8



ANSWER CHOICES		RESPONSES	
Yes, all the time		29.41%	10
Yes, but not often		35.29%	12
No		35.29%	12
TOTAL			34

Q12 Is there a parking problem that affects your business that needs a solution?

Answered: 34 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	35.29%	12
Only for certain customers who want to park at my front door	14.71%	5
Only on a few occasions	23.53%	8
No	26.47%	9
TOTAL		34

Q13 If yes, please provide more details

Answered: 19 Skipped: 23

#	RESPONSES	DATE
1	Our customer often times doesn't stop in if they cant find a place close	7/8/2022 3:14 PM
2	Benedict's customers park on our lot and walk across the street. also, sailing groups use our lot for parking	7/8/2022 11:09 AM
3	The biggest concern is the evening hours our spots fill with people eating dinner. As early as 4 pm	7/8/2022 9:45 AM
4	One parking space for parking	7/7/2022 10:33 PM
5	The muni parking lot is an absolute zoo. Too many cars especially from 11:30-2:00	7/7/2022 5:08 PM
6	Na	7/7/2022 4:41 PM
7	No longer any available parking nearby, and absolutely no parking close by for guests with disabilities or the elderly, we've lost customers.	6/21/2022 2:44 PM
8	We lost our onstreet parking when Lake Street was redone a few years ago in from of the TCF building	6/21/2022 10:08 AM
9	Yes, during the lunch hour. And, with visitors ignoring our designated parking signs from 11-2:00.	6/20/2022 3:45 PM
10	Breakfast time people parking in our lot to go to Benedicts. Evenings and weekends to go to 925. People not utilizing the free ramps.	6/20/2022 12:31 PM
11	Fridays in Summer there is no parking available	6/20/2022 10:35 AM
12	When Wayzata is busy the Depot lot fills up and many don't pay attention to the designated signage for the staff. So during busy months we often loose our spots later in the day. So we figure out a way to make whatever we need to do work and park nearby when needed.	6/19/2022 9:10 AM
13	na	6/18/2022 2:08 PM
14	There is a lot of parking in the area that gets used up by non patrons of the Boatworks for Biking. there is a considerable amount of permitted parking that sits vacant and unused at peak times. When there is an event at the depot, most people park in the Boatworks lot taking up potential customer parking	6/18/2022 8:31 AM
15	Lake street is too narrow. The congestion with customers dropping off guests or waiting for the valet is causing traffic jams and certain safety issues.	6/17/2022 3:01 PM
16	we need 1 hour on at least the north side of lake st in front of business	6/17/2022 2:47 PM
17	The 15 minute spots along Mill St in front of the muni are abused daily with people parking for long periods	6/17/2022 1:58 PM
18	Parking ramp and outside consumed by hotel and residential	6/17/2022 12:36 PM
19	tst	2/16/2022 10:01 AM

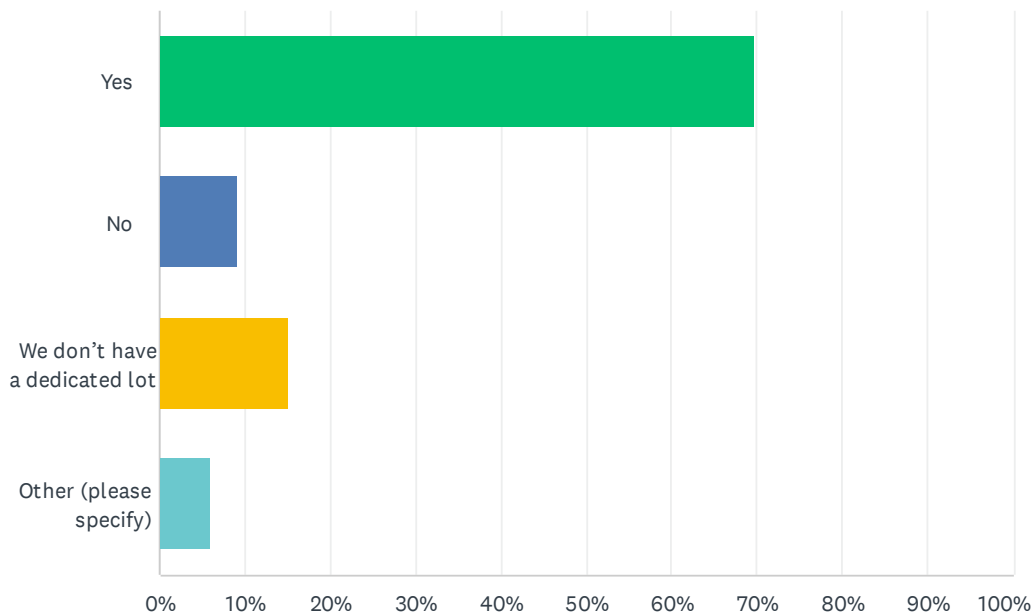
Q14 If only on a few occasions, please provide more details

Answered: 14 Skipped: 28

#	RESPONSES	DATE
1	Maybe jhill days	7/8/2022 3:31 PM
2	Depends on customer traffic	7/7/2022 10:33 PM
3	Sometimes a lot of commercial work going on which those trucks take up space for customers	7/7/2022 10:26 PM
4	Na	7/7/2022 4:41 PM
5	People think that they should only walk a few feet!	7/7/2022 4:40 PM
6	We only hear complaints when Lake Street is closed for an event	6/23/2022 5:01 PM
7	see no 13	6/20/2022 10:35 AM
8	When has busy afternoons and evenings the Depot spots fill up.	6/19/2022 9:10 AM
9	People park in our business parking spot when they pick up at Crisp & Green.	6/18/2022 4:02 PM
10	na	6/18/2022 2:08 PM
11	It's much worse Wednesday-Sunday	6/17/2022 3:01 PM
12	At peak time there is always a problem parking. During events parking is also difficult.	6/17/2022 1:28 PM
13	M	6/17/2022 12:36 PM
14	tst	2/16/2022 10:01 AM

Q15 Does your business currently have enough handicapped parking or do customers request more spaces?

Answered: 33 Skipped: 9

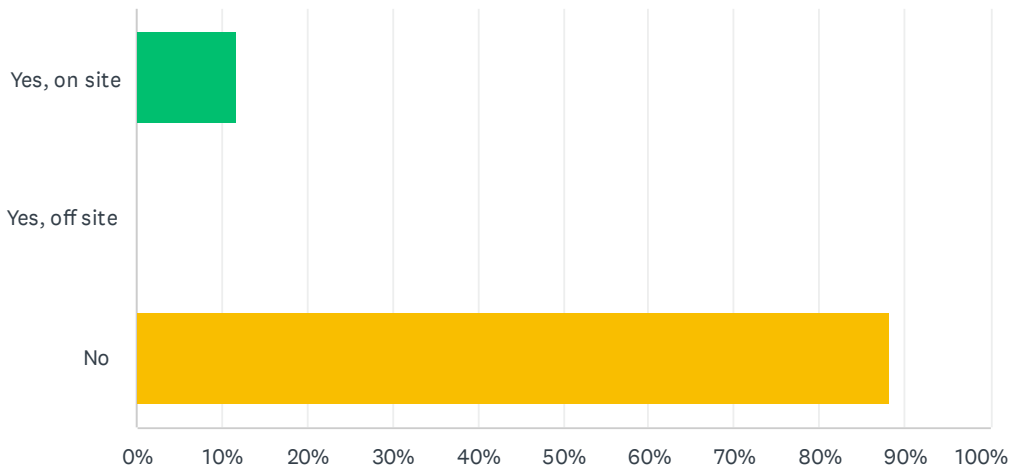


ANSWER CHOICES	RESPONSES	
Yes	69.70%	23
No	9.09%	3
We don't have a dedicated lot	15.15%	5
Other (please specify)	6.06%	2
TOTAL		33

#	OTHER (PLEASE SPECIFY)	DATE
1	We have one that is used often my Wayzata Historical volunteers.	6/19/2022 9:10 AM
2	We need Ramp accessibility at each business	6/17/2022 1:02 PM

Q16 Do you have a valet service for your customers?

Answered: 34 Skipped: 8



ANSWER CHOICES		RESPONSES	
Yes, on site		11.76%	4
Yes, off site		0.00%	0
No		88.24%	30
TOTAL			34

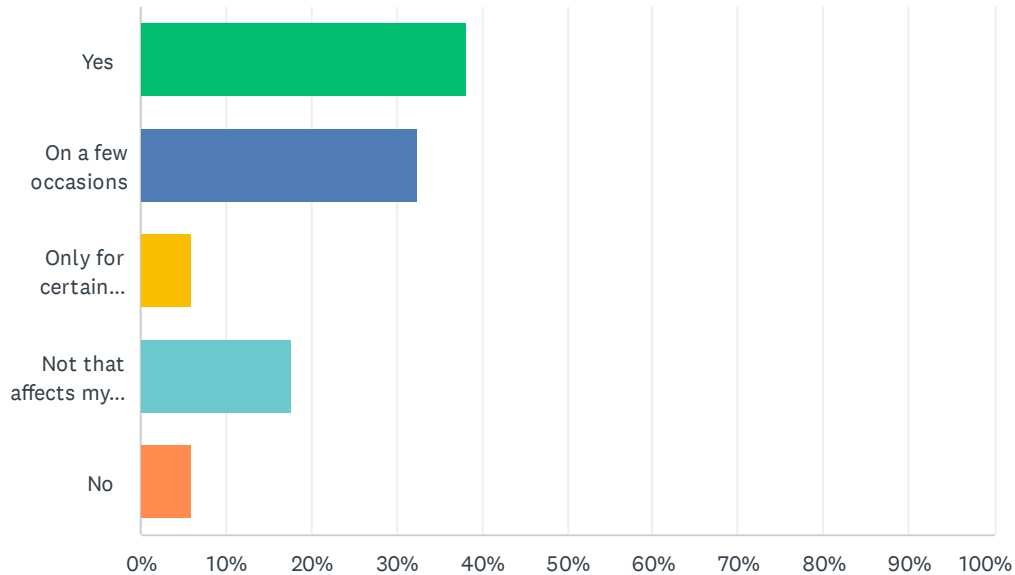
Q17 If off-site, at what location?

Answered: 7 Skipped: 35

#	RESPONSES	DATE
1	nA	7/8/2022 11:09 AM
2	None	7/7/2022 10:33 PM
3	Na	7/7/2022 4:41 PM
4	NA	6/19/2022 9:10 AM
5	na	6/18/2022 2:08 PM
6	Valet parks in the Carisch ramp	6/17/2022 3:01 PM
7	N	6/17/2022 12:36 PM

Q18 Is there currently a parking supply problem in downtown Wayzata that needs a solution?

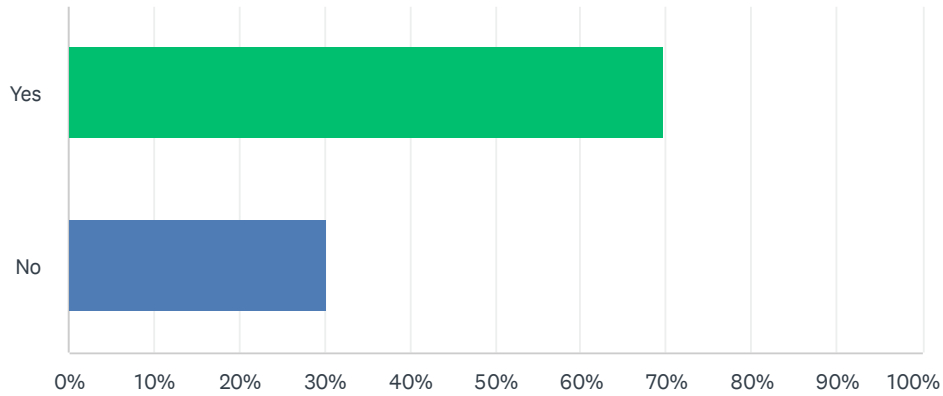
Answered: 34 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	38.24%	13
On a few occasions	32.35%	11
Only for certain customers who want to park at the front door	5.88%	2
Not that affects my business	17.65%	6
No	5.88%	2
TOTAL		34

Q19 Does the City perform a satisfactory job of enforcing parking restrictions?

Answered: 33 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	69.70%	23
No	30.30%	10
TOTAL		33

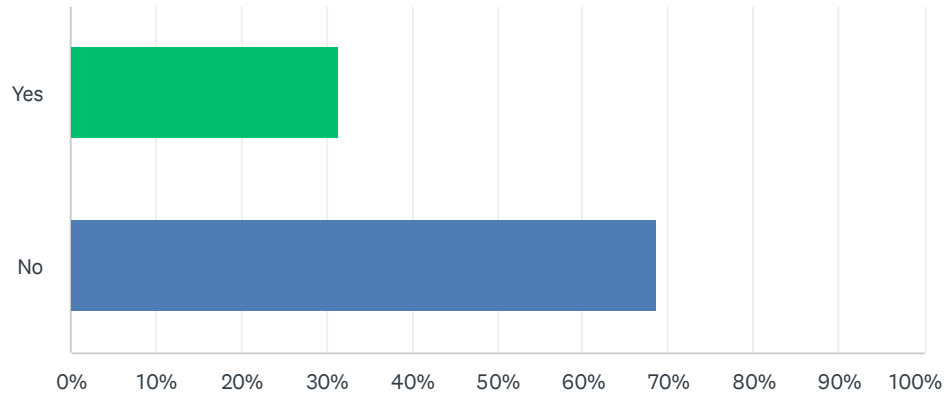
Q20 If no, what can they do better?

Answered: 16 Skipped: 26

#	RESPONSES	DATE
1	na	7/8/2022 11:09 AM
2	Not aware of how that is enforced.	7/8/2022 9:45 AM
3	?	7/7/2022 10:33 PM
4	I didn't realize they did enforce parking	7/7/2022 5:08 PM
5	Na	7/7/2022 4:41 PM
6	Clear signage about designated spaces, and enforce them. We can not tell ppl to move or they will ban our business.	6/20/2022 3:45 PM
7	People utilizing our private lot and not patronizing any of the businesses in this lot - better signage or even just talking to people so they're aware would be helpful.	6/20/2022 12:31 PM
8	more signage, and ticket people	6/20/2022 9:48 AM
9	I'm not sure I have a good grasp on this answer. I don't expect the Depot is a big spot to control parking and I don't know how successfully the city monitors street parking. But I know there are some unmarked spots on Lake near the Depot that are used full days.	6/19/2022 9:10 AM
10	na	6/18/2022 2:08 PM
11	I am not aware of parking restrictions	6/17/2022 3:01 PM
12	enforce the 1 hour parking spots we currently have	6/17/2022 2:47 PM
13	More frequent enforcement, more tickets, less warnings	6/17/2022 1:58 PM
14	I have not seen parking monitored at all in Wayzata	6/17/2022 1:28 PM
15	Enforce	6/17/2022 12:52 PM
16	G	6/17/2022 12:36 PM

Q21 Did you or your guests experience any issues with parking during WALK-ZATA (closure of Lake Street for pedestrians only)?

Answered: 32 Skipped: 10

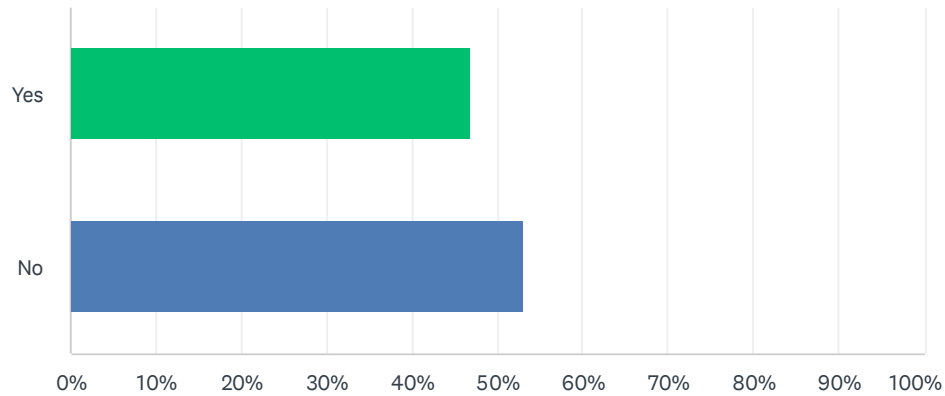


ANSWER CHOICES	RESPONSES	
Yes	31.25%	10
No	68.75%	22
TOTAL		32

#	IF YES, PLEASE EXPLAIN	DATE
1	these events don't bring in customers	7/8/2022 3:14 PM
2	If not for the sign at our front door 3 spots. They would be taken by other drivers to any event.	7/8/2022 9:45 AM
3	Customers hated it!	7/7/2022 10:26 PM
4	Yes, they complained about the road being closed	7/7/2022 5:08 PM
5	Select customers were frustrated with lack of parking options and had to designate time for employees to call customers to warn them of the event, so they wouldn't be late for appointments	6/23/2022 5:01 PM
6	could not find parking, did not understand why the street was closed with no festivals, etc.	6/21/2022 2:44 PM
7	access to Lake Street coming West towards my business	6/21/2022 10:08 AM
8	With every street closing, there is always an accommodation to allow cars to drive up and allow handicap access. The street was closed with huge cement barriers that did not allow for any car traffic to drop off handicap patrons. My fear was having an ADA issue during the street closing and I did have one. They and their group declined to stay for dinner. We got a detailed, negative letter about not having ease of access for their party.	6/17/2022 3:01 PM
9	challenge but maybe worth it for very limited times	6/17/2022 2:47 PM
10	People complained the most about this event. Not being able to drive on the street to get close to the shop and that there was way less parking.	6/17/2022 1:28 PM

Q22 With the changes that have occurred to pick-up/takeout, do you feel Downtown Wayzata needs more short-term (i.e. 10 minutes or less) on-street parking stalls?

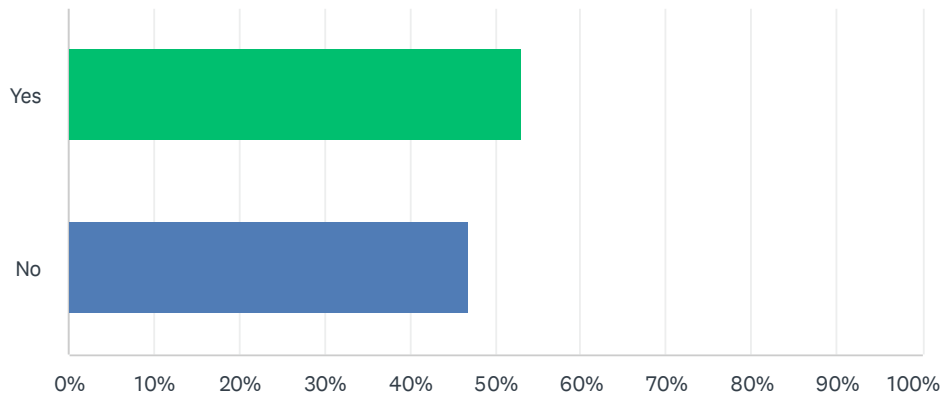
Answered: 32 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	46.88%	15
No	53.13%	17
TOTAL		32

Q23 Should the City update the current parking duration requirements in Downtown Wayzata for on-street parking?

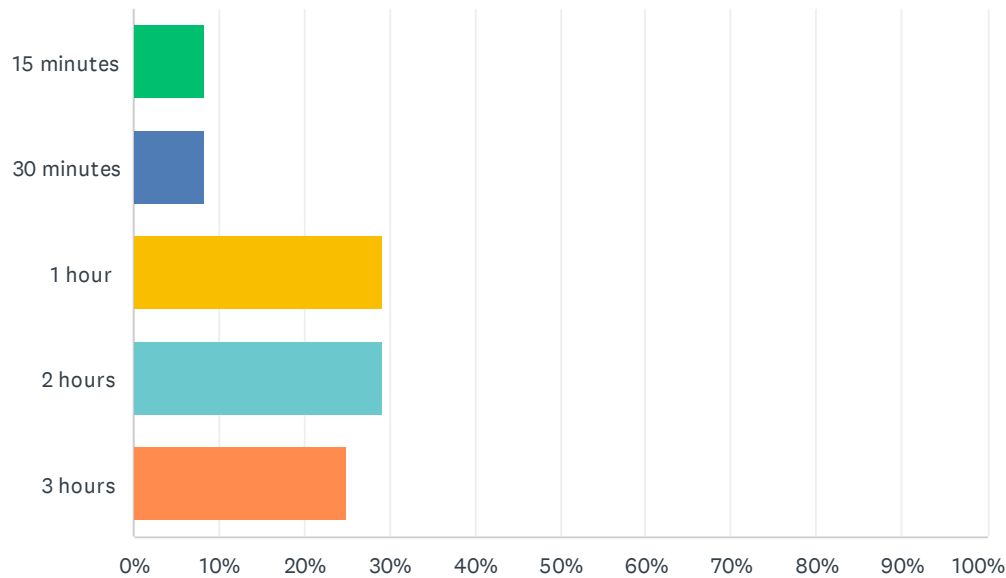
Answered: 32 Skipped: 10



ANSWER CHOICES		RESPONSES	
Yes		53.13%	17
No		46.88%	15
TOTAL			32

Q24 If Yes, what do you think is reasonable?

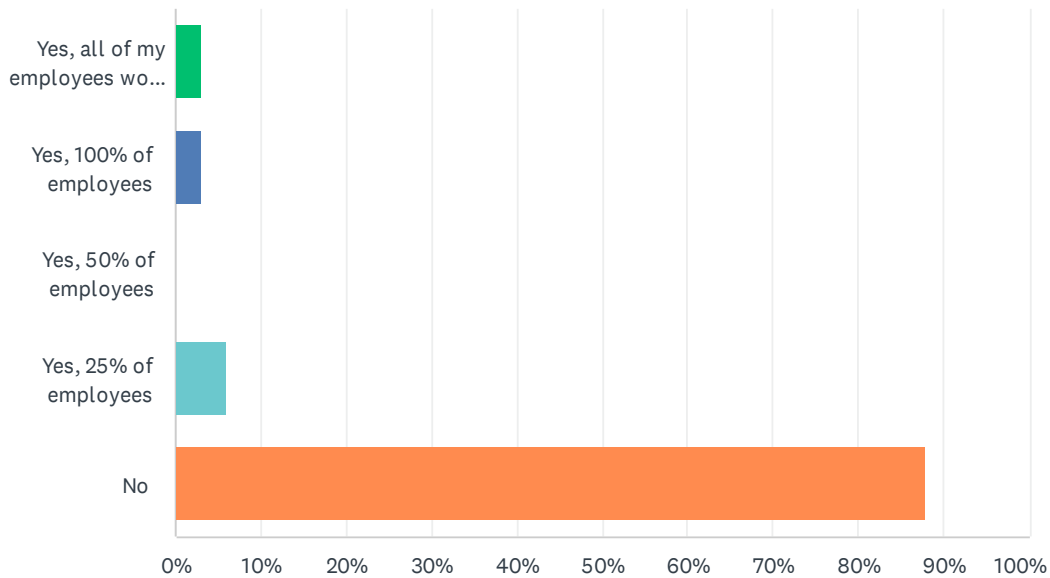
Answered: 24 Skipped: 18



ANSWER CHOICES	RESPONSES	
15 minutes	8.33%	2
30 minutes	8.33%	2
1 hour	29.17%	7
2 hours	29.17%	7
3 hours	25.00%	6
TOTAL		24

Q25 Do you currently have employees working at home?

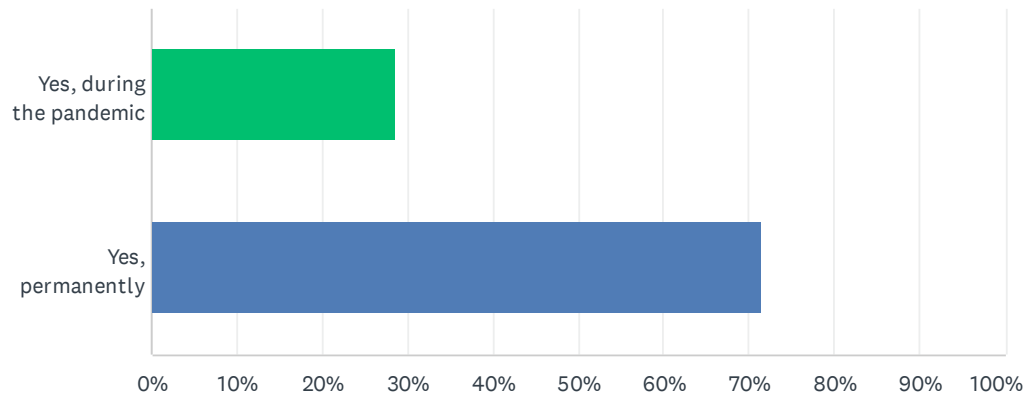
Answered: 33 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes, all of my employees work from home	3.03%	1
Yes, 100% of employees	3.03%	1
Yes, 50% of employees	0.00%	0
Yes, 25% of employees	6.06%	2
No	87.88%	29
TOTAL		33

Q26 If yes, do you plan to remain hybrid into the future?

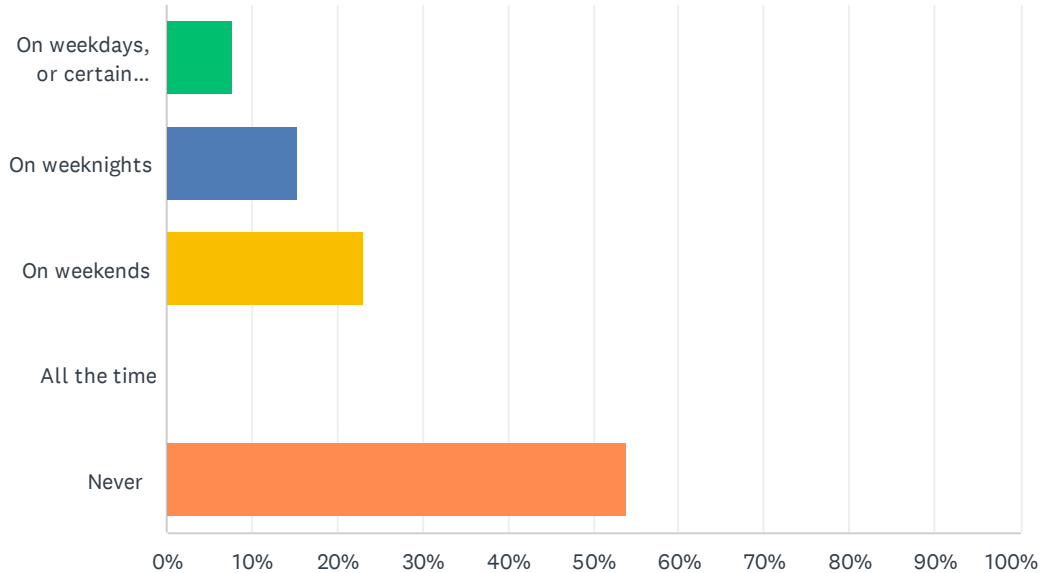
Answered: 7 Skipped: 35



ANSWER CHOICES	RESPONSES	
Yes, during the pandemic	28.57%	2
Yes, permanently	71.43%	5
TOTAL		7

Q27 If permanently, would you support alternate use of your parking lot for shared or public parking?

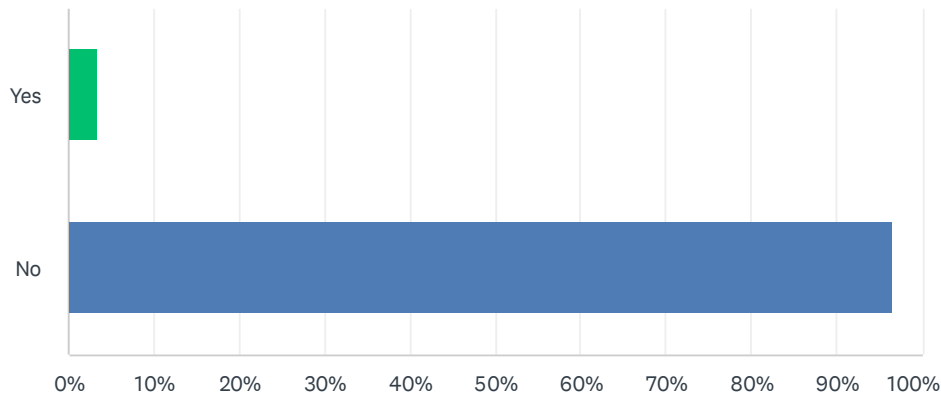
Answered: 13 Skipped: 29



ANSWER CHOICES	RESPONSES	
On weekdays, or certain weekdays	7.69%	1
On weeknights	15.38%	2
On weekends	23.08%	3
All the time	0.00%	0
Never	53.85%	7
TOTAL		13

Q28 Do you plan to downsize your office space?

Answered: 29 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	3.45%	1
No	96.55%	28
TOTAL		29



Figure X

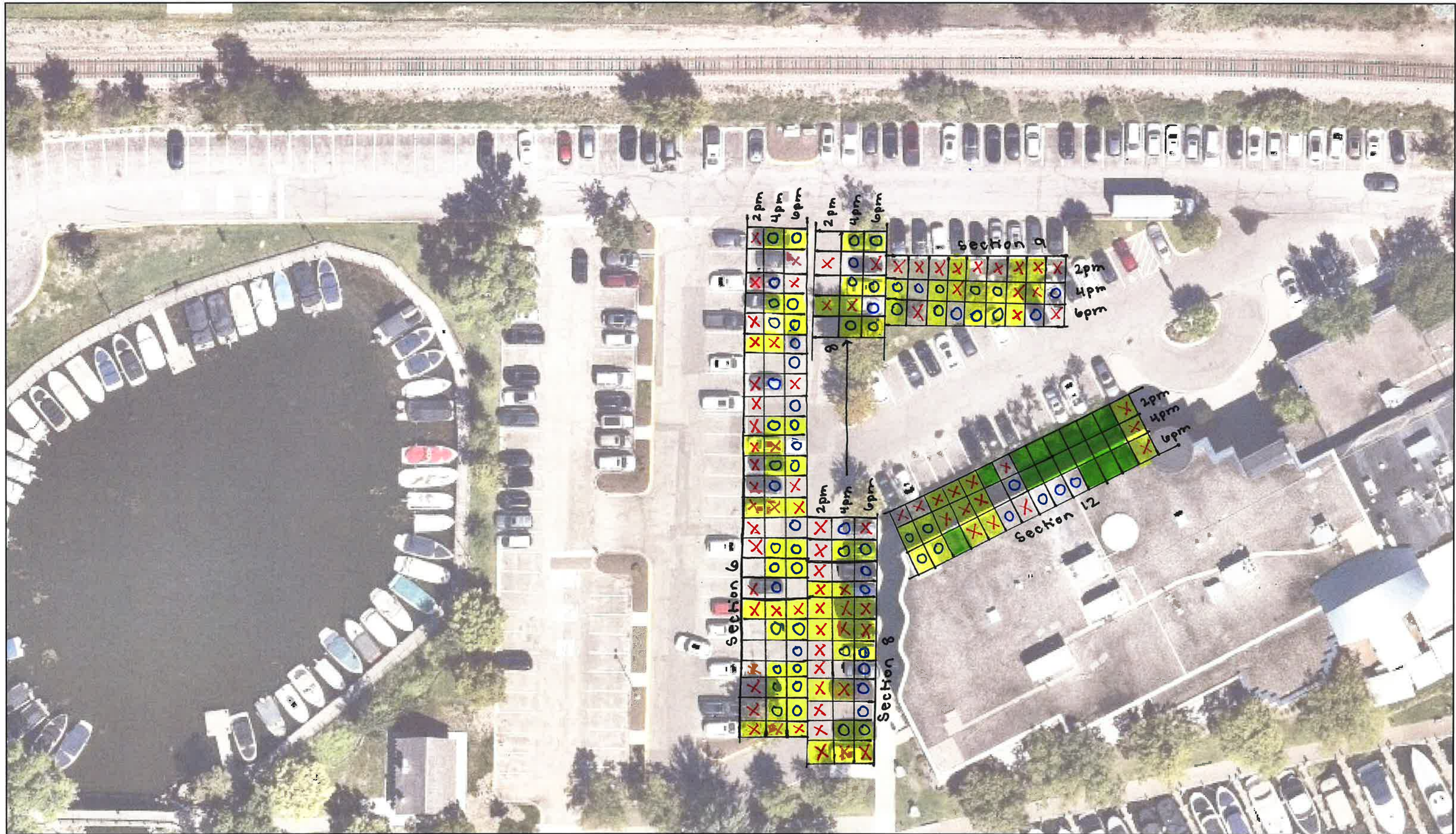




Figure X

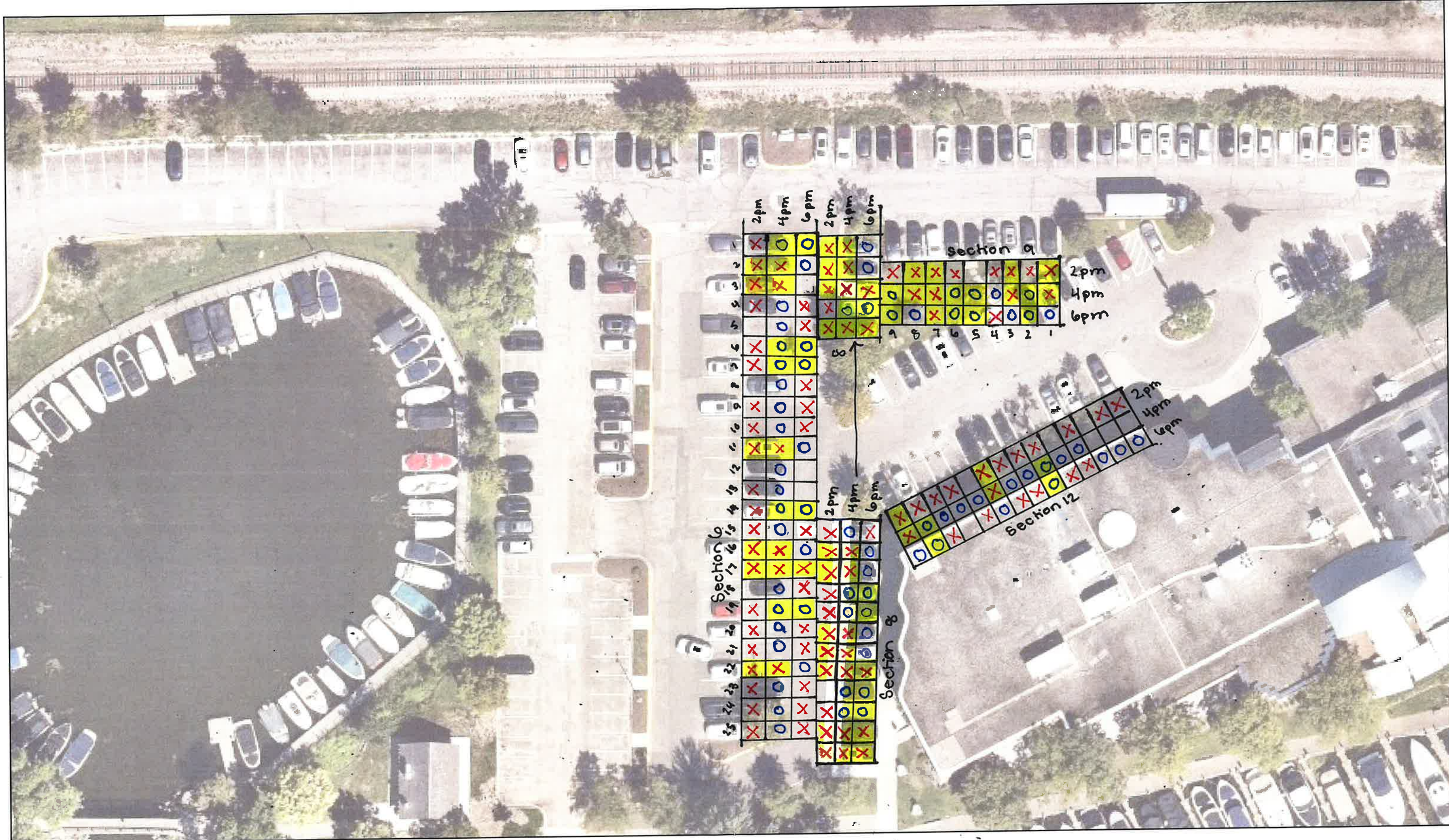
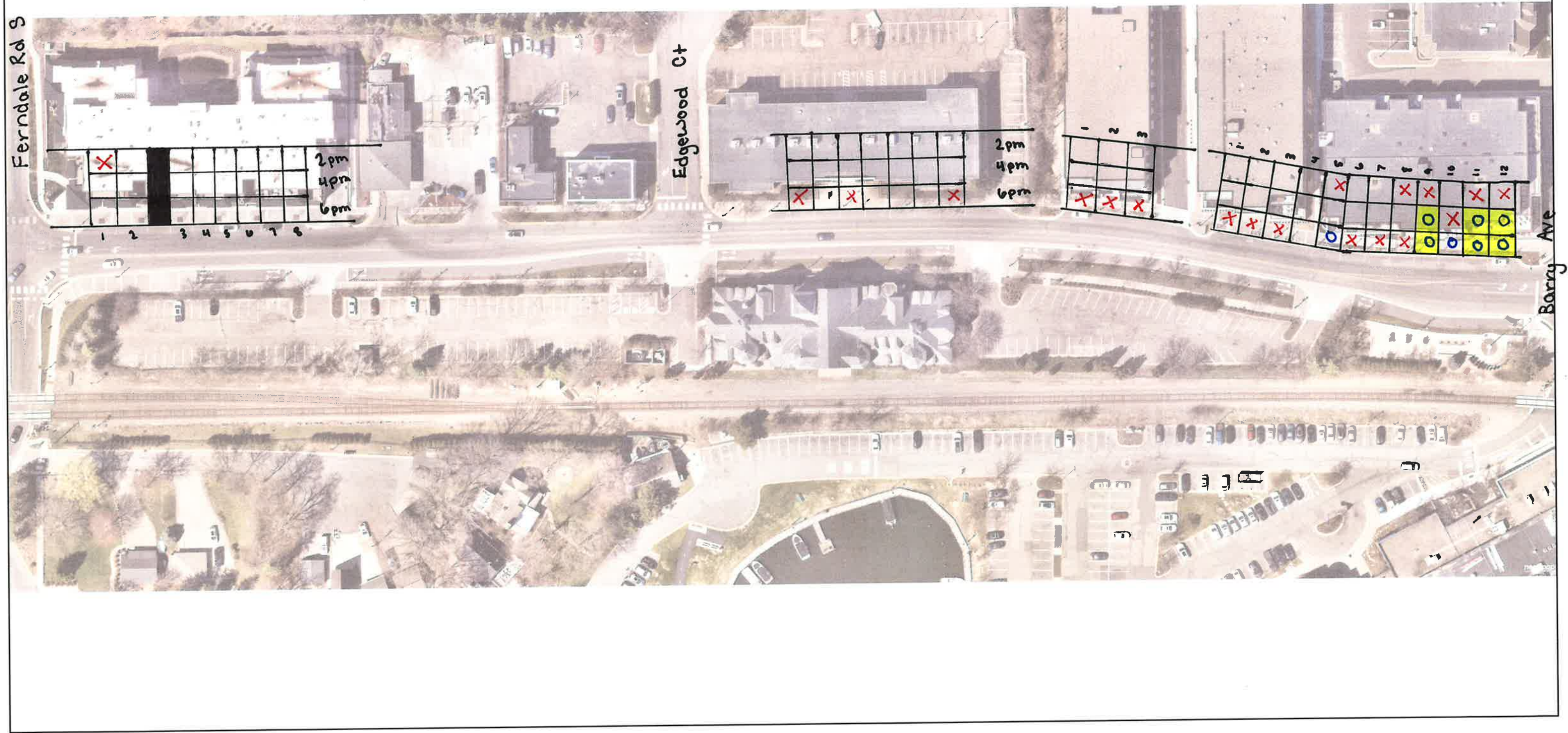
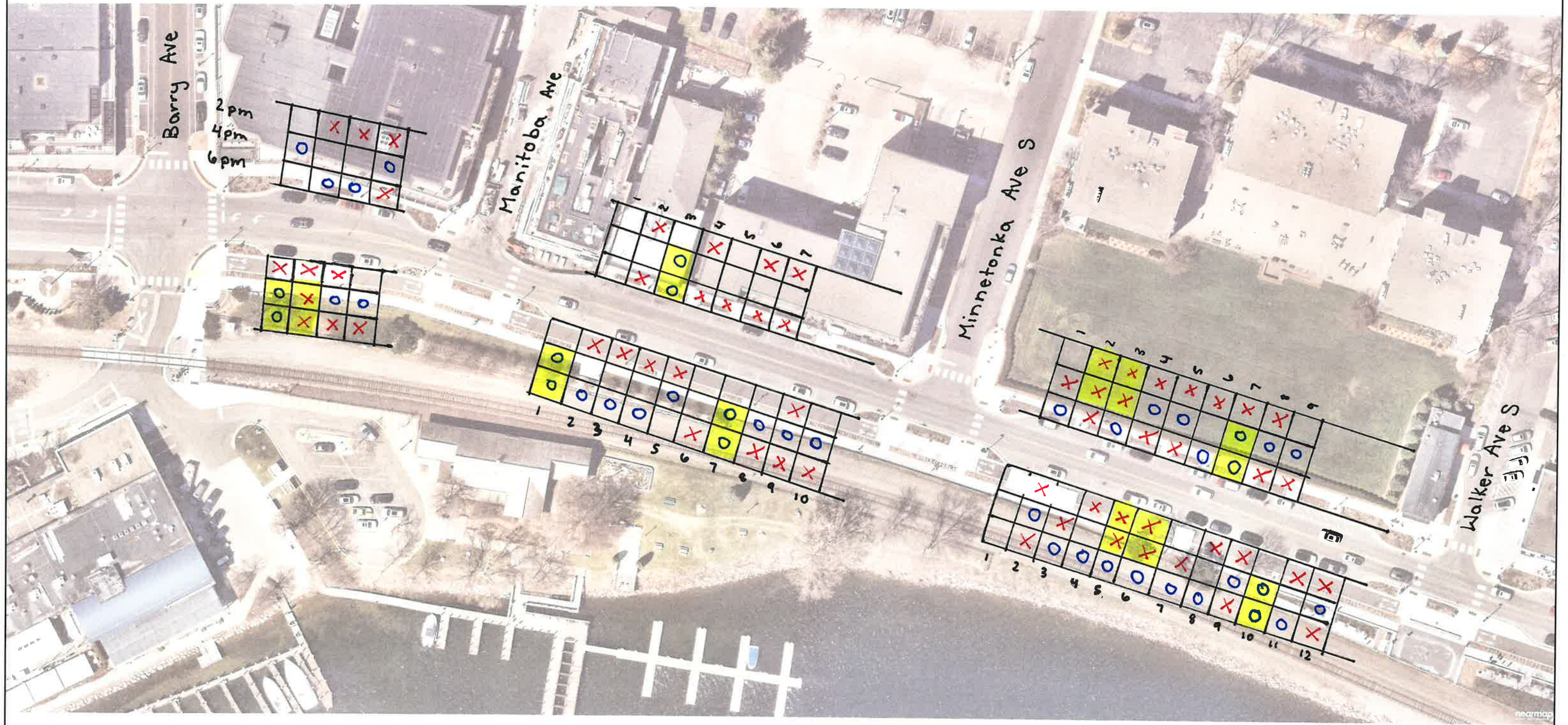
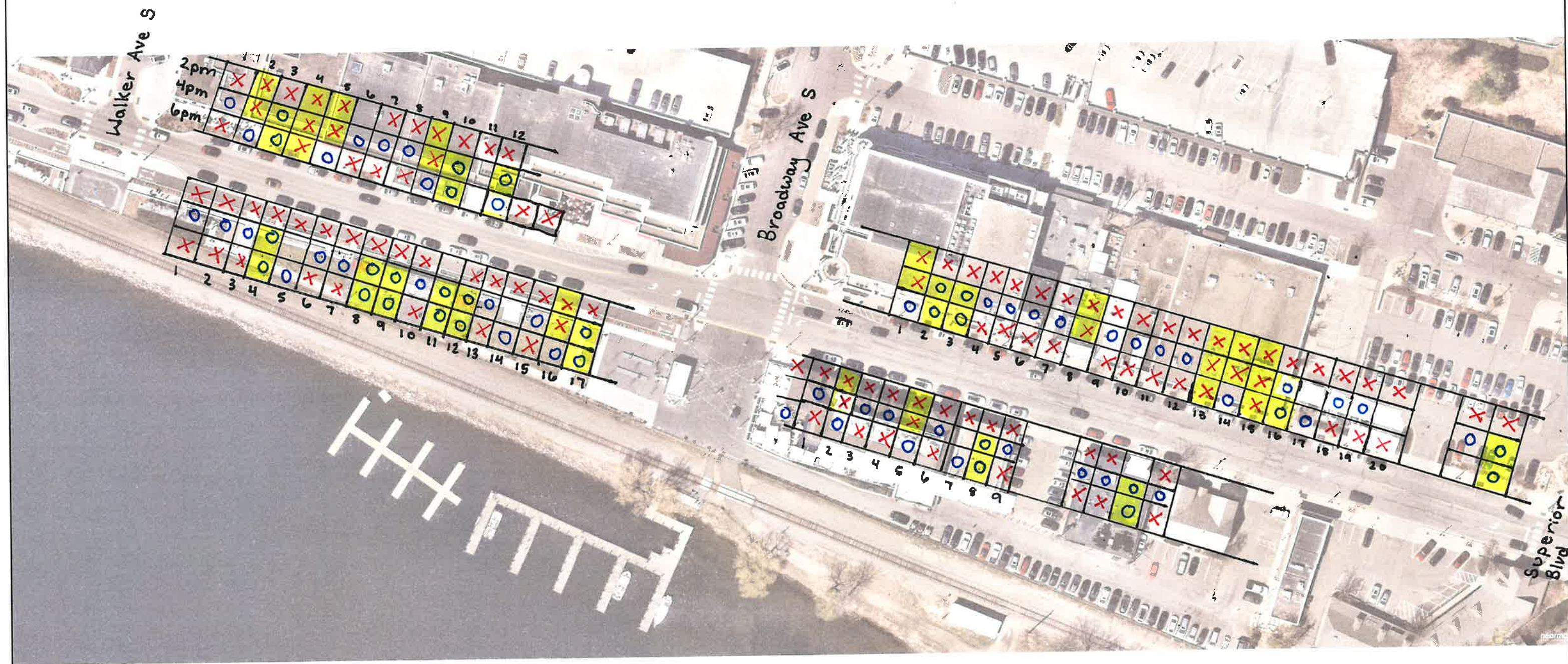
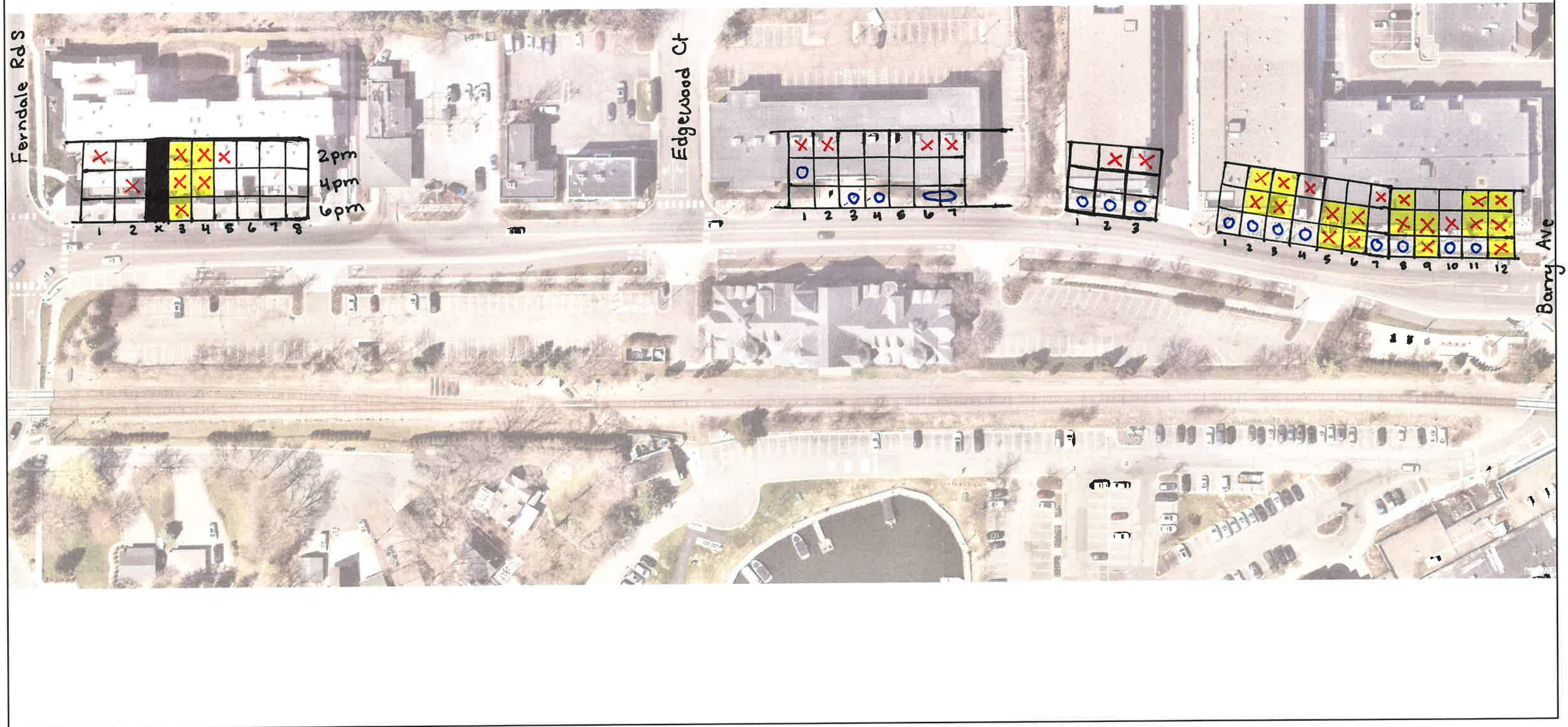


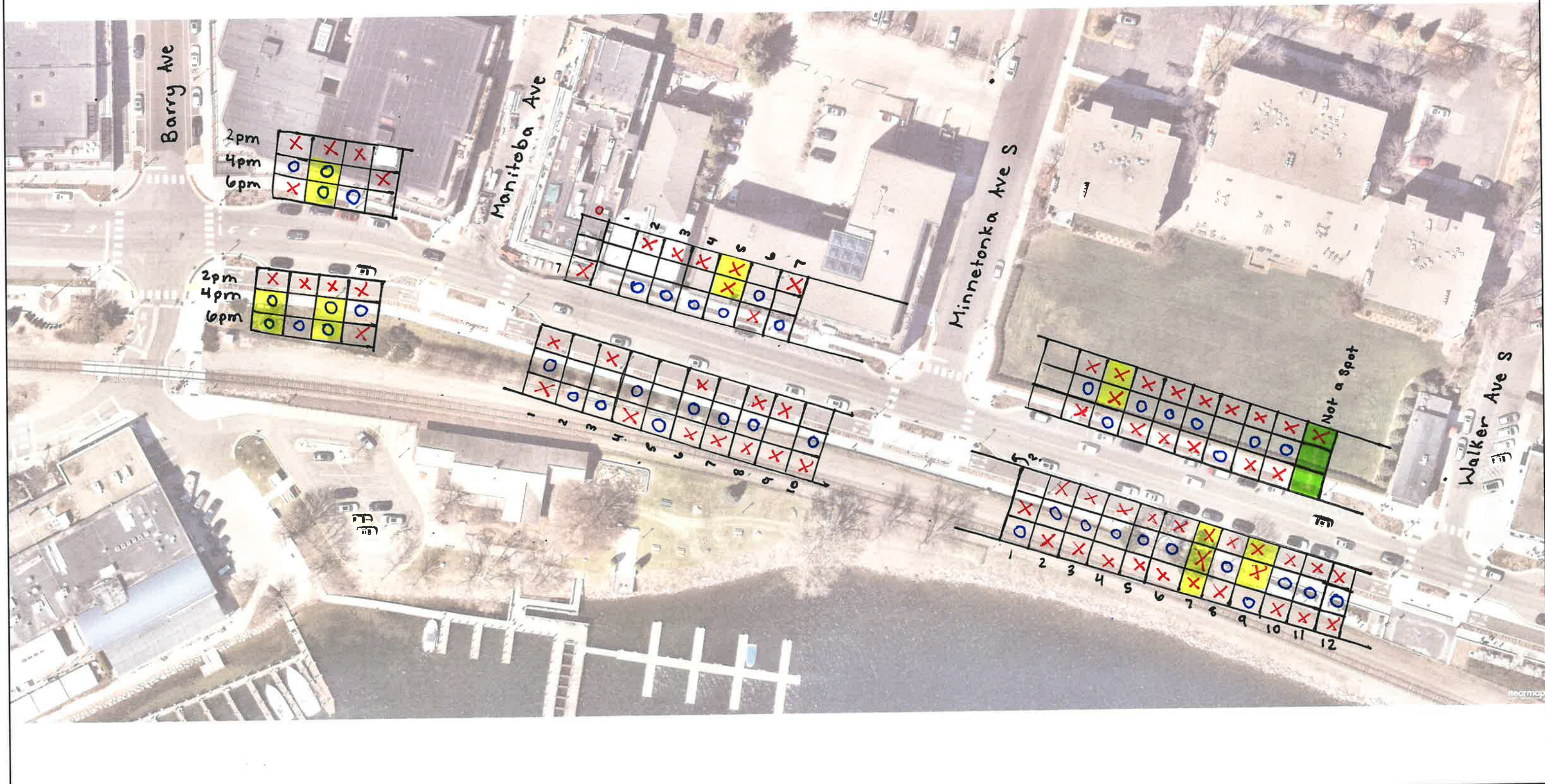
Figure X

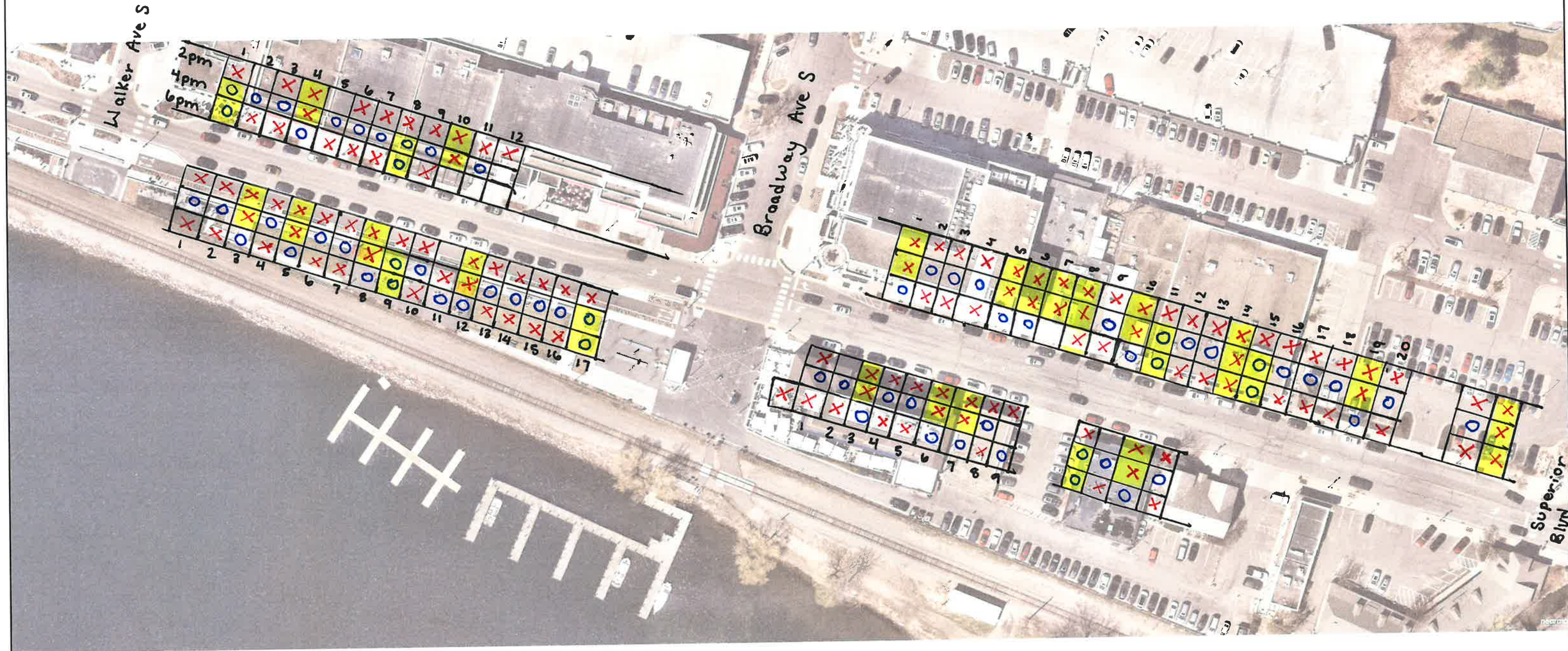


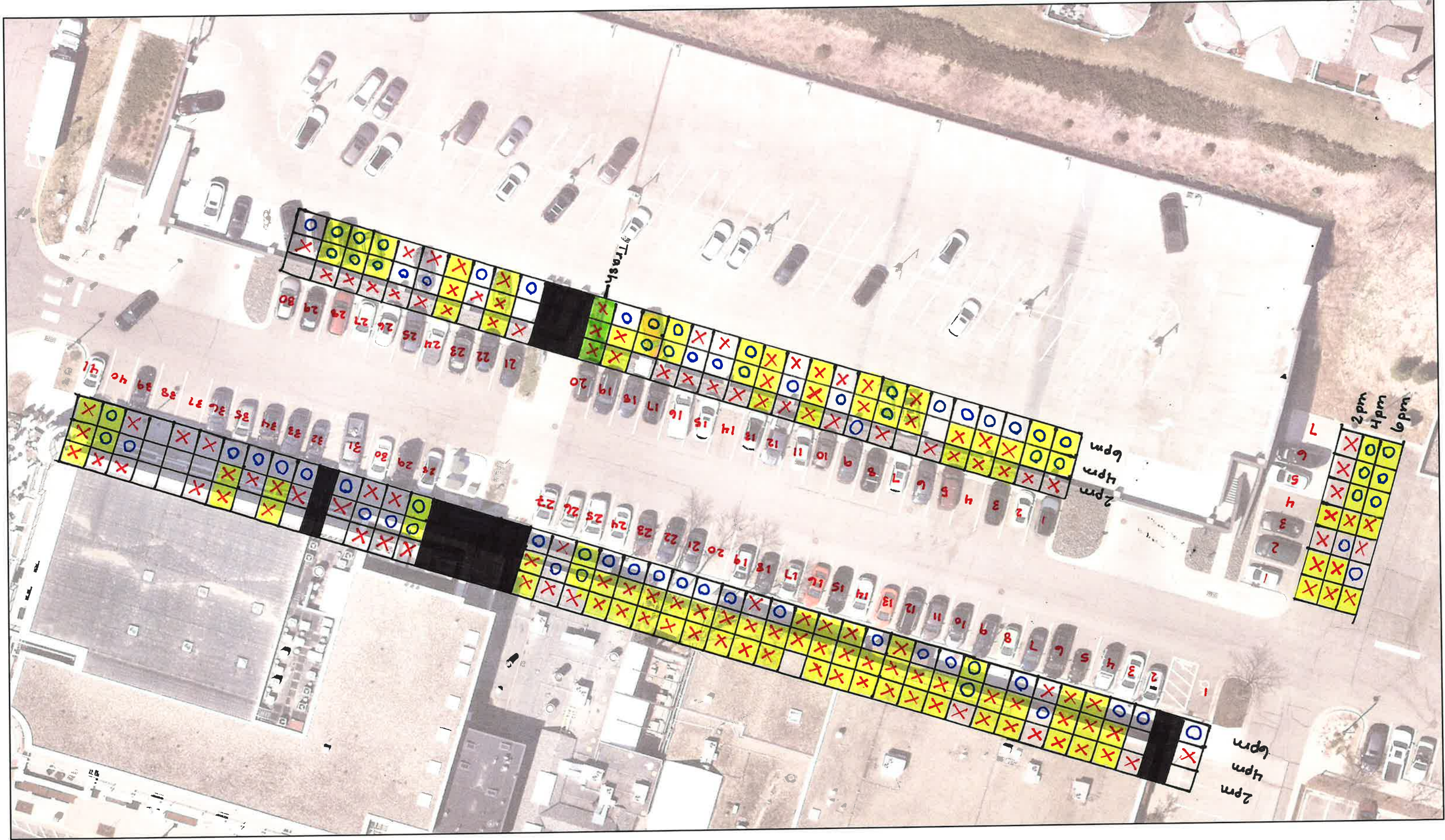












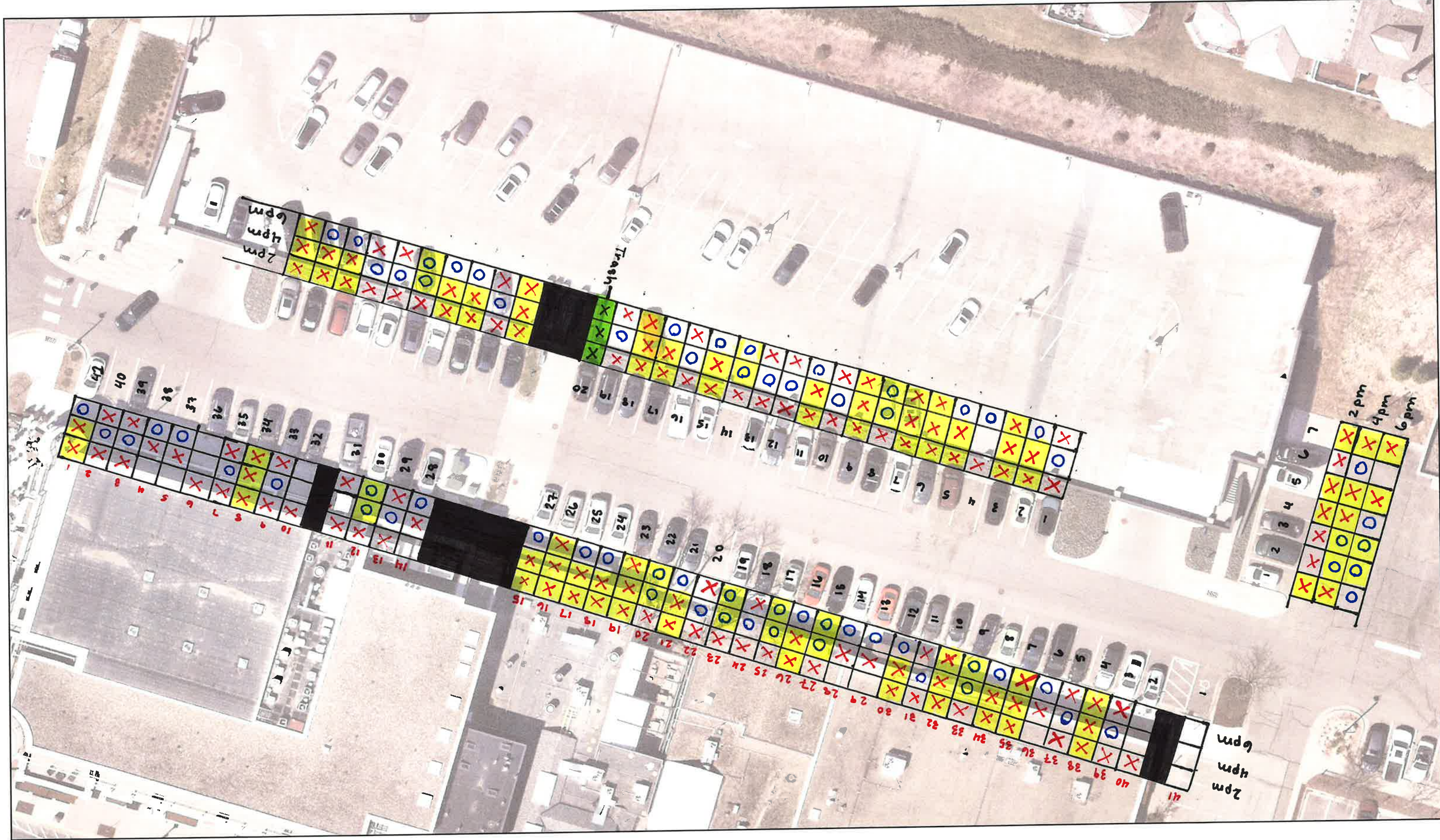
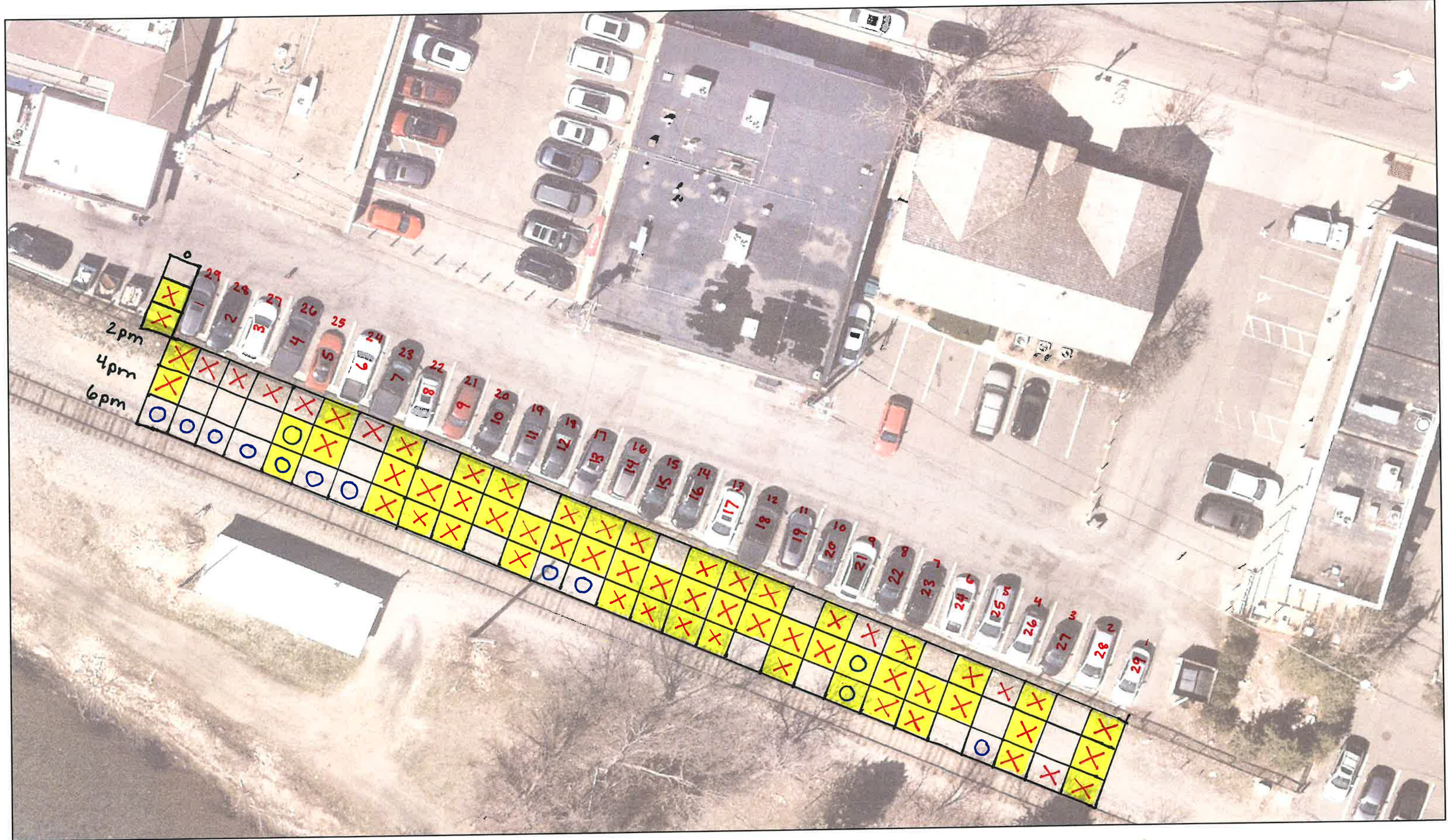
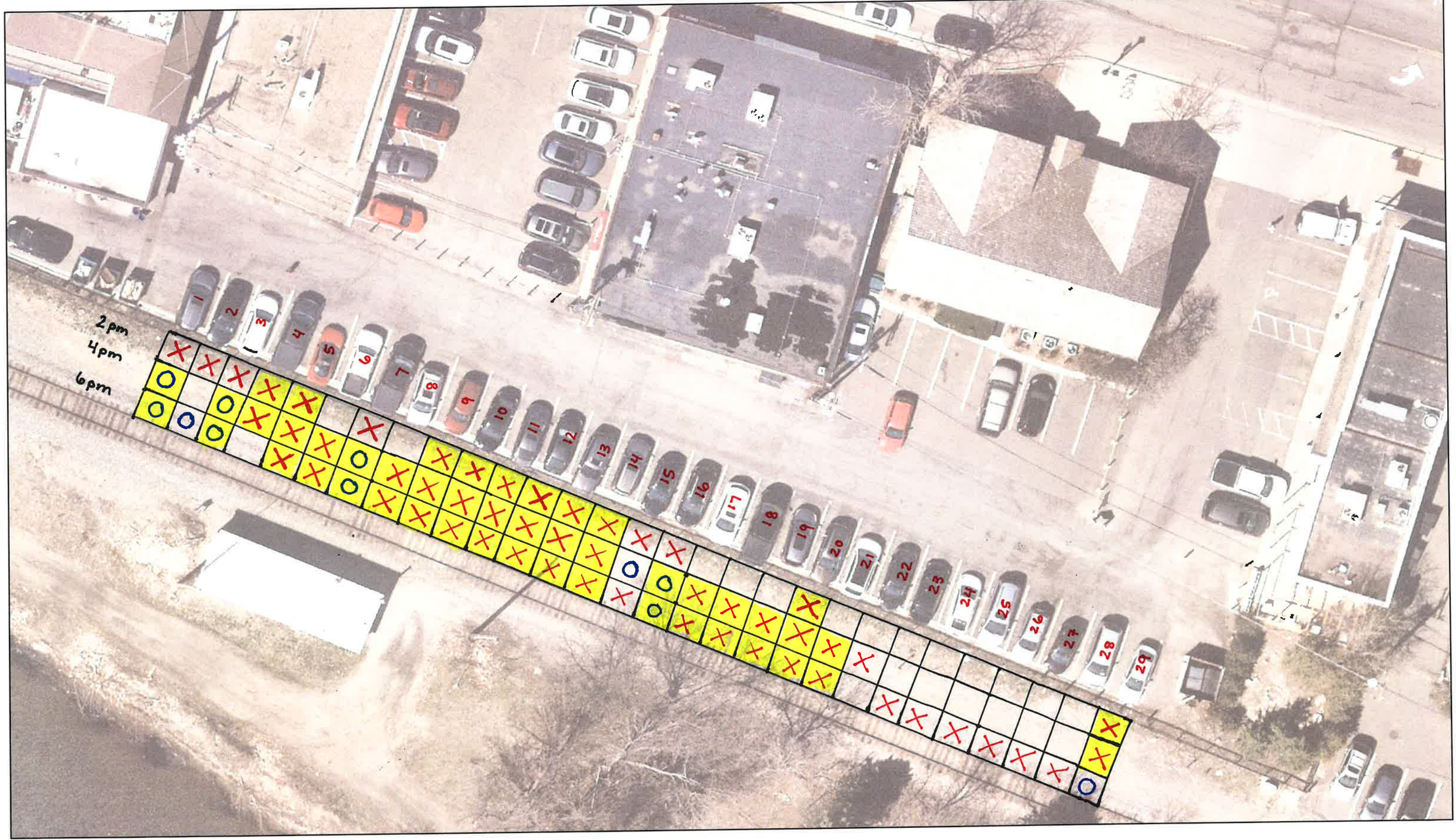


Figure X



SRF Saturday

Figure X



SRF Friday

Figure X



City Council Workshop City Council Agenda Report

MEETING DATE: February 21, 2023	WORKSHOP AGENDA ITEM: 2
TITLE: Update of City's Progress with Emerald Ash Borer (EAB) Mitigation (6:00-6:15 p.m.)	
PREPARED BY: Mike Kelly, City Engineer/Director of Public Works	
REVIEWED BY: Jeffrey Dahl, City Manager	

DISCUSSION OBJECTIVE:

To provide an update on the status of EAB mitigation.

BACKGROUND:

In April 2022, Public Works staff provided the City Council with an update on the status of EAB within the City. At that time, staff had been working with a consultant to inventory public trees in parks and on public right-of-way (ROW). Additionally, a plan for removal and treatment was presented. A brief summary of 2022 activities can be found below:

- Trees inventoried: 1,441 (230 ash)
- Ash trees removed: 99
- Ash trees treated: 68
- New trees planted: 37

In 2023, City Forester Bennett Myhran, is coordinating additional inventory of public trees. Specifically, the LaSalle Street neighborhood, downtown, and the two city cemeteries. The City has applied for a Hennepin County EAB grant for this inventory work and hopes to hear back in late-March. Below is a summary of 2023 activities thus far:

- Ongoing inventory
- Ash trees removed: 31
- Ash trees to be removed: TBD
- Ash trees to be treated: Approx. 60
- New trees to be planted: 108

Additionally, staff is coordinating an Arbor Day/Earth Day tree give away with the Parks and Trails Board, as well as a tree-planting event in May, for Arbor month. Finally, the City Council recently approved a contract renewal with Rainbow Tree Company which allows Wayzata residents to receive a discounted rate for treatment of private ash trees.

Staff will provide more visuals at the workshop.

ATTACHMENTS:

None



City Council Workshop City Council Agenda Report

MEETING DATE: February 21, 2023	WORKSHOP AGENDA ITEM: 3
TITLE: HRA Update on Affordable Housing Policy and Maggie Manor Too (6:15-6:30 p.m.)	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director, Jeffrey Dahl, City Manager	

DISCUSSION OBJECTIVE:

To provide an update on the Housing and Redevelopment Authority's work on affordable housing initiatives.

BACKGROUND:

In 2022, after a joint meeting with the City Council, HRA directed staff to draft a policy document outlining how City funds could be used to support affordable housing projects that help the City fill the existing affordable housing gap as outlined in the Wayzata Comprehensive Plan. The HRA adopted Resolution 01-2023, Policy on Use of Public Funds to Reimburse Permitting Fees Associated with Affordable Housing Projects, at their January 25 meeting.

This policy would allow the City to use certain public funds to reimburse City permit fees associated with the maintenance and improvement of new and existing Affordable Housing in the City that is rented or owned at or below a rent affordable to a household earning 80% of the Area Median Income (AMI), which is \$89,900 for a family of four. Funds that may be used include TIF as permitted by law, excess fund transfers, grants, and funding from programs in partnership with other governmental agencies. Requests for reimbursement of permitting fees under the Policy would be made in writing to the City and subject to the approval of the HRA and City Council. The first request was made by Maggie Manor Too.

On January 25, the HRA adopted Resolution 02-2023 authorizing a reimbursement of certain City permit fees in the total amount not to exceed \$10,000 over the next 5 years, to be paid using the excess increment of TIF District #2. These funds are restricted and can only be used for redevelopment-related purposes, thus there will be no impact on the general fund. Maggie Manor Too is a joint venture between Outreach Development Corporation (ODC) and the Maggie Mithun Foundation to preserve 10 units of affordable housing located at 426 & 434 Rice Street East. A letter describing the project is attached.

This Policy and an agreement with Maggie Manor Too will ultimately need to be approved by the City Council. Chair Shaver and staff will provide an update on other policies related to affordable housing that the HRA will be considering this year.

ATTACHMENTS:

1. HRA Resolution 01-2023 Adopting Policy on Funds to Reimburse Permit Fees for Affordable Housing - HRA Approved
2. HRA Resolution 02-2023 Reimbursement of Permitting Fees for Maggie Manor Too - HRA Approved

CITY OF WAYZATA

HRA RESOLUTION NO. 01-2023

**RESOLUTION ADOPTING POLICY
ON USE OF PUBLIC FUNDS TO REIMBURSE PERMITTING FEES
ASSOCIATED WITH AFFORDABLE HOUSING PROJECTS**

WHEREAS, the City of Wayzata's Comprehensive Plan and the Metropolitan Land Use Planning Act (MLUPA), Minn. Stat. Sec. 473.859, subdivision 2, paragraph (c) call for the City to adopt standards, plans and programs for providing adequate housing opportunities, including for low and moderate income housing;

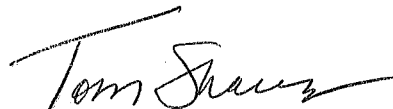
WHEREAS, City staff has prepared a policy entitled "Policy on Use of Public Funds to Reimburse Permitting Fees Associated with Affordable Housing Projects" (the "Policy") that would allow the City to use certain public funds to reimburse City permit fees associated with the maintenance and improvement of new and existing Affordable Housing in the City;

WHEREAS, the Policy would further the foregoing directives of the Comp Plan and state law, and further the goals of the City in the area of affordable housing and redevelopment, by defraying significant costs on projects that help maintain and improve the new and existing stock of affordable housing in the City; and

WHEREAS, the Policy would further the goals of the HRA as set forth in its bylaws, including improving the quality in multiple housing facilities, and creating and enhancing areas of greater housing diversity in the City.

NOW THEREFORE, BE IT RESOLVED by the Housing and Redevelopment Authority of the City of Wayzata, that the Policy is HEREBY APPROVED AND ADOPTED.

Adopted by the Housing and Redevelopment Authority this 25th day of January, 2023.



Tom Shaver, Chair

ATTEST:



Jeff Dahl, Executive Director

**CITY OF WAYZATA POLICY
ON USE OF PUBLIC FUNDS TO REIMBURSE PERMITTING FEES
ASSOCIATED WITH AFFORDABLE HOUSING PROJECTS**

Adopted by the City Council on _____ pursuant to Resolution No. _____
Adopted by the HRA on January 25, 2023 pursuant to Resolution No. 01-2023

1. Background and Purpose

The City of Wayzata's Comprehensive Plan and the Metropolitan Land Use Planning Act (MLUPA), Minn. Stat. Sec. 473.859, subdivision 2, paragraph (c) call for the City to adopt standards, plans and programs for providing adequate housing opportunities, including for low and moderate income housing.

In light of these directives, the purpose of this Policy is to specify how certain public funds can be used to reimburse City fees associated with the maintenance and improvement of new and existing Affordable Housing in the City.

2. Scope

This policy applies to all City permitting fees, including building permits, that are required for the repair, renovation, maintenance and improvement work of new and existing housing in the City that qualifies as Affordable Housing.

Funds that may be used to reimburse such permitting fees are the following: Tax Increment funds from Tax Increment Districts as permitted by law, excess fund transfers, grants, and funding from programs in partnership with other governmental agencies.

"Affordable Housing" as used in this policy means a range of housing options and typologies rented or owned at a cost at or below 80 percent of the Area Median Income (AMI) that helps the City fill the existing affordable housing gap as outlined in the Wayzata Comprehensive Plan.

3. Requests, Review and Approval

- A. A request for reimbursement of permitting fees for a project that falls under the scope of this policy must be made in writing to the City, and include any information the City Manager requests in order to evaluate the request under this policy.
- B. The City Manager will review the request and an accompanying plan that demonstrates eligibility, request any additional information needed, and may designate an appropriate City staff person/s to review the request and make a recommendation to the HRA and City Council.
- C. The HRA and City Council shall consider the request and recommendation, and shall approve or deny it based upon the purpose and scope of this Policy and any other relevant factors related to the health, safety and welfare of the community. The HRA and City Council may also direct the City Manager to conduct further study on the recommendation before making a decision to approve or deny the request, and may attach reasonable conditions to any approval based on the nature of the request and the purpose of this policy.

CITY OF WAYZATA

HRA RESOLUTION NO. 02-2023

**RESOLUTION APPROVING
REIMBURSEMENT OF PERMITTING FEES
ASSOCIATED WITH MAINTENANCE AND IMPROVEMENT OF
AFFORDABLE HOUSING AT MAGGIE MANOR TOO**

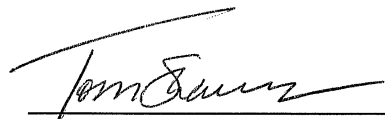
WHEREAS, the City of Wayzata has adopted a policy entitled “Policy on Use of Public Funds to Reimburse Permitting Fees Associated with Affordable Housing Projects” (the “Policy”) that allows the City to use certain public funds to reimburse City permit fees associated with the maintenance and improvement of new and existing Affordable Housing in the City;

WHEREAS, Maggie Manor Too, LLC has submitted an application under the Policy (the “Application”) for reimbursement of City permit fees, in the total amount not to exceed ten thousand dollars (\$10,000) over the next five (5) years, for certain health, safety, and property maintenance of, and energy efficiency improvements to, the buildings, grounds, and residential units on its property at 426 & 434 Rice Street East, Wayzata, MN, as further detailed in the Application; and

WHEREAS, the City Manager has reviewed and approved the Application pursuant to the process and standards of the Policy with reimbursements to be paid using the excess increment of TIF District #2, and the Applicant has agreed to execute the Agreement and Declaration associated therewith in the form presented to the HRA.

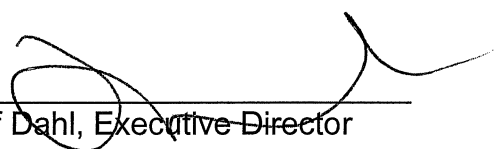
NOW THEREFORE, BE IT RESOLVED by the Housing and Redevelopment Authority of the City of Wayzata, that the Application is found to meet the intent and the standards of the Policy, and accordingly is **HEREBY APPROVED**.

Adopted by the Housing and Redevelopment Authority this 25th day of January, 2023.



Tom Shaver, Chair

ATTEST:


Jeff Dahl, Executive Director

April 21, 2022

Emily Goellner, AICP
Community Development Director
City of Wayzata
600 Rice St E, Wayzata MN 55391

RE: 10-unit Apartment building located 426 & 434 Rice Street
Small Commercial building located 217 Minnetonka Avenue S.
Wayzata, MN

Emily & Jeff

Thank you and the entire City Staff for the assistance you provided during our acquisition of this property. Any financial assistance that the City could provide will go a long way towards our mission and the work we are planning for this project.

On March 31st we successfully closed on this property through a joint venture between Outreach Development Corporation (ODC) and the Maggie Mithun Foundation. Through the generous gift and equity contribution of the Maggie Foundation we were able to stop a potential redevelopment of the site and preserve 10 apartment homes and retain the small commercial office building that currently is occupied by three small businesses well known in the Community: Aux Ciseaux Tailor, Luger Studios, and Geyen group.

All three buildings were built in the 1950's and retain much of the original construction with deferred maintenance throughout.

Our long-term goal for this property is to upgrade the exterior and interior units and maintain the rent in the 10 apartment units to rent levels that are at or below the published 60% Area Medium Income.

With the help of our property management team "Hegenes Properties" a formal budget and scope of work is in the process but has not yet been finalized or bid out. Below is an indication on what we are looking at:

Immediate

- Tree Trimming, Pruning and Removal of undesirable shrubs
- Landscape Wall Repair
- Stair Railing for 217 (also reviewing need for new sidewalk)
- Cedar Fence/Designer Fence that extends from 434 Building down the sidewalk toward the 217 - building w/ Handrail down the stairs
- 434 & 426 Landscape Refresh
- 217 Landscape Refresh
- Cost Effective Signs/Monuments for MMT 434-426 & Commercial 217

Mid

- Shutters for 434 & 426
- Address Front Entry's for 434 & 426
- Exterior Paint for 217
- Review of Soffits, Gutters and Drainage
- Common Area Paint, Carpet, Light Fixtures for 434 & 426
 - Which includes repair of the damage in the common area walls and ceilings

Long

- Building Envelope - Siding, Tuckpointing, Roofing
- All New Windows
- Electrical Upgrade in the 434 & 426
- Unit Interiors - Plumbing, Bathtubs & Kitchens
- Outdoor Gazebo or Structure for Grilling/Socializing
- Parking Lot and Garages

Our plan is complete this work as quickly as possible, but this is going to be driven by several factors that include both financial resources and availability of supplies and labor. For example, we are already being told that the windows will need to be a 2023 project based on back orders.

For your review is a summary of our source and uses for this project at closing. Any assistance provided by the City will go directly towards the scope of work identified above with the immediate focus being on the exterior appearance of the entire development.

If there are any questions, please feel free to reach out to either myself at (612) 819-2735 or Matt Mithun at (952) 473-6422.

Thank you

Ken Dayton

Ken Dayton
Maggie Manor Too, LLC







