Wayzata Planning Commission
Workshop Meeting Agenda

Monday, February 2, 2015

Community Room,
600 Rice Street East,
Wayzata, Minnesota

7:00 p.m. **1.** **Call to Order and Roll Call, and Approval of Minutes**

2. **Workshop Items:**

a. Introduction to Downtown Parking Project – LSA Design

b. Planning Commission Training with the City Attorney

3. **Other Items:**

a. Review of Development Activities

b. Other items

9:00 p.m. **4.** **Adjournment**

NOTES:

[1] Time(s) are estimated and provided for informational purposes only.
[2] Members of the Planning Commission and some staff may gather at the Wayzata Bar and Grill immediately after the meeting for a purely social event. All members of the public are welcome.

WAYZATA PLANNING COMMISSION
DRAFT MEETING MINUTES
January 26, 2015

AGENDA ITEM 1. Call to Order, Roll Call and Approval of Minutes.

Chair Gonzalez called the meeting to order at 7:00 p.m.

Present at roll call were Commissioners: Gonzalez, Ramy, Vanderheyden, Iverson, Gruber, Young, and Gnos. Director of Planning and Building Gadow and City Attorney David Schelzel were also present.

Chair Gonzalez stated the minutes to be reviewed are from the January 5, 2015 meeting.

Commissioner Vanderheyden made a motion, Seconded by Commissioner Gruber, to approve the January 5, 2015 meeting minutes as presented. The motion carried unanimously.

AGENDA ITEM 2. Regular Agenda Public Hearing Items:

a. **637 Harmony Circle – Fritz Gullickson**
   i. **Concurrent Preliminary and Final Plat for a Two (2) Lot Subdivision**

Director of Planning and Building Gadow stated Mr. Fritz Gullickson has submitted a Development Application requesting concurrent preliminary and final plat approval to divide a 37,565 square-foot parcel into two (2) new lots. He reviewed the existing conditions survey, the preliminary plat, grading, utility and tree inventory plans, the final plat, and proposed residential images and plans. He also reviewed the changes the Applicant had made in response to Staff comments and the actions the Commission could take.

Commissioner Iverson asked if the lot width of 60-feet would be from the front or if it was an average.

Director of Planning and Building Gadow stated this is calculated at the 20-foot front yard setback.

Chair Gonzalez asked if there would be 20-feet between the two (2) homes.

Director of Planning and Building Gadow stated there would be a 10-foot side yard setback on each home, which would equal the 20-feet between the two (2) homes.

Chair Gonzalez stated the current property line encroaches into the driveway of the neighbor to the north.

Director of Planning and Building Gadow stated the existing driveway crosses the property line to the north. This would be an item the Applicant and the property owner would have to resolve.

Commissioner Iverson asked how much fill would be brought in.

Mr. Fritz Gullickson, 3443 Crystal Place, Orono, stated there would not be fill brought in. The site plan shows how the property will be leveled. The dirt that would be dug up for the basements would be used.

Commissioner Gruber asked for Mr. Gullickson's background in home building.

Mr. Gullickson provided an overview of his experience in home building.

Commissioner Vanderheyden asked if the Applicant had considered a story and a half or ranch.

Mr. Gullickson stated he had looked at the homes that are currently being built in the City and the 2-stories seem to be a family orientated home in today's market.

Commissioner Gruber asked what the price point would be for these homes.

Mr. Gullickson stated they would be priced approximately $600,000 to $700,000.

Chair Gonzalez asked what the height of the homes would be.

Mr. Gullickson stated they would be under the 35-feet height maximum allowed and he would expect them to be at 32-feet.

Chair Gonzalez asked if he had talked with the neighbor to the north to address the driveway encroachment and find a resolution.

Mr. Gullickson stated he has talked to the neighbor and they have not expressed concerns regarding this driveway.

Chair Gonzalez asked what type of materials would be used.

Mr. Gullickson provided sample panels for the Planning Commission to review.

Chair Gonzalez stated the Applicant planned to take down a 34-caliper inch oak tree on the property. She asked if there would be a way to move the garage to the other side in order to preserve the tree.

Mr. Gullickson stated he had put the driveway on the north side so that the two driveways would be parallel to each other and the existing driveway and there would be more green space between the homes. He did not believe this could be changed.

Commissioner Iverson suggested Mr. Gullickson do what he can to save the large oak tree.

Chair Gonzalez asked if the City Engineer had any concerns with the storm sewer system being relocated.

Director of Planning and Building Gadow stated the City Engineer did not have concerns and the system would be located in a new easement and removed from an odd location. This would be done at the Applicants expense.

Chair Gonzalez asked if the City Forester had any comments on the oak tree and if it would be possible to save this tree.

Director of Planning and Building Gadow stated he could talk to the City Forester again regarding this tree.

Commissioner Iverson stated the proposed new lots do meet the minimum requirement for the district but not the whole lot would be considered buildable. She asked what portion of the lots would be buildable. She has concerns that the scale of the home is too large for the buildable lot size.

Director of Planning and Building Gadow stated the code does not take this into consideration but he would have the information available for the City Council when they review the application.

Chair Gonzalez opened the public hearing at 7:23 p.m.

Ms. Cher Morris, 663 Harmony Circle, Wayzata, expressed concerns with having two (2) 2-story homes in this location. She would prefer to have only one home on this property or have ramblers. The request for 2-story homes is an economic consideration for the developer. This is a middle-class neighborhood and families are moving there because it is affordable housing for them.

Ms. Jeanne Osterby, 636 Harmony Circle, expressed concerns about the development. This is a unique neighborhood. The homes are ramblers and there are a couple of walkout basements. The new driveways would affect her driveway. The Comprehensive Plan tries to maintain the character of the neighborhood and this neighborhood does not have 2-story homes. The property is too small for two (2) homes this size. She would prefer to see one rambler or story and a half home on this property. She read an email from another neighbor, which expressed concerns about the traffic from the additional homes in this neighborhood.

Ms. Nancy Engel, 645 Harmony Circle, Wayzata, this project greatly impacts her property and family because her home faces this property. She likes having the open property. She stated they understand that change would occur and Mr. Gullickson has been very willing to work with them. They are “ok” with whatever the City’s decision is regarding the development. She would like to see the one tree saved if possible. She is concerned that the home closest to them would have all their windows facing their property but Mr. Gullickson is willing to work with these concerns.

Mr. Gordy Engel, 645 Harmony Circle, Wayzata, stated he would be alright with two (2) homes in this area and it would have a positive impact on the neighborhood to have two (2) families move in.

Ms. Christine Cameron, 667 Harmony Circle, Wayzata, understands Mr. Gullickson's perspective in providing the amenities the floor plans offer. This is a good neighborhood for middle-class families. Two (2) homes would be a tight fit but having one large home would not fit the neighborhood either. She is concerned about the precedent that this subdivision would establish for future development of this neighborhood.

There being no additional public comments, Chair Gonzalez closed the public hearing at 7:53 p.m.

Commissioner Gruber suggested Mr. Gullickson consider putting a smaller home on the parcels and try to save the oak tree. Mr. Gullickson is working with the neighborhood but today's market is for larger homes. The plans presented are out of character for this neighborhood and scaling the homes down would fit into this neighborhood better.

Commissioner Vanderheyden stated there are no variances being requested so it is difficult to deny the application. The Commission does consider the fit in the neighborhood and two (2) 2-story homes does not fit the character of the neighborhood.

Commissioner Young stated there are no variances and the developer is working with the neighborhood to address concerns but in a neighborhood that does not have 2-story homes they would be very different. This would not be setting a precedent for this neighborhood because there are only a couple of lots that would be large enough for a subdivision to even occur. He does have concern about the 2-story and would suggest the developer look at a home design that would be more in keeping with the character of the neighborhood.

Commissioner Iverson expressed concerns that the City is pushing out young families by allowing more expensive homes to be built. She is also concerned about setting precedent for other development in this neighborhood and the scale of the homes is too large for the neighborhood. She suggested the developer also look at ways to save the oak tree.

Commissioner Ramy stated he would rather live next to two (2) smaller homes than one (1) very large home and the homes proposed are modest in size compared to today's standards. There are no variances being requested so he would recommend moving it to the City Council with a suggestion the developer considers modifying the design of the homes to fit the neighborhood more and look at ways to save the oak tree.

Commissioner Gnos stated there are no variances and the developer showed good faith by meeting with the neighborhood. He has heard more concerns about the homes being 2-story rather than having two (2) homes and he would suggest the developer look at other design options for the homes. He would also like to see the oak tree saved if possible.

Chair Gonzalez stated it meets the requirements of the R-3 District and the Developer is not requesting any variances but there are two (2) Ordinances the Commission should consider: the R-3 Single Family Zoning Ordinance and the Subdivision Ordinance. Section 3.1.B, of the Staff Report, states that trees should be preserved and the Applicant is proposing to remove a tree that would be equal to a small grove. She suggested the Applicant consider angling the driveway to save this tree. She would like to have an opinion from the City Forester regarding this tree. She asked for clarification regarding the grading that would be required for the project.

Director of Planning and Building Gadow stated the applicant had revised their plans to closely match the existing grading and there would be removal of fill rather than bringing in fill.

Chair Gonzalez stated if the property is raised a foot then the height of the building would be even greater.

Director of Planning and Building Gadow stated the height is calculated by taking data points around the building and using the average grading.

Chair Gonzalez stated Section 3.1.E states the creation of the lots shall not adversely impact the scale, pattern, or character of the City, its neighborhoods, or its commercial areas. The buildable area of these lots is not very large. The application did not include a landscaping plan and she is not clear on what steps would be taken to protect the existing wetlands to the north. She stated the runoff from the property should be trapped on the property. Section 3.1.H states the architectural appearance, scale, mass, construction materials, proportion and scale of roof line and functional plan of the building proposed should be similar to the characteristics and quality of existing development. These homes do not fit the character of the existing neighborhood.

Commissioner Gruber suggested the developer consider scaling down the homes to better fit the existing character of the neighborhood.

Commissioner Iverson stated she would like to see a landscape plan.

Commissioner Young suggested if the tree is not diseased it should be part of the application that the developer attempts to save it.

Chair Gonzalez asked if the Commission would want to ask the developer to come back to the Commission with revised plans and have the City Forester provide input regarding the tree or if the Commission is ready to make recommendations.

Commissioner Iverson stated she would like to see it come back to the Commission so they are able to make recommendations to the City Council.

Commissioner Gruber asked what the Commission’s rights were in asking the application to come back.

Director of Planning and Building Gadow stated the Commission has the right to ask the Applicant to come back with additional information. He stated he would have to look at the time line for the development review.

Commissioner Vanderheyden clarified the Commission is to consider the application being presented and can ask the Applicant if they would be interested in revising their application.

Director of Planning and Building Gadow stated the application is for two (2) 2-story homes on two (2) lots. The Commission can forward this to the City Council as is, forward to the City Council with conditions for approval, or ask the applicant to provide additional information on the questions brought up by the Commission.

Mr. Gullickson stated he has added trees to the front and along the sides to replace the large tree being removed. The homes are positioned in order to provide privacy for the neighbors. He would prefer to move forward with the 2-story designs presented in the application.

Commissioner Vanderheyden stated he would not support the project because it does not fit the character of the neighborhood. The tree is critical but it is only 10% of the total caliper inches for the property. He does not have an issue with the subdivision but would like to see the scale of the homes smaller.

Commissioner Young stated he would recommend approval.

Commissioner Gruber stated she would recommend approval with a condition that the developer attempt to save the tree.

Chair Gonzalez stated she would recommend a condition that measures be taken to protect the wetlands.

Commissioner Iverson stated she would recommend denial because Section 3.1.B, 3.1.D, 3.1.E, and 3.1.H do not meet the criteria set forth.

Commissioner Ramy stated he is concerned about the scale but is willing to recommend approval with conditions.

Commissioner Gnos stated he would recommend approval with the conditions.

Chair Gonzalez stated this does not fit the neighborhood and does not meet the goals of the Comprehensive Plan of having affordable housing in the area so she would recommend denial.

Commissioner Iverson stated this is the first time she has seen a builder not be willing to work with the City and she found this disturbing.

Commissioner Gruber would be in favor of denying the application.

Commissioner Young stated the condition of the tree should be known before making any requirements or suggestions on what to do. The total tree coverage is high. This is a lot that is going to be redeveloped and these homes coupled with the developer working with the neighborhood may work better in the long term. Finding a solution to the scale and preserving the tree may create other concerns that could result in variance requests or not work with what the neighborhood has asked for.

Chair Gonzalez stated the Applicant did work with the neighborhood but the width of the lots barely supports two (2) lots. The City wants to have 20-feet between homes and the Engels home is only 2-feet from the property line so these homes would be too close together.

Commissioner Vanderheyden suggested tabling the discussion to allow the builder to consider changing the design and bring back at a future meeting for a vote. This would also allow time for the City Forester to comment on the tree. He clarified the new homes that are proposed would be conforming and the Engel's home is non-conforming.

Commissioner Vanderheyden made a motion, Seconded by Commissioner Gruber to table the discussion and ask the City to research the tree and allow the Developer to consider alternative home designs and bring back to the Commission on February 23, 2015. The motion carried 6-ayes; 1-nay (Iverson).

b. **700 Lake St E. – Clock Tower Ventures LLC & CoV Restaurant**
   i. **Amendment to CUP for twenty four (24) additional dining seats in an enclosed rear building addition**
   ii. **Use of City Right-of-Way for storage**

Director of Planning and Building Gadow stated Clock Tower Venture, LLC and CoV Restaurant desire to expand their existing private dinging space by adding a 16-foot by 17-foot glass enclosed dining space at the rear of the building. The request requires an amendment to an existing 1988 Conditional Use Permit (CUP) and development agreement to increase the number of restaurant seats. The Applicant has included a request to the City Council for use of two (2) locations on adjacent City right-of-way for enclosed storage bins. He reviewed the parking requirements and considerations for the City Council.

Mr. Neil Weber explained where the additional storage would be and the design. He stated the updated parking analysis the City had done was recommending 2.71 per 1,000 for restaurant and retail. Since this is not currently the standard he asked if this project be required to follow current standards or the recommended standard.

Director of Planning and Building Gadow stated this would depend on the timing of the project. At this time the City has not started the process of reviewing the Parking Ordinance and if the Ordinance were updated prior to approval of the application then the new standards would be used.

Mr. Dean Vlahos, 2129 Maplewood Road, Woodland, reviewed the addition to the private dining area and the need to accommodate larger corporate groups.

Commissioner Iverson asked why the Applicant chosen canvas for the storage bins.

Mr. Vlahos stated it looks good and is easy to roll up to access the wood and still keep it dry. He explained the proposed design for the other enclosed storage bins they are proposing.

Chair Gonzalez asked if the encroachment into the City right-of-way would go with the land, be specific to the applicant and if there could be limits set.

Director of Planning and Building Gadow stated the current enclosed storage bins do not have any conditions. The City Council is requested to review the existing enclosed storage and the proposed storage and determine any restrictions at that time. He explained this request would not be part of the CUP and is a separate encroachment agreement the City Council would enter into with the Applicants. The Commission does not have to deal with this particular request but they can provide comments for the City Council to review.

Commissioner Iverson asked how much of the current parking is valet.

Mr. Vlahos when they first come to Wayzata they had decided not to intrude on the parking available for retail so they decided to do all valet parking.

Commissioner Vanderheyden asked if Mr. Vlahos had looked at options to secure the additional seven (7) parking spots that would be required.

Mr. Vlahos stated he had talked to the dog groomer but they did not give him an answer on letting him lease the spaces.

Mr. Weber stated Charlie Shone owns the property being discussed and Blue Point has an agreement with him to park there so they may all be spoken for.

Chair Gonzalez opened the public hearing at 9:05 p.m.

There being no public comment Chair Gonzalez closed the public hearing at 9:06 p.m.

Chair Gonzalez asked if the requirement of seven additional parking stalls would be enough to deny the project.

Commissioner Gruber asked what the options would be for the owner. The lots are full and he has already approached other owners.

Director of Planning and Building Gadow stated the options are the owner of the building would have to have an agreement with the City Council for a financial contribution for future parking arrangements unless other parking stalls become available for him to lease.

Chair Gonzalez stated the City requires too much parking.

Commissioner Ramy asked if there was an existing formula that would determine the financial assessment.

Director of Planning and Building Gadow stated this would be developed if this application were to move forward.

Commissioner Iverson stated she is comfortable since most of the cars are valet parked.

Chair Gonzalez stated the proposed expansion would not generate a lot of extra parking requirements. She stated Mr. Carisch wrote the Commission requesting the application be denied because he does not want more people invited to the City until there is a parking ramp built that would satisfy all the needs today and accommodate future growth.

Mr. Weber stated the parking analysis shows there is enough parking but it is not all located in the right areas. People who are not familiar with Wayzata may have problems finding parking because they do not know all the public parking areas.

Commissioner Iverson suggested adding outdoor ashtrays near the outdoor storage or designates this area as no smoking. She also recommended the Applicant ensure the size of the storage bins is adequate to accommodate the needs of the facility.

Commissioner Vanderheyden suggested the Council consider a requirement that the back of the building be kept clean and free of garbage. In the areas where there are parking shortages there would be a different discussion on what the applicant would need to do. The valet parking they offer has been helpful.

Commissioner Ramy the increased seating may not result in an increase in the parking needs and as long as they offer valet there is room to not require the additional parking.

Commissioner Young stated many of these people are already at the location and the valet parking does address these parking needs. The proposal presented is reasonable.

Commissioner Gnos stated this would be a good addition to the restaurant and the valet parking is a good solution.

Commissioner Young made a motion, Seconded by Commissioner Iverson to recommend approval of the amendment to the CUP for twenty-four (24) additional dining seats in an enclosed rear building addition with the Findings of Fact as outlined in the Staff Report and recommend the City Council consider a fee to meet the parking requirements. The motion carried unanimously.

Chair Gonzalez expressed concerns about the use of the City right-of-way being attached to the land and not the business.

Commissioner Vanderheyden asked if the use of City right-of-way could be something that is reviewed annually.

City Attorney Schelzel stated this would depend on if an easement is granted or if the City does a license for this area. This could be looked at and discussed by the Council.

Mr. Vlahos stated if the outdoor storage area is not maintained then the permit can be pulled.

Commissioner Vanderheyden made a motion, Seconded by Commissioner Ramy to recommend approval for the use of the City right-of-way on an annual evergreen basis that the Council has the right to pull with reasonable notice and in exchange for this the back of the building should be maintained in its current state and/or allow for some greenery and place an outdoor ashtray in this location. The motion carried unanimously.

AGENDA ITEM 3. **Other Items:**

a. **Election of Vice-Chair**

Director of Planning and Building Gadow reviewed the roles of the Chair and Vice Chair.

Commissioner Ramy would not like to serve as Vice Chair.

Chair Gonzalez would not like to serve as Vice Chair.

Commissioner Vanderheyden nominated Commissioner Iverson as Vice Chair.

Commissioner Iverson accepted the nomination.

Commissioner Iverson was elected unanimously to serve as Vice Chair.

b. **Election of Chair**

Commissioner Ramy would not like to serve as Chair.

Commissioner Gnos would not like to serve as Chair.

Chair Gonzalez would not like to continue to serve as Chair.

Commissioner Ramy nominated Commissioner Vanderheyden to serve as Chair.

Commissioner Vanderheyden accepted the nomination.

Commissioner Vanderheyden was elected unanimously to serve as Chair.

c. **Review of Development Activities**

Director of Planning and Building Gadow stated the next meeting would be a workshop session and LSA would be presenting the Planning Commission with an overview on parking and the Commission would be looking at the Parking Ordinance. The annual Planning Commission training would also be included in the workshop. The Telecommunication Ordinance would be reviewed at a future meeting. The Planning Commission is invited to a joint workshop with the City Council, the Housing Redevelopment Authority, and the Heritage Preservation Board hosted by the Urban Land Shop. The last meeting in February would be moved to February 23 due to President's Day.

Chair Gonzalez requested the City Attorney review with the Planning Commission how to navigate multiple ordinances with applications and how to reconcile the differences.

Commissioner Vanderheyden suggested an update in any legal areas that the Commission should be considering during the next year.

d. Other Items

Director of Planning and Building Gadow stated the City Council reviewed the 236/240 Minnetonka and Indian Mound project and recommended approval with conditions.

Chair Gonzalez stated the Mayor had voted against the project because it did not follow the Comprehensive Plan.

Director of Planning and Building Gadow stated the Council also considered the lot combination on Walker and Park Street and the Wayzata Brew Works project.

Chair Gonzalez the last Heritage Preservation Board meeting had to be continued.

Commissioner Gnos stated he would attend the February 10 Heritage Preservation Board meeting.

The Commission thanked Chair Gonzalez for her leadership in a difficult role for the last three years.

<u>AGENDA ITEM 4.</u> Adjournment.

There being no further business, Commissioner Vanderheyden made a motion, seconded by Commissioner Ramy, to adjourn the meeting. The motion passed unanimously.

The meeting was adjourned at 9:44 p.m.

Respectfully submitted,

Tina Borg
TimeSaver Off Site Secretarial, Inc.

C I T Y   O F   W A Y Z A T A

PLANNING DEPARTMENT

MEMORANDUM

To: Planning Commission

From: Bryan Gadow, City Planner

Date: January 28, 2015

Re: Downtown Parking Improvements Project

In 2014, the City Council engaged with LSA Design to assist with the planning, programming and pre-design services for a downtown parking improvements project. One of the items that LSA Design is tasked with is an evaluation of the City's existing parking ordinance (Section 801.20 of the Zoning Ordinance) to recommend what parking requirements may need to be modified.

The team from LSA Design has requested time to meet with the Planning Commission to provide an overview of the project and set up additional future workshop time to discuss parking ordinance modifications. After additional public outreach and consultation with the Planning Commission and City Council, LSA Design will provide a draft parking ordinance for review through the City's formal development review process.

A copy of a PowerPoint overview of LSA Design's project is attached. In addition, a copy of SRF Consulting Group's 2014 parking study is attached for reference.

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Wayzata Planning Commission

Downtown Parking Project

February 2, 2015

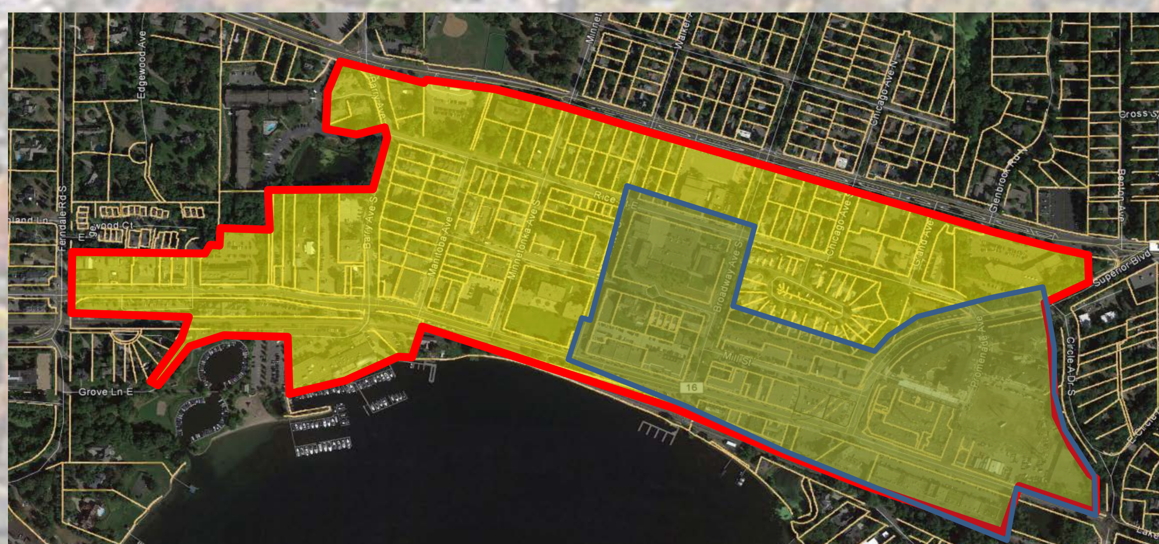
Initial Parking Study

- The City performed a Parking Study in 2014 for an large area between Ferndale Road and the Presbyterian Homes Development, and between Wayzata Boulevard and Lake Street.
- Results ranged from a surplus to a deficit of parking spaces in the 37 zones.

2015 Downtown Parking Study

Why?

- Focus on the Downtown/Central Business District to identify:
    - Need for Mill Street Parking Ramp
    - Means for managing city controlled parking between multiple parcels; better utilize what exists
    - Consolidated Operations & Maintenance (O&M) Program
    - Capital and O&M cost allocations



Downtown Parking - Scope of Work

Planning and Concept Design Services

Six Separate Projects:

1. Plan of Finance
2. *Parking District; Ordinance and Management Tools*
3. Pilot Projects to Address Current Parking Issues
4. Options for Renovation of Carisch Ramp

City Council Authorization to Proceed Prior to Moving to Project #5 and #6

5. New Mill Street Parking Ramp
6. Wayfinding and Real Time Signage

Parking District, Ordinance & Management

Steps:

- Review of City's parking regulations, recent parking study, case studies, and initiate public outreach
- Define Parking district boundary and principles
- Draft revisions to parking regulations, shared parking standards and management tools

Schedule:

- 12 week process – proposed completion by mid-March 2015

Potential Outcomes:

- Parking District with potential parking in lieu-fee
- Parking space allocation formula
- Capital, operations and maintenance cost assignments
- Revised minimum parking requirements & introduce shared parking calculations
- Better utilization of current parking supply

Parking District Phase 1

City of Wayzata – Phase 1 Parking District

Parking District Phase 2

City of Wayzata – Phase 2 Parking District

Planning Commission Discussion Topics

Potential Alternatives Being Considered

- Revised parking standards
- Adopt shared parking standards
- Maintain free parking
- Encourage turnover at prime customer spaces:
    - Post time limits
    - Meters
- Valet Parking
    - Management & Coordination
- Regulate employee parking
- Promote car sharing, biking, walking or transit/circulator

Schedule

	Stage II & III Services					
	December 2014	January 2015	February 2015	March 2015	April 2015	May 2015
Public Participation Plan						
1. Plan of Finance		12 Weeks				
2. Parking District, Parking Ordinance and Mgt Tools		12 Weeks				
3. Pilot Projects		4 Weeks				
4. Renovation of Carisch Parking Ramp		9-12 Weeks				
5. New Mill Street Parking Ramp			9-12 Weeks			
6. Wayfinding and Real-Time Parking Information Signage			8-12 Weeks			
7. Procurement Analysis & Selection					3 Weeks	
8. Final Design & Construction Services						
9. Construction						

City Council (Reg and Worksession)

Planning Commission

Public Open House/Chamber Meetings

WAYZATA PARKING UPDATE

Prepared for

City of Wayzata

Prepared by

SRF CONSULTING GROUP, INC.
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Minneapolis, MN 55447-4443
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April 24, 2014

SRF No. 0127920

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EXECUTIVE SUMMARY

An update to the *Wayzata Bay Center Redevelopment Parking Study* dated 2005 was completed to establish a new baseline for the existing parking supply and demand in the downtown Wayzata study area. Since the 2005 study, redevelopment has occurred and the parking supply in downtown Wayzata has changed. As the City plans for future redevelopment opportunities, the current utilization during peak parking conditions was needed for the larger Wayzata downtown area. Based on the analysis, the following conclusions and recommendations are offered for your consideration.

Existing Conditions

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

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

ITE Parking Demand

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

H:\Projects\7920\TS\Figures\Fig01_Study Area - Zone Boundaries.cdr

SRF Consulting Group, Inc.

0127920
November 2013

Study Area/Zone Boundaries

Wayzata Parking Update

City of Wayzata

Figure E-1

- The results of the ITE parking demand model using the average ITE rates indicate that zones 1-9 have a surplus of 206 spaces, zones 10-23 have a deficit of 238 spaces, and zones 24-37 have a surplus of 247 spaces. This results in an overall surplus of 215 parking spaces.
  - The existing size of the park-and-ride facility in zone 36 is not available, the ITE parking demand was not calculated for this zone.
- Although the ITE estimates identified a surplus of 215 spaces (95 percent utilization), the parking utilization surveys found a maximum of 52 percent of the spaces occupied during any period surveyed.

Recommended Parking Demand

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

- The number of observed parked vehicles for only retail, restaurants, and office space land uses during the peak period of Friday at 12:00 p.m. for zones east of Broadway Avenue and Tuesday at 2:00 p.m. for zones west of Broadway Avenue were divided by the combined square footage to yield an observed parking demand rate estimate of 2.19 spaces per 1,000 square feet of retail, restaurant, and office.
  - The observed parking demand rate estimate was determined to be 2.95 and 1.33 spaces per 1,000 feet of retail, restaurant, and office for zones 1-23 and zones 24-37, respectively.
  - The 2005 parking study estimated 2.77 spaces per 1,000 square feet of retail, restaurant, and office for zones 1-23. (A slightly less observed parking demand rate for zones 1-23, but greater than the overall study area parking demand rate of 2.19.)
- To estimate the future parking requirements (flat rate method), the observed demand rate of 2.19 spaces per 1,000 square feet was applied to the retail, restaurant, and office land uses. The analysis for the housing, hotel, and church used the City zoning code requirement.
- The flat rate method, estimates a surplus, with approximately 74 percent of the overall supply being used in a peak period. This is higher than the observed utilization rate which indicated a maximum of 52 percent of the spaces occupied during any period surveyed.
- The recommended demand rate for the study area is the average of the ITE and flat rate method. The estimated demand rate for retail, restaurant, and office space is 2.71 spaces per 1,000 square feet. Approximately 85 percent of the study area’s supply will be used on an average peak time period using this recommended rate.
  - The 2005 parking study estimated 3.55 spaces per 1,000 square feet of retail, restaurant, and office for zones 1-23.

Handicap Parking Demand

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

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

- Results of the handicap supply analysis indicate that all zones, with the exceptions of zones 18, 30, and 35 do not meet the City requirement and there is an overall deficit of 64 spaces.
- The results of the utilization survey indicate that a maximum of 17 percent of the handicap spaces were occupied during the peak periods analyzed. While the numbers of spaces do not meet City requirements, the utilization data indicates that there is sufficient availability.

Zone 10 Redevelopment Scenarios

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

- The ITE parking demand was calculated and compared to the proposed parking supply. Results indicate under all three scenarios, zone 10 is expected to have a deficit in parking based on the average ITE parking demand.
    - The parking deficits range from 283 to 385 spaces depending on the land use scenario.
- The parking demand was also calculated based on the recommended rate and compared to the proposed parking supply. Results indicate that all scenarios are expected to have a deficit in parking based on the recommended parking demand model.
    - The parking deficits range from 87 to 185 spaces depending on the land use scenario.
- Based on this analysis, if zone 10 were to redevelop the City will need to consider the construction of a parking ramp to meet the zone's parking demand.

West Side Redevelopment Scenarios

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

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

INTRODUCTION

The *Wayzata Bay Center Redevelopment Parking Study* dated December 2005 focused on 23 zones in the downtown Wayzata area east of Walker Avenue. Parking surveys were conducted in October 2005 for each zone and used to develop the original parking demand model for the study area. Since the 2005 study, redevelopment has occurred and the parking supply has changed. In addition, existing parking supply and demand was needed for zones further west of the original study area. Therefore, an update to the *Wayzata Bay Center Redevelopment Parking Study* dated December 2005 was completed.

The main objectives of this update are to establish a new baseline for the existing parking supply and demand in the downtown Wayzata study area, including current utilization during peak parking conditions and redevelopment scenario impacts to future parking demand needs. This update expands the original study area limits to Circle Drive to the east and Ferndale Road to the west (see Figure 1: Project Location). As the City considers future redevelopment plans in the area, this study will provide a new baseline on parking needs for the larger Wayzata downtown area.

EXISTING CONDITIONS

Based on discussions with City staff, the western boundary of the 2005 study area was expanded from Walker Avenue to Ferndale Road, increasing the number of zones from 23 to 37 (see Figure 1). Similar to the 2005 study, the land use and parking supply within each zone was inventoried and an area wide parking utilization survey was conducted. This data was then used to develop an updated parking demand model for the study area.

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. Additional notes regarding the existing land uses include:

- Zones 1-9 are currently under construction.
- Zone 15 only contains parking spaces.
- Zone 30 only contains single-family housing, which was not reviewed as part of this study.
- All other housing in zones 1-37 represent multi-family land uses.
- Existing land use size is not available for the park-and-ride facility in zone 36.

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Study Area/Zone Boundaries

Wayzata Parking Update

City of Wayzata

Figure 1

Table 1
Existing Land Uses

Zone	Primary Land Uses	Quantity	Unit
1-9 [(1)]	*Hotel – East Block*	*100*	*D.U.*
1-9 [(1)]	*Office – East Block*	*27,300*	*S.F.*
1-9 [(1)]	*Retail – East Block*	*26,929*	*S.F.*
1-9 [(1)]	*Housing – North Block*	*163*	*D.U.*
1-9 [(1)]	*Housing – Plaza Block*	*66*	*D.U.*
1-9 [(1)]	*Retail – Plaza Block*	*21,337*	*S.F.*
1-9 [(1)]	*Housing – West Block*	*91*	*D.U.*
1-9 [(1)]	*Retail – West Block*	*30,400*	*S.F.*
1-9 [(1)]	*Housing – Superior Block*	*98*	*D.U.*
1-9 [(1)]	*Retail – Superior Block*	*43,523*	*S.F.*
10	Office	20,375	S.F.
10	Restaurant	18,632	S.F.
10	Retail	36,104	S.F.
11	Office	2,400	S.F.
11	Restaurant	6,800	S.F.
11	Retail	29,200	S.F.
12	Retail	10,588	S.F.
13	Office	2,000	S.F.
13	Retail	9,250	S.F.
14	Office	4,674	S.F.
14	Restaurant	13,208	S.F.
14	Retail	7,069	S.F.
15	Parking Only [(2)]	NA	NA
16	Housing	12	D.U.
16	Office	40,284	S.F.
16	Restaurant	7,200	S.F.
16	Retail	33,083	S.F.
17	City Hall	19,414	S.F.
17	Library	18,308	S.F.
18	Church	647	Seats
19	Office	22,624	S.F.
19	Retail	6,818	S.F.
20	Housing	34	D.U.
21	Housing	6	D.U.
22	Housing	12	D.U.
23	Bank	43,142	S.F.
23	Office	17,061	S.F.
24	Office	15,906	S.F.

(1) Zones 1-9 currently include planned land uses under construction.
(2) Zone 15 only contains parking spaces.
(3) Zone 30 only contains single-family unit housing, which was not reviewed as part of this study.
(4) Zone 36 includes a park-and-ride facility, existing land use size not available.

Table 1 – Continued
Existing Land Uses

Zone	Primary Land Uses	Quantity	Unit
25	Office	64,000	S.F.
26	Office	36,550	S.F.
27	Office	51,387	S.F.
28	Office	57,505	S.F.
29	Housing	2	D.U.
29	Office/Retail	27,175	S.F.
30	Parking Only (3)	NA	NA
31	Office/Retail	72,932	S.F.
32	Housing	19	D.U.
32	Office/Retail	12,809	S.F.
33	Housing	30	D.U.
34	Office/Retail	65,623	S.F.
35	Housing	3	D.U.
36	Transit (4)	NA	NA
36	Retail	8,447	S.F.
37	Office	3,000	S.F.

(1) Zones 1-9 currently include planned land uses under construction.
(2) Zone 15 only contains parking spaces.
(3) Zone 30 only contains single-family unit housing, which was not reviewed as part of this study.
(4) Zone 36 includes a park-and-ride facility, existing land use size not available.

Existing Parking Supply

The parking supply of each zone was inventoried. The existing parking supply includes on-street, off-street, and handicap spaces. For off-street parking, the City provided the parking supply of the private garages, as summarized in Table 2. The total parking supply within each zone is shown in Table 3 and illustrated in Figure 2.

Table 2
Private Garage Parking Locations

Zone	Parking Lot	Land Use	Surface Spaces	Garage Spaces (1)	Total
16	630 Apartments	Housing	10	19	29
22	930 Rice Street	Housing	0	12	12
26	TCF Bank (east/west)	Office	137	58	195
31	445 Lake Street Shopping Center	Office/Retail	57	80	137
32	230 Manitoba Avenue	Housing	0	20	20
34	315 Manitoba Avenue	Office	0	18	18
		Total	**204**	**207**	**411**

(1) Parking supply provided by the City of Wayzata.

Table 3
Existing Parking Supply

Zone	On-Street	Handicap On-Street	Off-Street	Handicap Off-Street	Total
1-9 (1)	*5*	*0*	*1,336*	*NA*	*1,341*
10	32	0	286	6	318
11	0	0	191	2	191
12	0	0	62	2	62
13	0	0	24	1	24
14	13	0	65	1	78
15	34	0	46	2	80
16 (2)	51	1	334	7	385
17	45	0	122	4	167
18	40	0	95	9	135
19	0	0	46	2	46
20	0	0	56	0	56
21	12	0	12	0	24
22 (2)	32	0	12	0	44
23	0	0	155	3	155
24	35	0	37	1	72
25	0	0	256	4	256
26 (2)	8	0	195	4	203
27	33	0	166	3	199
28	9	0	169	4	178
29	37	0	71	2	108
30	20	0	0	0	20
31 (2)	50	0	189	4	239
32 (2)	45	0	38	1	83
33	19	0	22	0	41
34 (2)	24	0	36	0	60
35	11	0	0	0	11
36	4	0	127	2	131
37	0	0	8	0	8
Total	**559**	**1**	**4,156**	**64**	**4,715**

(1) Zones 1-9 are currently under construction. Off-street parking included in the existing parking supply is based on current development plans.

(2) Off-street parking supply includes private garage parking spaces.

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Existing Parking Supply

Wayzata Parking Update

City of Wayzata

Figure 2

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: 14 spaces
- Three Rivers Park Trail: 6 spaces
- Parking permit required: 48 spaces
- Public parking: 176 spaces

Parking Supply Comparison (2005 and 2012)

The 2005 parking study identified 23 zones in the downtown Wayzata area focusing east of Walker Avenue. One of the most notable changes since the 2005 study is the Wayzata Bay Center (zones 1-9), which is currently under construction. Compared to the redevelopment plan proposed in 2005, the current plan includes an additional 527 parking spaces. Furthermore, the 2005 parking study assumed a new parking ramp for the redevelopment plans for zone 10. With the Municipal Grill and Liquor store constructed, the current supply does not assume a new parking ramp, which results in more than 400 fewer parking spaces than previously reviewed. The need for a new parking ramp will be evaluated later in this study when potential redevelopment land use scenarios are reviewed for this zone.

Existing Parking Utilization

October 2012

To determine current usage patterns and calibrate the parking demand model, parking utilization surveys were conducted in October 2012 at the following times:

- Weekday (Tuesday) at 2:00 p.m.
- Weekday (Wednesday) at 10:00 a.m.
- Weeknight (Thursday) at 6:00 p.m.
- Weekday (Friday) at 12:00 p.m.
- Weekend (Saturday) at 1:00 p.m.
- Weekend (Saturday) at 6:00 p.m.
- Weekend (Sunday) at 11:00 a.m.

It should be noted that when the parking surveys were conducted, Wayzata Boulevard and zones 1-9 were under construction. On-street parking is not permitted along Wayzata Boulevard within the study area and therefore, the construction is not expected to have an impact on the parking survey. However, due to the Wayzata Bay Center construction, parking utilization data was not collected in zones 1-9, which is reflected in the demand utilization results.

The utilization surveys were completed for all on-street areas within the study area and for most off-street parking lots (single-family housing parking areas were excluded). It should be noted that while the private garages are accounted for in the total parking supply, these garages were not accessible to survey the actual parking demand. Therefore, utilization survey results for these six zones do not include the private garage spaces and related surface parking.

Results from three of the utilization surveys are presented in Table 4 (Friday at 12:00 p.m., Tuesday at 2:00 p.m., and Sunday at 11:00 a.m.). These represent the overall peak period for the east side (Friday at 12:00 p.m.), the overall peak period for the west side (Tuesday at 2:00 p.m.) and a time period of concern (Sunday at 11:00 a.m.).

Table 4
Selected Parking Utilization Results Highlighted – October 2012

Zone	Supply Total	Fri @ 12 p.m.		Tues @ 2 p.m.		Sun @ 11 a.m.	
		Demand	**Percent**	**Demand**	**Percent**	**Demand**	**Percent**
1-9 (1)	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*
10	318	246	77%	191	60%	41	13%
11	191	110	58%	103	54%	52	27%
12	62	23	37%	27	44%	4	6%
13	24	8	33%	16	67%	4	17%
14	78	60	77%	46	59%	43	55%
15	80	68	85%	44	55%	44	55%
16 (2)	356	203	57%	213	60%	61	17%
17 (3)	167	47	28%	62	37%	109	65%
18	135	24	18%	33	24%	128	95%
19	46	35	76%	31	67%	5	11%
20	56	10	18%	14	25%	20	36%
21	24	2	8%	3	13%	1	4%
22 (2)	32	13	41%	6	19%	10	31%
23	155	78	50%	99	64%	1	1%
10-23 Subtotal	**1,724**	**927**	**54%**	**888**	**52%**	**523**	**30%**
24	72	27	38%	22	31%	13	18%
25	256	31	12%	39	15%	13	5%
26 (2)	8	6	75%	6	75%	1	13%
27	199	59	30%	51	26%	3	2%
28	178	75	42%	73	41%	14	8%
29	108	34	31%	46	43%	33	31%
30	20	2	10%	1	5%	10	50%
31 (2)	102	43	42%	49	48%	1	1%
32 (2)	63	7	11%	18	29%	9	14%
33	41	8	20%	8	20%	11	27%
34 (2)	42	24	57%	29	69%	4	10%
35	11	4	36%	5	45%	3	27%
36	131	50	38%	76	58%	1	1%
37	8	1	13%	6	75%	0	0%
24-37 Subtotal	**1,239**	**371**	**30%**	**429**	**35%**	**116**	**9%**
TOTAL	**2,963**	**1,298**	44%	**1,317**	**44%**	**639**	22%

(1) Zones 1-9 currently under construction, parking utilization data was not collected (supply not included in total).
(2) Zones with a private parking garage. Garage and surface parking associated with the specific land use is removed from the existing supply.
(3) Used for additional parking for St. Bartholomew's Church (zone 18) during services

July 2013

Based on discussions with the City, there was concern about the parking demand increase during the summer months due to the trail/lake activities in the area. Therefore, additional parking utilization surveys were collected to determine the impact to the parking demand during the summer months. Utilization data was only collected for zones 10, 15, 16, and 25 during the two identified peak periods (Friday at 12:00 p.m. and Tuesday at 2:00 p.m.) on July 9, 2013 and July 12, 2013. The collected parking demand was compared to the data collected in October to create a “seasonal peak factor”. It should be noted that these zones were selected based on discussions with the City and an understanding of what areas are impacted the most during summer months.

Results shown in Table 5 indicate that the number of observed vehicles parked in these zones was significantly higher in July than in October. Therefore, to ensure that the analysis accounts for the summer parking demand, the collected parking demand for zones 10, 15, 16, and 25 during July and the remaining data collected in October were used to determine the existing parking needs. This combined resultant utilization is summarized in Table 6 and illustrated in Figures 3, 4, and 5 for the three time periods. The combined parking utilization surveys indicate that the existing parking supply has a maximum of 52 percent of the spaces occupied during the Tuesday at 2:00 p.m. time period. The results of all utilization surveys, both on-street and off-street, are presented in Appendix A of this report.

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

Zone	Supply Total	Friday @ 12 p.m.			Tuesday @ 2 p.m.		
		Demand	Percentage	Seasonal Peak Factor (2)	Demand	Percentage	Seasonal Peak Factor (2)
10	332	296	93%	1.20	252	79%	1.32
15	80	75	94%	1.10	62	78%	1.41
16 (1)	356	273	77%	1.34	283	79%	1.33
25	256	133	52%	4.29	116	45%	2.97
Total	**1,024**	**777**	**76%**	**1.99**	**713**	**70%**	**1.76**

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

(2) Parking demand surveys collected in July and divided by data collected in October.

Parking Zone Groups

Results of the parking survey indicate that zones with primary land uses of retail or restaurant typically had the highest utilization on Friday at 12:00 p.m., while zones with a primary land use of office typically had the highest utilization on Tuesday at 2:00 p.m. Therefore, to accurately analyze the study area parking demand, the study area was split into two different zones: office and retail/restaurant. The majority of the zones have a primary land use of office west of Broadway Avenue (excluding zone 15 where the parking serves the retail area). The majority of the zones have a primary land use of retail or restaurant east of Broadway Avenue. Zones 17 and 18 show higher usage associated with St. Bartholomew’s church service on Sunday mornings. Figure 6 presents how the study zones peak demand utilization times were grouped.

Table 6
Selected Parking Utilization Results Highlighted – Resultant Utilization

Zone	Supply Total	Fri @ 12 p.m.		Tues @ 2 p.m.		Sun @ 11 a.m.	
		Demand	Percent	Demand	Percent	Demand	Percent
1-9 (1)	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*
10	318	296	93%	252	79%	41	13%
11	191	110	58%	103	54%	52	27%
12	62	23	37%	27	44%	4	6%
13	24	8	33%	16	67%	4	17%
14	78	60	77%	46	59%	43	55%
15	80	75	94%	62	78%	44	55%
16 (2)	356	273	77%	283	79%	61	17%
17 (3)	167	47	28%	62	37%	109	65%
18	135	24	18%	33	24%	128	95%
19	46	35	76%	31	67%	5	11%
20	56	10	18%	14	25%	20	36%
21	24	2	8%	3	13%	1	4%
22 (2)	32	13	41%	6	19%	10	31%
23	155	78	50%	99	64%	1	1%
10-23 Subtotal	**1,724**	**1,054**	**61%**	**1,037**	**60%**	**523**	**30%**
24	72	27	38%	22	31%	13	18%
25	256	133	52%	116	45%	13	5%
26 (2)	8	6	75%	6	75%	1	13%
27	199	59	30%	51	26%	3	2%
28	178	75	42%	73	41%	14	8%
29	108	34	31%	46	43%	33	31%
30	20	2	10%	1	5%	10	50%
31 (2)	102	43	42%	49	48%	1	1%
32 (2)	63	7	11%	18	29%	9	14%
33	41	8	20%	8	20%	11	27%
34 (2)	42	24	57%	29	69%	4	10%
35	11	4	36%	5	45%	3	27%
36	131	50	38%	76	58%	1	1%
37	8	1	13%	6	75%	0	0%
24-37 Subtotal	**1,239**	**473**	**38%**	**506**	**41%**	**116**	**9%**
TOTAL	**2,963**	**1,527**	**52%**	**1,543**	**52%**	**639**	**22%**

(1) Zones 1-9 currently under construction, parking utilization data was not collected (supply not included in total).
(2) Zones with a private parking garage. Garage and surface parking associated with the specific land use is removed from the existing supply.
(3) Used for additional parking for St. Bartholomew's Church (zone 18) during services

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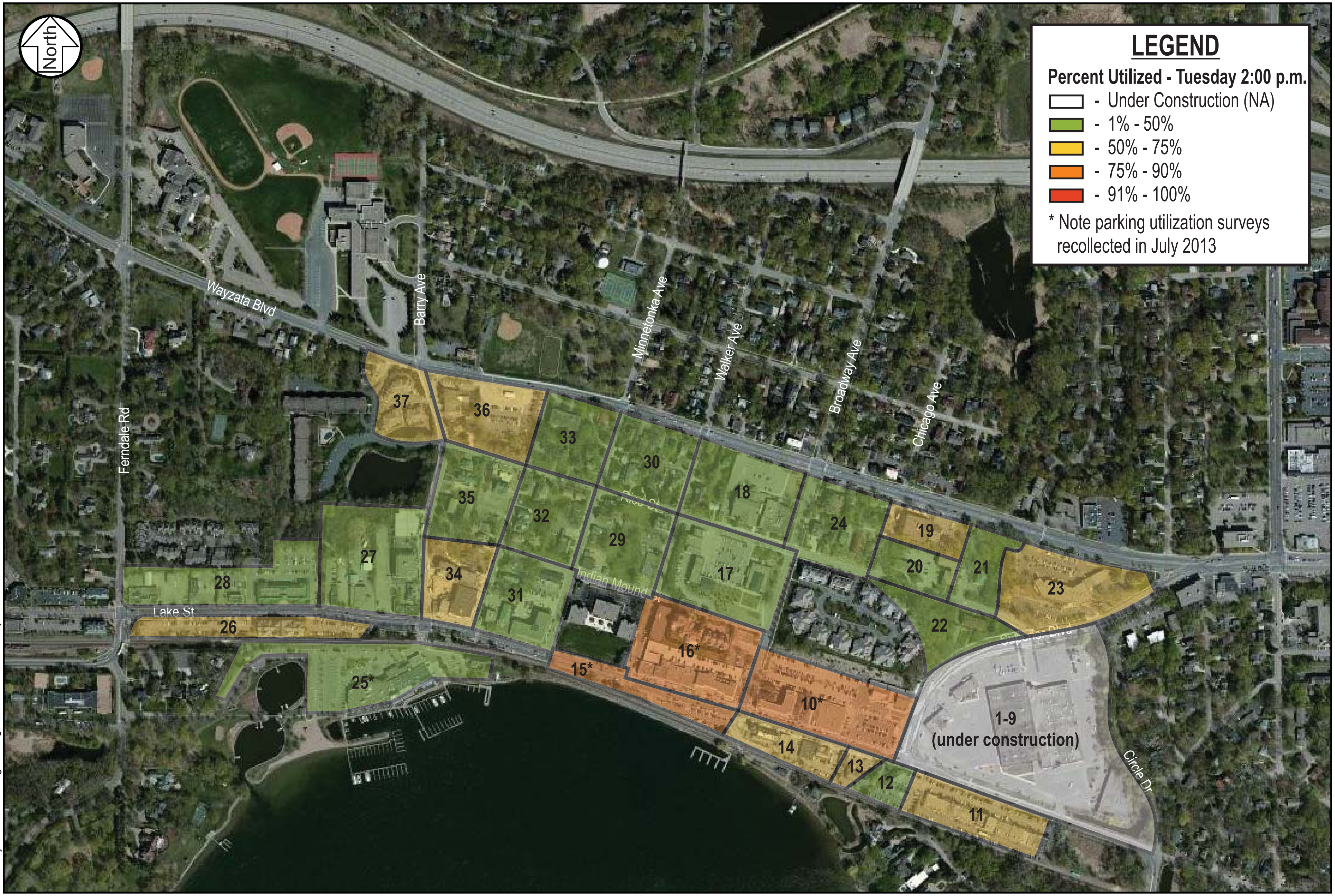
Parking Utilization Results - Friday at 12:00 p.m.

Wayzata Parking Update

City of Wayzata

Figure 3



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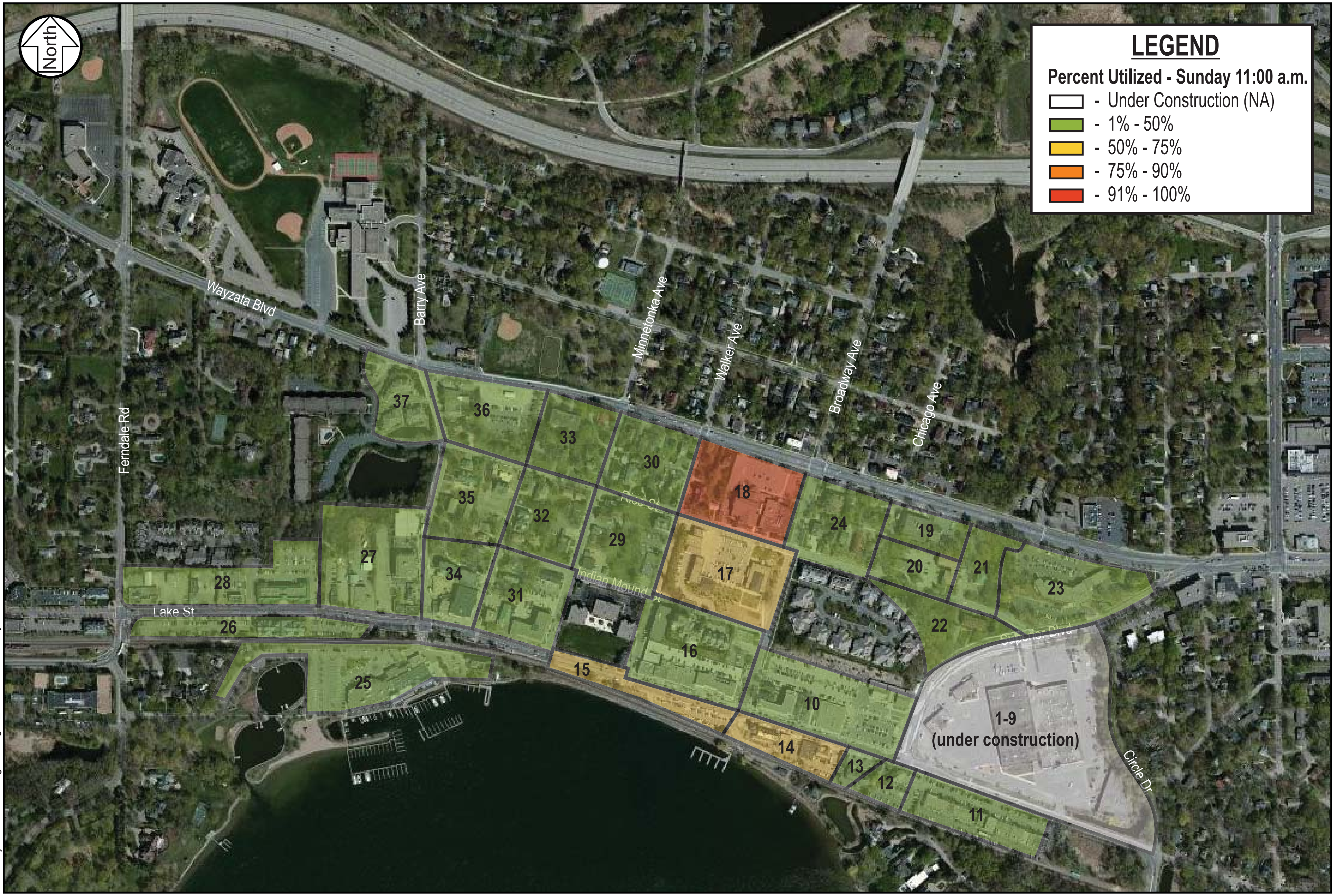
Parking Utilization Results - Tuesday at 2:00 p.m.

Wayzata Parking Update

City of Wayzata

Figure 4



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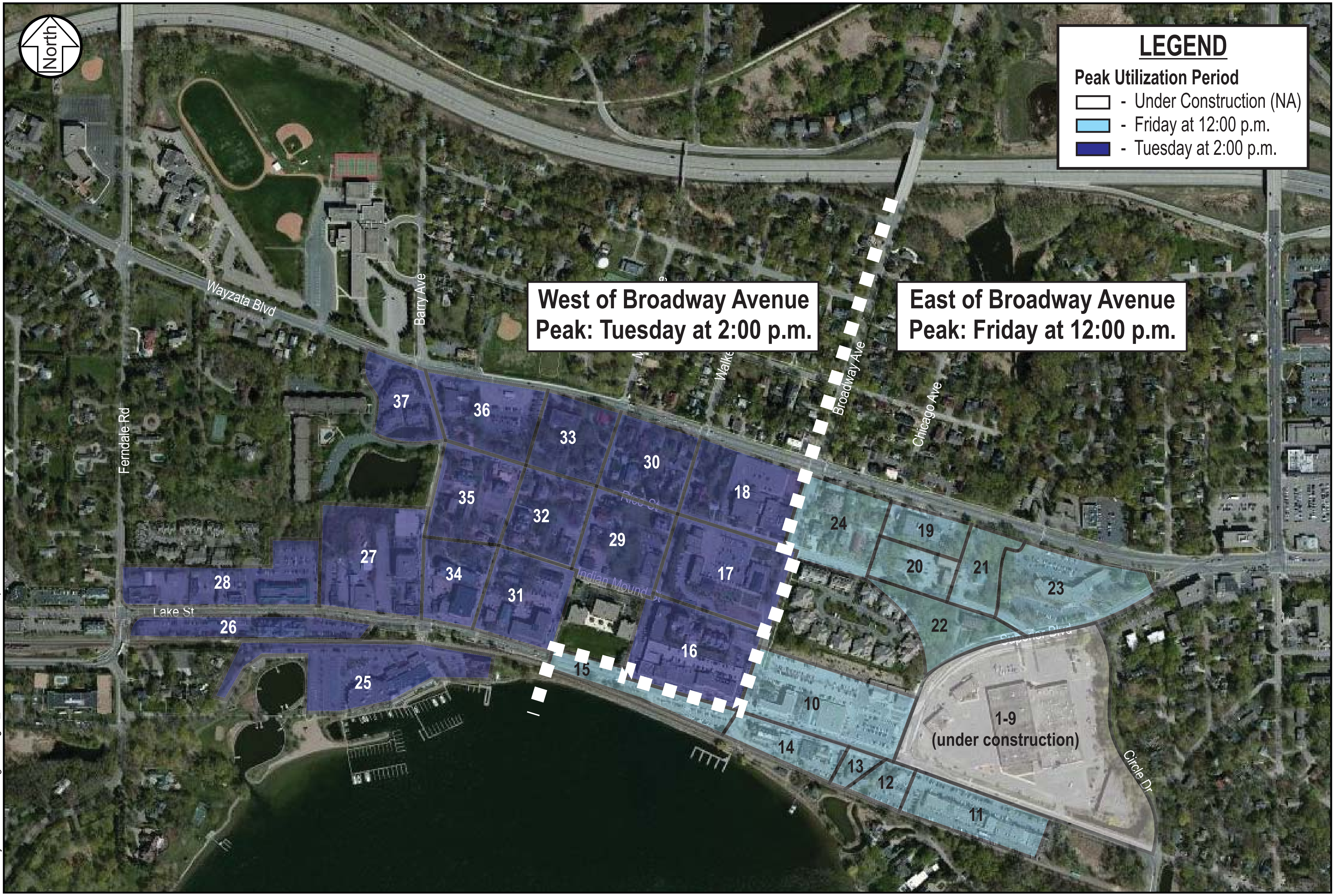
Parking Utilization Results - Sunday at 11:00 a.m.

Wayzata Parking Update

City of Wayzata

Figure 5



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Peak Parking Utilization Results - (Friday at 12:00 p.m./Tuesday at 2:00 p.m.)

Wayzata Parking Update

City of Wayzata

Figure 6

ITE PARKING DEMAND

As previously stated, zones 1-9 are currently under construction. Off-street parking assumed in the existing parking supply (Table 3) is based on current development plans. Table 7 summarizes the planned land uses and parking supply for zones 1-9, which includes five on-street spaces.

Table 7
Zones 1-9 Proposed Supply

Zone	Location	Primary Land Uses	Quantity	Unit	Existing Supply Total
1-9	Wayzata Bay Center East Block	Hotel	100	D.U.	358
1-9	Wayzata Bay Center East Block	Office	27,300	S.F.	
1-9	Wayzata Bay Center East Block	Retail	26,929	S.F.	
1-9	Wayzata Bay Center North Block	Housing	163	D.U.	140
1-9	Wayzata Bay Center Plaza Block	Housing	66	D.U.	232
1-9	Wayzata Bay Center Plaza Block	Retail	21,337	S.F.	
1-9	Wayzata Bay Center West Block	Housing	98	D.U.	333
1-9	Wayzata Bay Center West Block	Retail	43,523	S.F.	
1-9	Wayzata Bay Center Superior Block	Retail	91	S.F.	273
1-9	Wayzata Bay Center Superior Block	Housing	30,400	D.U.	
1-9	NA (On-Street Parking)		NA	NA	5
				Total	**1,341**

An estimate of the parking demand for the planned land uses currently being constructed in zones 1-9 was calculated based on the *Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition (2010).* 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 8.

Table 8
ITE Average Parking Demand Generation Rates

Land Use	Rate
Residential *(230)*	1.38 spaces per unit
Hotel *(310)*	1.3 space per unit
Church *(560)*	0.20 space per seat
Library *(590)*	2.61 space per 1000 SF
Office *(701)*	2.84 space per 1000 SF
Government Office *(730)*	4.15 space per 1000 SF
Retail *(820)*	2.87 space per 1000 SF
Bank *(912)*	4.00 space per 1000 SF
Restaurant *(932)*	17.30 space per 1000 SF

It should be noted that the observed parking demand in zones 15 and 25 include vehicles parked to use the Three Rivers Park District trails or the Wayzata Bay beach and marina. The *ITE Parking Generation Manual* does not provide an accurate estimate to account for the trail or Wayzata Bay beach and marina parking demand.

As shown in Table 9, the parking demand for zones 1-9 was calculated using the ITE rates and existing land use quantities. The results for these zones indicate that there is an overall surplus of 206 spaces. Table 9 shows the results of the existing and currently constructed land use parking demand model using the average ITE rates, which results in an overall surplus of 206 parking spaces. Since the existing size of the park-and-ride facility in zone 36 is not available, the ITE parking demand was not calculated for this zone. The full model calculations are shown in Appendix B.

Using the average ITE rates, the overall study area has a surplus of 215 spaces. Zones 1-9 have a surplus of 206 spaces, zones 10-23 have a deficit of 238 spaces, and zones 24-37 have a surplus of 247 spaces. Shared 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 9
Existing Parking Demand Using Average ITE Rates

Zone	Existing Supply	ITE Demand	Surplus / (Deficit)
1-9 (Hotel) – East Block	*358*	130	*73*
1-9 (Office) – East Block		78	
1-9 (Retail) – East Block		77	
1-9 (Housing) – North Block	*140*	225	*(85)*
1-9 (Housing) – Plaza Block	*232*	91	*80*
1-9 (Retail) – Plaza Block		61	
1-9 (Housing) – West Block	*273*	126	*60*
1-9 (Retail) – West Block		87	
1-9 (Housing) – Superior Block	*333*	135	*73*
1-9 (Retail) – Superior Block		125	
1-9 (On-Street Parking)	*5*	NA	*5*
1-9 Subtotal	***1,341***	***1,135***	***206***

Table 9 – Continued
Existing Parking Demand Using Average ITE Rates

Zone	Existing Supply	ITE Demand	Surplus / (Deficit)
10	318	484	(166)
11	191	208	(17)
12	62	30	32
13	24	32	(8)
14	78	262	(184)
15	80	1	79
16	385	350	35
17	167	128	39
18	135	129	6
19	46	84	(38)
20	56	47	9
21	24	8	16
22	44	17	27
23	155	221	(66)
10-23 Subtotal	**1,765**	**2,003**	**(238)**
24	72	45	27
25	256	182	74
26	203	104	99
27	199	146	53
28	178	163	15
29 (2)	108	80	28
30	20	0	20
31 (2)	239	208	31
32 (2)	83	63	20
33	41	41	(0)
34 (2)	60	187	(127)
35	11	4	7
36 (3)	NA	NA	NA
37	8	9	(1)
24-37 Subtotal	**1,478**	**1,231**	**247**
Total	**4,584**	**4,369**	**215**

(1) Zones 1-9 currently include planned land uses under construction.
(2) Estimated office/retail land use percentage provided by City.
(3) Park-and-ride facility (zone 36) existing land use size not available.

RECOMMENDED PARKING DEMAND

A comparison between the ITE parking demand estimates and utilization survey results was conducted. ITE estimates identified an overall surplus of 215 spaces, which equates to 95 percent of all parking spaces utilized. However, the parking utilization survey indicated that the existing parking supply has a maximum of 52 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 Tuesday at 2:00 p.m. for zones west of Broadway Avenue (see Figure 6) were divided by the combined square footage to yield an observed parking demand rate estimate of 2.19 spaces per 1,000 square feet of retail, restaurant, and office. Table 10 presents the results of this analysis.

The estimate of future parking demand is based on proposed land uses. 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 2.19 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. 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 11. The ITE demand estimate indicates there is a surplus on an average peak time period with 95 percent usage. The flat rate method, which combines field observations data and City code requirements, estimates a surplus with approximately 74 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 52 percent during any period surveyed.

The recommended demand rate for the study area is the average of the two previously described methods. The estimated demand rate shown in Table 12 for retail, restaurant, and office space is 2.71 spaces per 1,000 square feet. The result of this calculation is also presented in Table 11. Approximately 85 percent of the study area’s supply will be used on an average peak time period using this recommended rate.

Table 10
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 [(1)]	*NA*	*NA*	*149,489*	*NA*
10	Fri.	296	75,111	3.94
11	Fri.	110	38,400	2.86
12	Fri.	23	10,588	2.17
13	Fri.	8	11,250	0.71
14	Fri.	60	24,951	2.40
15	Fri.	75	0	NA
16 [(2)]	Tues.	283	80,567	3.51
17	Tues.	62	37,722	1.64
18	Tues.	33	0	NA
19	Fri.	35	29,442	1.19
20	Fri.	10	0	NA
21	Fri.	2	0	NA
22 [(2)]	Fri.	13	0	NA
23	Fri.	78	60,203	1.30
24	Fri.	27	15,906	1.70
25	Tues.	116	64,000	1.81
26 [(2)]	Tues.	6	0	NA
27	Tues.	51	51,387	0.99
28	Tues.	73	57,505	1.27
29	Tues.	46	27,175	1.69
30	Tues.	1	0	NA
31 [(2)]	Tues.	49	29,995	1.63
32 [(2)]	Tues.	18	12,809	1.41
33	Tues.	8	0	NA
34 [(2)]	Tues.	29	65,623	0.44
35	Tues.	5	0	NA
36 [(3)]	Tues.	NA	NA	NA
37	Tues.	6	3,000	2.00
	Total	**1,523**	**695,634**	**2.19**

(1) Zones 1-9 are currently under construction and not included in total.
(2) Zones with a private parking garage. Garage and surface parking associated with the specific land use is not included.
(3) Zone 36 includes a park-and-ride facility, existing land use size not available and occupied park-and-ride parking spaces removed.

Table 11
Demand Calculations: ITE Rate, Flat Rate, and Recommended Rate

Zone	Existing Supply	ITE Rate Demand	Flat Rate Demand	Recommended Rate Demand
1-9 (1)	1,341	1,135	1,232	1,341
10	318	484	164	203
11	191	208	84	104
12	62	30	23	29
13	24	32	25	30
14	78	262	55	68
15	80	1	0	0
16 (2)	385	350	201	242
17	167	128	83	102
18 (3)	135	129	216	216
19	46	84	65	80
20	56	47	68	68
21	24	8	12	12
22	44	17	24	24
23	155	221	132	163
10-23 Subtotal	**1,765**	**2,003**	**1,150**	**1,340**
24	72	45	35	43
25	256	182	140	173
26 (2)	203	104	80	99
27	199	146	113	139
28	178	163	126	156
29	108	80	64	78
30	20	0	0	0
31 (2)	239	208	160	198
32	83	63	66	73
33	41	41	60	60
34	60	187	144	178
35	11	4	6	6
36 (4)	NA	NA	NA	NA
37	8	9	7	8
24-37 Subtotal	**1,478**	**1,231**	**999**	**1,209**
Total	**4,584**	**4,369**	**3,412**	**3,890**
	Surplus/(Deficit)	**215**	**1,172**	**694**
	Percent Utilized	**95%**	**74%**	**85%**

(1) Zones 1-9 currently includes planned land uses under construction.
(2) Zones include parcels with private parking garages.
(3) Church (zone 18) occupied parking spaces removed from zone 18 total
(4) Park-and-ride facility (zone 36) existing land use not available.

Table 12
Method for Calculating Recommended Demand Rate

ITE Rate Demand	4,369
Flat Rate Demand	3,417
Average Demand	3,890
Demand For Housing [(1)]	1,072
Demand For Hotel [(2)]	100
Demand For Church [(3)]	216
Demand For Park-And-Ride [(4)]	NA
Total Non-Retail Restaurant, And Office Demand	1,388
Retail, Restaurant, And Office Demand	2,503
Retail, Restaurant, And Office Square Footage	924,610
Demand Per 1,000 Square Feet Of Retail, Restaurant, And Office	**2.71**

(1) Based on zoning code rate of 2.0 spaces per unit (536 units)
(2) Based on zoning code rate of 1.0 spaces per unit (100 units)
(3) Based on zoning code rate of 0.33 spaces per seat (647 seats)
(4) Park-and-ride facility (zone 36) existing land use not available.

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 weekly outdoor concerts in the summer months, a farmers market, 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 13 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 13
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 14, results of the handicap supply analysis indicate that all zones, with the exceptions of zones 18, 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.

Table 14
Handicap Parking Supply

Zone	Existing		City Code Requirement	Surplus / (Deficit)
	Off-Street Parking Supply	Handicap Parking Supply		
1-9 (1)	1,341	NA	NA	NA
10	286	6	12	(6)
11	191	2	8	(6)
12	62	2	3	(1)
13	24	1	1	0
14	65	1	5	(4)
15	46	2	2	0
16 (2)	315	8	10	(2)
17	122	4	6	(2)
18 (3)	95	9	4	5
19	46	2	3	(1)
20	56	0	1	(1)
21	12	0	1	(1)
22	0	0	0	0
23	155	3	8	(5)
24	37	1	3	(2)
25	256	5	8	(3)
26 (2)	137	4	6	(2)
27	166	3	12	(9)
28	169	4	9	(5)
29	71	2	7	(5)
30	0	0	0	0
31 (2)	109	4	7	(3)
32	18	2	4	(2)
33	22	0	1	(1)
34	18	0	2	(2)
35	0	0	0	0
36	127	2	8	(6)
37	8	0	1	(1)
Total	**2,613**	**67**	**131**	(64)

(1) Zones 1-9 currently under construction, parking utilization data was not collected (supply not included in total).
(2) Zones include parcels with private parking garages. Parcel parking removed from existing supply.

The handicap parking demand was collected in concurrence with the parking surveys conducted in October 2012. The results of the utilization shown in Table 15 indicate that a maximum of 17 percent of the handicap spaces were occupied during the peak periods analyzed. While the numbers of spaces do not meet City code requirements, the utilization data indicates that there is sufficient availability.

Table 15
Selected Handicap Parking Utilization Results Highlighted

Zone	Total	Fri @ 12 p.m.		Tues @ 2 p.m.		Sun @ 11 a.m.	
		Demand	Percent	Demand	Percent	Demand	Percent
1-9 (1)	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*
10	6	2	33%	1	17%	0	0%
11	2	0	0%	1	50%	0	0%
12	2	1	50%	0	0%	0	0%
13	1	0	0%	0	0%	0	0%
14	1	0	0%	0	0%	1	**100%**
15	2	2	**100%**	2	**100%**	1	50%
16 (2)	7	1	14%	1	14%	0	0%
17	4	0	0%	1	25%	2	50%
18	9	0	0%	1	11%	6	**67%**
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 (2)	0	0	0%	0	0%	0	0%
23	3	0	0%	1	33%	0	0%
24	1	0	0%	0	0%	0	0%
25	5	1	20%	0	0%	0	0%
26 (2)	0	0	0%	0	0%	0	0%
27	3	1	33%	0	0%	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 (2)	2	0	0%	0	0%	0	0%
32 (2)	1	0	0%	0	0%	0	0%
33	0	0	0%	0	0%	0	0%
34 (2)	0	0	0%	0	0%	0	0%
35	0	0	0%	0	0%	0	0%
36	2	0	0%	1	50%	0	0%
37	0	0	0%	0	0%	0	0%
Total	**58**	**9**	**16%**	**9**	**16%**	**10**	**17%**

(1) Zones 1-9 currently under construction, parking utilization data was not collected (supply not included in total).

(2) Zones include parcels with private parking garages. Garage and surface parking associated with the specific land use is removed from the existing supply.

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 Muni Restaurant and Grill), zone 15, 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.

ZONE 10 REDEVELOPMENT SCENARIOS

Land Use

Based on discussions with City staff, zone 10 is being considered for redevelopment, including the potential for a parking ramp to be constructed within the zone. Three future zone 10 land use scenarios were reviewed (see Figure 7):

Zone 10

- *Building A*: New development
  - Retail: 7,400 square feet (first floor)
  - Office: 6,200 square feet (second floor)
- *Building B*: Redevelopment
  - Retail: 5,400 square feet (first floor)
  - Office: 6,000 square feet (second floor)
  - Office: 6,000 square feet (third floor) – *optional* (Scenarios 1 and 2)
- *Building C*: Existing development
  - Retail: 9,000 square feet
  - Office: 18,675 square feet
- *Building D*: Existing development
  - Retail: 19,642 square feet
  - Office: 1,700 square feet
  - Restaurant: 6,019 square feet
- *Building D*: New development
  - Office: 27,361 square feet (second floor)
- *Building E*: New development – *optional* (Scenarios 1 and 3)
  - Retail: 12,000 square feet (first floor)
  - Office: 12,000 square feet
- *Building F*: Existing building
  - Retail: 6,300 square feet (approximately)
  - Restaurant: 6,325 square feet (approximately)

The building sizes for all of the land uses scenarios are summarized in Table 16.

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Zone 10 Redevelopment Scenarios

Wayzata Parking Update

City of Wayzata

Figure 7

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Table 16
Zone 10 Scenario Land Use Size Summary

Scenario	Total S.F.	Building Square Footage					
		A	B	C	D	E	F
1	150,029	13,600	17,400	27,675	54,722	24,000	12,632
2	126,029	13,600	17,400	27,675	54,722	0	12,632
3	144,029	13,600	11,400	27,675	54,722	24,000	12,632

Parking Supply

Zone 10 currently provides 318 parking spaces, including 32 on-street spaces and 286 off-street spaces. The future land use scenarios will impact the off-street parking supply for zone 10. However, the 32 on-street spaces are expected to continue to be available for future use under all three scenarios.

For Scenario1 and Scenario1 3, zone 10 will provide 188 off-street parking spaces (121 parking spaces in the north lot, 4 parking spaces near Building B, and 63 parking spaces in the southeast lot), for a total of 220 parking spaces, including the on-street parking. Scenario 2 will provide 222 off-street parking spaces (121 parking spaces in the north lot, 4 parking spaces near Building B, and 97 parking spaces in the southeast lot), for a total of 254 parking spaces, including on-street parking.

ITE Parking Demand

The ITE parking demand for all three scenarios was calculated and compared to the proposed parking supply. Results of this comparison, shown in Table 17, indicate that under all three scenarios, zone 10 is expected to have a deficit in parking based on the average ITE parking demand.

Table 17
ITE Average Parking Demand

Scenario	Total S.F.	Total Demand	Total Supply	Surplus/(Deficit)
1	150,029	605	220	(385)
2	126,029	537	254	(283)
3	144,029	588	220	(368)

Recommended Parking Demand Model

The recommended rate, was also used to estimate the expected parking demand under all three land use scenarios. The recommended rate parking demand (2.71 spaces per 1,000 square feet of retail, restaurant, and office space) was once again compared to the proposed parking supply. Results shown in Table 18 indicate that all scenarios are expected to have a deficit in parking based on the recommended parking demand model.

Table 18
Recommended Rate Parking Demand

Scenario	Total S.F.	Total Demand	Total Supply	Surplus/(Deficit)
1	150,029	405	220	(185)
2	126,029	341	254	(87)
3	144,029	389	220	(169)

It should be noted that the recommended parking demand model represents the average demand throughout the downtown area. The existing parking demand for zone 10 is significantly higher than the other zones in the downtown area. However, based on parking surveys collected in October 2012 and July 2013, there is a surplus of parking available in the adjacent zones 1-9 and 13-16.

WEST ZONES REDEVELOPMENT SCENARIOS

Land Use

Based on discussions with City staff, zones 25, 26, 27, and 28 are also being considered for redevelopment. Up to three redevelopment land use scenarios were reviewed for each zone (see Figure 8), which are summarized below:

Zone 25

- *Existing*
  - *Office: 64,000 square feet (Boatworks)*
    - *Note there is an existing restaurant, but it is not currently occupied.*
- Full Build Condition
  - Office: 56,500 square feet (existing building)
  - Restaurant: 7,500 square feet (existing building)
  - Boat Museum: 5,000 square feet (new development)
  - Retail: 2,500 square feet (new development)
- Alternative Land Use Scenario 1
  - Office: 56,500 square feet (existing building)
  - Restaurant: 7,500 square feet (existing building)
- Alternative Land Use Scenario 2
  - Office: 64,000 square feet (existing building)

Zone 26

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

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0137920
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West Zones Redevelopment Scenarios

Wayzata Parking Update
City of Wayzata

Figure 8

Zone 27

- *Existing*
  - *Office: 51,387 square feet*
- Full Build Condition
  - Office: 35,599 square feet (existing buildings)
  - Retail: 15,000 square feet (new development – first floor)
  - Office: 30,000 square feet (new development – second/third floors)
- Alternative Land Use Scenario 1
  - Office: 35,599 square feet (existing buildings)
  - Retail: 15,000 square feet (new development – first floor)
  - Office: 15,000 square feet (new development – second floor)
  - Residential: 10 dwelling units (new development – third floor)
- Alternative Land Use Scenario 2
  - Office: 35,599 square feet (existing buildings)
  - Retail: 10,000 square feet (new development)
  - Residential: 75 dwelling units (new development)

Zone 28

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

Parking Supply

The proposed parking supply for the west zone's redevelopment scenarios are not known at this time, therefore the existing parking supply and demand for zones 25, 26, 27 and 28 shown in Table 19 were reviewed. Many of the redevelopment land use scenarios include the construction of a new building, which is expected to reduce the future parking supply unless structured parking is provided. It should be noted that the parking utilization observed Tuesday at 2:00 p.m. was selected since the recommended rate for the west zones is based on that time period.

Table 19
Parking Supply - West Zone Redevelopment Scenarios

Zone	Supply Total	Tues @ 2 p.m.	
		Demand	Percent
25	256	116	45%
26 [1]	203	NA	NA
27	199	51	26%
28	178	73	41%

(1) Off-street parking supply includes private garage parking spaces.

Parking Demand

Once again the parking demand for each redevelopment scenario was calculated based on the average ITE parking rate and the recommended parking rate (2.71 spaces per 1,000 square feet of retail, restaurant, and office). Since the proposed parking supply for each zone's land use scenarios are not known at this time, the calculated parking demand shown in Table 20 provides a high-level review for the City to consider as redevelopment occurs to ensure that there will be an adequate on-street and off-street parking supply.

Table 20
ITE and Recommend Rate Parking Demand Summary

Scenario	Total S.F.	ITE Demand	Recommended Rate
Zone 25			
Existing	64,000	182	173
Full Build	71,500	311	194
Alternative Land Use Scenario 1	64,000	290	173
Alternative Land Use Scenario 2	64,000	182	173
Zone 26			
Existing	36,550	104	99
Full Build	106,550	303	289
Zone 27			
Existing	51,387	147	139
Full Build	116,850	235	273
Alternative Land Use Scenario 1	80,599	231	219
Alternative Land Use Scenario 2	35,599	102	96
Zone 28			
Existing	57,505	163	156
Full Build	129,600	244	275

STUDY FINDINGS

This parking study has been completed for the Wayzata downtown area as an update to the *Wayzata Bay Center Redevelopment Parking Study* dated December 2005. The study findings are summarized below:

1. The combined parking utilization surveys from October 2012 and July 2013 indicate that the existing parking supply has a maximum of 52 percent of the spaces occupied during the Tuesday 2:00 p.m. time period.
2. Results of the parking survey indicate that zones with primary land uses of retail or restaurant (east side) had the highest utilization on Friday at 12:00 p.m., while zones with primary land use of office (west side), typically had the highest utilization on Tuesday at 2:00 p.m.
3. The results of the ITE parking demand model using the average ITE rates indicate that zones 1-9 have a surplus of 206 spaces, zones 10-23 have a deficit of 238 spaces, and zones 24-37 have a surplus of 247 spaces. This results in an overall surplus of 215 parking spaces.

4. Although the ITE estimates identified a surplus of 215 spaces (95 percent utilization), the parking utilization surveys found a maximum of 52 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.
5. The recommended demand rate for retail, restaurant, and office space is 2.71 spaces per 1,000 square feet. Approximately 85 percent of the study area’s supply will be used on an average peak time period using this recommended rate.
6. The results of the utilization survey indicate that a maximum of 17 percent of the handicap spaces were occupied during the peak periods analyzed. While the numbers of spaces do not meet City code requirements, the utilization data indicates that there is sufficient availability.
7. With the redevelopment of zone 10, the City will need to consider the construction of a parking ramp to meet the zone’s parking demand.
8. With the redevelopment of zones 25, 26, 27, and 28, the City will need to consider the calculated parking demands to ensure there will be an adequate on-street and off-street parking supply.

Appendix A
Parking Surveys

Attachment A-1
Utilization Survey Results (Combined October 2012 and July 2013 Data)

	Supply		Thurs @ 6pm		Fri @ 12 p.m.		Sat @ 1 p.m.		Sat @ 6 p.m.		Sun @ 11 a.m.		Tues @ 2 p.m.		Wed @ 10 a.m.	
			Demand		Demand		Demand		Demand		Demand		Demand		Demand	
Zone	On-Street	Off-Street	On-Street	Off-Street	On-Street	Off-Street	On-Street	Off-Street	On-Street	Off-Street	On-Street	Off-Street	On-Street	Off-Street	On-Street	Off-Street
1-9 [1]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10	32	286	23	235	26	270	24	179	22	159	12	29	20	232	15	126
11	0	191	0	68	0	110	0	96	0	47	0	52	0	103	0	89
12	0	62	0	31	0	23	0	34	0	12	0	4	0	27	0	21
13	0	24	0	8	0	8	0	10	0	3	0	4	0	16	0	7
14	13	65	13	35	10	50	10	43	10	25	5	38	3	43	9	47
15	34	46	22	45	29	46	13	40	8	35	12	32	20	42	16	30
16 [2]	51	305	39	110	50	223	35	50	34	61	36	25	46	237	41	139
17	45	122	0	46	1	46	1	45	0	70	18	91	0	62	0	34
18	40	95	4	53	4	20	11	15	21	89	35	93	1	32	2	45
19	0	46	0	14	0	35	0	10	0	4	0	5	0	31	0	38
20	0	56	0	18	0	10	0	16	0	21	0	20	0	14	0	14
21	12	12	1	0	1	1	0	0	1	0	1	0	1	2	3	5
22 [2]	32	0	0	0	13	0	13	0	10	0	10	0	6	0	9	0
23	0	155	0	27	0	78	0	15	0	1	0	1	0	99	0	97
24	35	37	6	4	15	12	6	2	6	1	12	1	12	10	18	14
25	0	256	0	12	0	133	0	31	0	37	0	13	0	116	0	42
26 [2]	8	0	0	0	6	0	0	0	0	0	1	0	6	0	7	0
27	33	166	7	16	10	49	3	11	1	1	0	3	7	44	11	51
28	9	169	0	16	0	75	0	23	0	9	0	14	2	71	0	75
29	37	71	3	6	8	26	3	4	0	0	15	18	17	29	13	25
30	20	0	3	0	2	0	9	0	5	0	10	0	1	0	1	0
31 [2]	50	52	7	6	25	18	9	6	3	0	0	1	31	18	21	25
32	45	18	5	1	6	1	7	1	6	1	7	2	12	6	7	5
33	19	22	3	12	3	5	0	1	1	11	1	10	1	7	2	9
34 [2]	24	18	6	4	16	8	11	5	0	5	1	3	21	8	15	8
35	11	0	4	0	4	0	6	0	2	0	3	0	5	0	3	0
36	4	127	0	10	0	50	10	11	0	0	0	1	0	76	6	60
37	0	8	0	2	0	1	0	0	0	0	0	0	0	6	0	1
Total	**554**	**2,409**	**146**	**779**	**229**	**1,298**	**171**	**648**	**130**	**592**	**179**	**460**	**212**	**1,331**	**199**	**1,007**

[1] Zones 1-9 currently under construction, parking utilization data was not collected (supply not included in total).

[2] Zones with a private parking garage. Garage and surface parking associated with the specific land use is removed from the existing supply.

Appendix B
Parking Models

Attachment B-1
Existing Rate Model

ZONE	PRIMARY LAND USES	QUANTITY	UNIT	OFF-STREET	ON-STREET	TOTAL
1-9	HOTEL	100	D.U.	0	0	0
1-9	HOUSING	163	D.U.	140	0	140
1-9	HOUSING	66	D.U.	0	0	0
1-9	HOUSING	91	D.U.	273	0	273
1-9	HOUSING	98	D.U.	333	0	333
1-9	OFFICE	27,300	SQ. FT.	358	0	358
1-9	RETAIL	26,929	SQ. FT.	0	0	0
1-9	RETAIL	21,337	SQ. FT.	232	0	232
1-9	RETAIL	30,400	SQ. FT.	0	0	0
1-9	RETAIL	43,523	SQ. FT.	0	5	5
10	OFFICE	20,375	SQ. FT.	286	32	318
10	RESTAURANT	6,000	SQ. FT.			
10	RESTAURANT	12,632	SQ. FT.			
10	RETAIL	36,104	SQ. FT.			
11	OFFICE	2,400	SQ. FT.	191	0	191
11	RESTAURANT	6,800	SQ. FT.			
11	RETAIL	29,200	SQ. FT.			
12	RETAIL	10,588	SQ. FT.	62	0	62
13	OFFICE	2,000	SQ. FT.	24	0	24
13	RETAIL	9,250	SQ. FT.			
14	OFFICE	4,674	SQ. FT.	8	13	78
14	RESTAURANT	13,208	SQ. FT.	42		
14	RETAIL	7,069	SQ. FT.	15		
15	PARKING	0	0	46	34	80
16	HOUSING	12	D.U.	29	51	385
16	OFFICE	40,284	SQ. FT.	305		
16	RESTAURANT	7,200	SQ. FT.			
16	RETAIL	33,083	SQ. FT.			
17	CITY HALL	19,414	SQ. FT.	122	45	167
17	LIBRARY	18,308	SQ. FT.			
18	CHURCH	647	SEATS	95	40	135
19	OFFICE	22,624	SQ. FT.	32	0	46
19	DRY CLEAN	6,818	SQ. FT.	14		
20	HOUSING	34	D.U.	56	0	56
21	HOUSING	6	D.U.	12	12	24
22	HOUSING	12	D.U.	12	32	44
23	BANK	43,142	SQ. FT.	155	0	155
23	OFFICE	17,061	SQ. FT.			
24	HOUSING	0	D.U.	0	35	72
24	OFFICE	15,906	SQ. F.T	37		
25	OFFICE (BOATWORKS)	64,000	SQ. FT.	256	0	256
26	OFFICE (TCF BANK)	36,550	SQ. FT.	195	8	203
27	OFFICE	51,387	SQ. FT.	166	33	199
28	OFFICE	57,505	SQ. FT.	169	9	178
29	HOUSING	2	D.U.	5	37	108
29	OFFICE/RETAIL	27,175	SQ. FT.	66		
30	HOUSING	0	D.U.	0	20	20
31	OFFICE/RETAIL	72,932	SQ. FT.	189	50	239
32	HOUSING	19	D.U.	20	45	83
32	OFFICE/RETAIL	12,809	SQ. FT.	18		
33	HOUSING	30	D.U.	22	19	41
34	OFFICE/RETAIL	65,623	SQ. FT.	36	24	60
35	HOUSING	3	D.U.	0	11	11
36	RETAIL	8,447	SQ. FT.	20	4	NA
36	TRANSIT	0	0	107		
37	OFFICE	3,000	SQ. FT.	8	0	8

Attachment B-2
ITE Rate Model

ZONE	PRIMARY LAND USES	QUANTITY	UNIT	AVE. ITE RATE	ITE REQUIRED SPACES	
1-9	HOTEL	100	D.U.	1.30	130	
1-9	HOUSING	163	D.U.	1.38	225	
1-9	HOUSING	66	D.U.	1.38	91	
1-9	HOUSING	91	D.U.	1.38	126	
1-9	HOUSING	98	D.U.	1.38	135	
1-9	OFFICE	27,300	SQ. FT.	2.84	78	
1-9	RETAIL	26,929	SQ. FT.	2.84	76	
1-9	RETAIL	21,337	SQ. FT.	2.87	61	
1-9	RETAIL	30,400	SQ. FT.	2.87	87	
1-9	RETAIL	43,523	SQ. FT.	2.87	125	
10	OFFICE	20,375	SQ. FT.	2.84	58	
10	RESTAURANT	6,000	SQ. FT.	17.30	104	
10	RESTAURANT	12,632	SQ. FT.	17.30	219	
10	RETAIL	36,104	SQ. FT.	2.87	104	
11	OFFICE	2,400	SQ. FT.	2.84	7	
11	RESTAURANT	6,800	SQ. FT.	17.30	118	
11	RETAIL	29,200	SQ. FT.	2.87	84	
12	RETAIL	10,588	SQ. FT.	2.87	30	
13	OFFICE	2,000	SQ. FT.	2.84	6	
13	RETAIL	9,250	SQ. FT.	2.87	27	
14	OFFICE	4,674	SQ. FT.	2.84	13	
14	RESTAURANT	13,208	SQ. FT.	17.30	228	
14	RETAIL	7,069	SQ. FT.	2.87	20	
15	PARKING	NA	NA	NA	NA	
16	HOUSING	12	D.U.	1.38	17	
16	OFFICE	40,284	SQ. FT.	2.84	114	
16	RESTAURANT	7,200	SQ. FT.	17.30	125	
16	RETAIL	33,083	SQ. FT.	2.87	95	
17	CITY HALL	19,414	SQ. FT.	4.15	81	
17	LIBRARY	18,308	SQ. FT.	2.61	48	
18	CHURCH	647	SEATS	0.20	129	
19	OFFICE	22,624	SQ. FT.	2.84	64	
19	DRY CLEAN	6,818	SQ. FT.	2.87	20	
20	HOUSING	34	D.U.	1.38	47	
21	HOUSING	6	D.U.	1.38	8	
22	HOUSING	12	D.U.	1.38	17	
23	BANK	43,142	SQ. FT.	4.00	173	
23	OFFICE	17,061	SQ. FT.	2.84	48	
24	HOUSING	0	D.U.	1.38	0	
24	OFFICE	15,906	SQ. F.T	2.84	45	
25	OFFICE (BOATWORKS)	64,000	SQ. FT.	2.84	182	
26	OFFICE (TCF BANK)	36,550	SQ. FT.	2.84	104	
27	OFFICE	51,387	SQ. FT.	2.84	146	
28	OFFICE	57,505	SQ. FT.	2.84	163	
29	HOUSING	2	D.U.	1.38	3	
29	OFFICE/RETAIL	27,175	SQ. FT.	2.85	77	
30	HOUSING	0	D.U.	1.38	0	
31	OFFICE/RETAIL	72,932	SQ. FT.	2.85	208	
32	HOUSING	19	D.U.	1.38	26	
32	OFFICE/RETAIL	12,809	SQ. FT.	2.86	37	
33	HOUSING	30	D.U.	1.38	41	
34	OFFICE/RETAIL	65,623	SQ. FT.	2.85	187	
35	HOUSING	3	D.U.	1.38	4	
36	RETAIL	8,447	SQ. FT.	2.87	24	NA
36	TRANSIT	NA	NA	NA	NA	
37	OFFICE	3,000	SQ. FT.	2.84	9	

Attachment B-3
Flat Rate Model

ZONE	PRIMARY LAND USES	QUANTITY	UNIT	FLAT RATE	FLAT RATE DEMAND
1-9	HOTEL	100	D.U.	1.00	100
1-9	HOUSING	163	D.U.	2.00	326
1-9	HOUSING	66	D.U.	2.00	132
1-9	HOUSING	91	D.U.	2.00	182
1-9	HOUSING	98	D.U.	2.00	196
1-9	OFFICE	27,300	SQ. FT.	2.19	60
1-9	RETAIL	26,929	SQ. FT.	2.19	59
1-9	RETAIL	21,337	SQ. FT.	2.19	47
1-9	RETAIL	30,400	SQ. FT.	2.19	67
1-9	RETAIL	43,523	SQ. FT.	2.19	95
10	OFFICE	20,375	SQ. FT.	2.19	45
10	RESTAURANT	6,000	SQ. FT.	2.19	13
10	RESTAURANT	12,632	SQ. FT.	2.19	28
10	RETAIL	36,104	SQ. FT.	2.19	79
11	OFFICE	2,400	SQ. FT.	2.19	5
11	RESTAURANT	6,800	SQ. FT.	2.19	15
11	RETAIL	29,200	SQ. FT.	2.19	64
12	RETAIL	10,588	SQ. FT.	2.19	23
13	OFFICE	2,000	SQ. FT.	2.19	4
13	RETAIL	9,250	SQ. FT.	2.19	20
14	OFFICE	4,674	SQ. FT.	2.19	10
14	RESTAURANT	13,208	SQ. FT.	2.19	29
14	RETAIL	7,069	SQ. FT.	2.19	15
15	PARKING	NA	NA	NA	NA
16	HOUSING	12	D.U.	2.00	24
16	OFFICE	40,284	SQ. FT.	2.19	88
16	RESTAURANT	7,200	SQ. FT.	2.19	16
16	RETAIL	33,083	SQ. FT.	2.19	72
17	CITY HALL	19,414	SQ. FT.	2.19	43
17	LIBRARY	18,308	SQ. FT.	2.19	40
18	CHURCH	647	SEATS	0.33	216
19	OFFICE	22,624	SQ. FT.	2.19	50
19	DRY CLEAN	6,818	SQ. FT.	2.19	15
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	43,142	SQ. FT.	2.19	94
23	OFFICE	17,061	SQ. FT.	2.19	37
24	HOUSING	0	D.U.	2.00	0
24	OFFICE	15,906	SQ. F.T	2.19	35
25	OFFICE (BOATWORKS)	64,000	SQ. FT.	2.19	140
26	OFFICE (TCF BANK)	36,550	SQ. FT.	2.19	80
27	OFFICE	51,387	SQ. FT.	2.19	113
28	OFFICE	57,505	SQ. FT.	2.19	126
29	HOUSING	2	D.U.	2.00	4
29	OFFICE/RETAIL	27,175	SQ. FT.	2.19	59
30	HOUSING	0	D.U.	2.00	0
31	OFFICE/RETAIL	72,932	SQ. FT.	2.19	160
32	HOUSING	19	D.U.	2.00	38
32	OFFICE/RETAIL	12,809	SQ. FT.	2.19	28
33	HOUSING	30	D.U.	2.00	60
34	OFFICE/RETAIL	65,623	SQ. FT.	2.19	144
35	HOUSING	3	D.U.	2.00	6
36	RETAIL	8,447	SQ. FT.	2.19	18
36	TRANSIT	NA	NA	NA	NA
37	OFFICE	3,000	SQ. FT.	2.19	7

Attachment B-4
Recommended Rate Model

ZONE	PRIMARY LAND USES	QUANTITY	UNIT	REC. RATE	REC. RATE DEMAND
1-9	HOTEL	100	D.U.	1.00	100
1-9	HOUSING	163	D.U.	2.00	326
1-9	HOUSING	66	D.U.	2.00	132
1-9	HOUSING	91	D.U.	2.00	182
1-9	HOUSING	98	D.U.	2.00	196
1-9	OFFICE	27,300	SQ. FT.	2.71	74
1-9	RETAIL	26,929	SQ. FT.	2.71	73
1-9	RETAIL	21,337	SQ. FT.	2.71	58
1-9	RETAIL	30,400	SQ. FT.	2.71	82
1-9	RETAIL	43,523	SQ. FT.	2.71	118
10	OFFICE	20,375	SQ. FT.	2.71	55
10	RESTAURANT	6,000	SQ. FT.	2.71	16
10	RESTAURANT	12,632	SQ. FT.	2.71	34
10	RETAIL	36,104	SQ. FT.	2.71	98
11	OFFICE	2,400	SQ. FT.	2.71	6
11	RESTAURANT	6,800	SQ. FT.	2.71	18
11	RETAIL	29,200	SQ. FT.	2.71	79
12	RETAIL	10,588	SQ. FT.	2.71	29
13	OFFICE	2,000	SQ. FT.	2.71	5
13	RETAIL	9,250	SQ. FT.	2.71	25
14	OFFICE	4,674	SQ. FT.	2.71	13
14	RESTAURANT	13,208	SQ. FT.	2.71	36
14	RETAIL	7,069	SQ. FT.	2.71	19
15	PARKING	NA	NA	NA	NA
16	HOUSING	12	D.U.	2.00	24
16	OFFICE	40,284	SQ. FT.	2.71	109
16	RESTAURANT	7,200	SQ. FT.	2.71	19
16	RETAIL	33,083	SQ. FT.	2.71	90
17	CITY HALL	19,414	SQ. FT.	2.71	53
17	LIBRARY	18,308	SQ. FT.	2.71	50
18	CHURCH	647	SEATS	0.33	216
19	OFFICE	22,624	SQ. FT.	2.71	61
19	DRY CLEAN	6,818	SQ. FT.	2.71	18
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	43,142	SQ. FT.	2.71	117
23	OFFICE	17,061	SQ. FT.	2.71	46
24	HOUSING	0	D.U.	2.00	0
24	OFFICE	15,906	SQ. F.T	2.71	43
25	OFFICE (BOATWORKS)	64,000	SQ. FT.	2.71	173
26	OFFICE (TCF BANK)	36,550	SQ. FT.	2.71	99
27	OFFICE	51,387	SQ. FT.	2.71	139
28	OFFICE	57,505	SQ. FT.	2.71	156
29	HOUSING	2	D.U.	2.00	4
29	OFFICE/RETAIL	27,175	SQ. FT.	2.71	74
30	HOUSING	0	D.U.	2.00	0
31	OFFICE/RETAIL	72,932	SQ. FT.	2.71	197
32	HOUSING	19	D.U.	2.00	38
32	OFFICE/RETAIL	12,809	SQ. FT.	2.71	35
33	HOUSING	30	D.U.	2.00	60
34	OFFICE/RETAIL	65,623	SQ. FT.	2.71	178
35	HOUSING	3	D.U.	2.00	6
36	RETAIL	8,447	SQ. FT.	2.71	23
36	TRANSIT	NA	NA	NA	NA
37	OFFICE	3,000	SQ. FT.	2.71	8

Appendix C
Zone 10 Redevelopment Scenarios

Wayzata Parking Study Update
March 13, 2012

Future Zone 10 Land Use (see attached Figure 1)

Future land uses summarized for Zone 10

- *Building A*: New development
  - Retail: 7,400 square feet (first floor)
  - Office: 6,200 square feet (second floor)
- *Building B*: Redevelopment
  - Retail: 5,400 square feet (first floor)
  - Office: 6,000 square feet (second floor)
  - Office: 6,000 square feet (third floor) – *optional* (Scenarios 1 and 2)
- *Building C*: Existing development
  - Retail: 9,000 square feet
  - Office: 18,675 square feet
- *Building D*: Existing development
  - Retail: 19,642 square feet
  - Office: 1,700 square feet
  - Restaurant: 6,019 square feet
- *Building D*: New development
  - Office: 27,361 square feet (second floor)
- *Building E*: New development – *optional* (Scenarios 1 and 3)
  - Retail: 12,000 square feet (first floor)
  - Office: 12,000 square feet
- *Building F*: Existing building
  - Retail: 6,300 square feet (approximately)
  - Restaurant: 6,325 square feet (approximately)

Parking Scenarios

Parking analysis scenarios summarized in Table 1

Table 1
Scenario Land Use Size Summary

Scenario	Total S.F.	Building Square Footage					
		A	B	C	D	E	F
1	150,029	13,600	17,400	27,675	54,722	24,000	12,632
2	126,029	13,600	17,400	27,675	54,722	0	12,632
3	144,029	13,600	11,400	27,675	54,722	24,000	12,632

Parking Supply

Future parking supply (summarized in Table 2)

- 32 on-street parking spaces
- 188 off-street parking spaces (Scenarios 1 and 3)
  - 121 parking spaces in north lot
  - 4 parking spaces near Building B
  - 63 parking spaces in the southeast lot
- 222 off-street parking spaces (Scenario 2)
  - 121 parking spaces in north lot
  - 4 parking spaces near Building B
  - 97 parking spaces in the southeast lot

Table 2
Scenario Parking Supply Summary

Scenario	Parking Supply
1	220
2	254
3	220

Parking Demand

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

<u>Wayzata Custom Parking Model</u>

- The Wayzata custom parking model indicates that the demand parking rate for retail, restaurant, and office space is 2.56 spaces per 1,000 square feet.
- As shown in Table 3, all scenarios are expected to have a deficit in parking based on the Wayzata custom parking model demand.

Table 3
Recommended Rate Parking Demand

Scenario	Total S.F.	Total Demand	Total Supply	Surplus/(Deficit)
1	150,029	384	220	(164)
2	126,029	322	254	(68)
3	144,029	368	220	(148)

- The Wayzata custom parking model represents the average demand throughout the downtown area. However, the existing parking demand for zone 10 is significantly higher than the other zones in the downtown area.
- Based on parking surveys collected in October 2012, there is a surplus of parking available in the adjacent zones (1-9 and 13-16).
- It should be noted that the Wayzata downtown area offers recreational and shopping activities, where its highest parking demand is during the summer months. Since the parking data was collected during the month of October, it is possible that this level of traffic is not reflected in the parking utilization surveys. Further data collection is planned for early summer.

ITE Average Parking Demand

- As shown in Table 4, all scenarios are expected to have a deficit in parking based on the ITE parking demand.

Table 4
ITE Average Parking Demand

Scenario	Total S.F.	Total Demand	Total Supply	Surplus/(Deficit)
1	150,029	605	220	(385)
2	126,029	537	254	(283)
3	144,029	588	220	(368)

City Parking Requirement

- As shown in Table 5, all scenarios are expected to have a deficit in parking based on City parking requirements.

Table 5
City Parking Requirement

Scenario	Total S.F.	Total Demand	Total Supply	Surplus/(Deficit)
1	150,029	761	220	(541)
2	126,029	665	254	(411)
3	144,029	737	220	(517)

ATTACHMENTS

H:\Projects\7920\TS\Figures\Fig01_Study Area - Zone Boundaries.cdr

SRF Consulting Group, Inc.

0127920
November 2012

Zone 10

Wayzata Parking Update
City of Wayzata

Figure 1

Table A-1
Scenario 1 Parking Demand

Building	Primary Land Uses	Quantity	Required Spaces		
			Recommended Rate	ITE Demand	City Requirement
A	Office	6,200 S.F.	16	18	25
A	Retail	7,400 S.F.	19	21	30
B	Retail	5,400 S.F.	14	15	22
B	Office	12,000 S.F.	31	34	48
C	Retail	9,000 S.F.	23	26	36
C	Office	18,675 S.F.	48	53	75
D	Office	1,700 S.F.	4	5	7
D	Retail	19,642 S.F.	50	56	79
D	Restaurant	6,019 S.F.	15	104	102
D	Office	27,361 S.F.	70	78	109
E	Retail	12,000 S.F.	31	34	48
E	Office	12,000 S.F.	31	34	48
F	Retail	6,316 S.F.	16	18	25
F	Restaurant	6,316 S.F.	16	109	107
		Total Demand	**384**	**605**	**761**
		Total Supply	**220**	**220**	**220**
		Surplus/(Deficit)	**(164)**	**(385)**	**(541)**

Table A-2
Scenario 2 Parking Demand

Building	Primary Land Uses	Quantity	Required Spaces		
			Recommended Rate	ITE Demand	City Requirement
A	Office	6,200 S.F.	16	18	25
A	Retail	7,400 S.F.	19	21	30
B	Retail	5,400 S.F.	14	15	22
B	Office	12,000 S.F.	31	34	48
C	Retail	9,000 S.F.	23	26	36
C	Office	18,675 S.F.	48	53	75
D	Office	1,700 S.F.	4	5	7
D	Retail	19,642 S.F.	50	56	79
D	Restaurant	6,019 S.F.	15	104	102
D	Office	27,361 S.F.	70	78	109
E	Retail	0 S.F.	0	0	0
E	Office	0 S.F.	0	0	0
F	Retail	6,316 S.F.	16	18	25
F	Restaurant	6,316 S.F.	16	109	107
		Total Demand	**322**	**537**	**665**
		Total Supply	**254**	**254**	**254**
		Surplus/(Deficit)	**(68)**	**(283)**	**(411)**

Table A-3
Scenario 3 Parking Demand

Building	Primary Land Uses	Quantity	Required Spaces		
			Recommended Rate	ITE Demand	City Requirement
A	Office	6,200 S.F.	16	18	25
A	Retail	7,400 S.F.	19	21	30
B	Retail	5,400 S.F.	14	15	22
B	Office	6,000 S.F.	15	17	24
C	Retail	9,000 S.F.	23	26	36
C	Office	18,675 S.F.	48	53	75
D	Office	1,700 S.F.	4	5	7
D	Retail	19,642 S.F.	50	56	79
D	Restaurant	6,019 S.F.	15	104	102
D	Office	27,361 S.F.	70	78	109
E	Retail	12.000 S.F.	31	34	48
E	Office	12.000 S.F.	31	34	48
F	Retail	6,316 S.F.	16	18	25
F	Restaurant	6,316 S.F.	16	109	107
		Total Demand	**368**	**588**	**737**
		Total Supply	**220**	**220**	**220**
		Surplus/(Deficit)	**(148)**	**(368)**	**(517)**

Appendix D
West Zones Redevelopment Scenarios

Consulting Group, Inc.

Wayzata Parking Study Update
November 6, 2012

Seasonal Peak Data Collection

July 2013

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

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

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

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

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

Future West Land Use

Zone 25

- *Existing*
  - *Office: 64,000 square feet (Boatworks)*
    - *Note there is an existing restaurant, but it is not currently occupied.*
- Full Build Condition
  - Office: 56,500 square feet (existing building)
  - Restaurant: 7,500 square feet (existing building)
  - Boat Museum: 5,000 square feet (new development)
  - Retail: 2,500 square feet (new development)
- Alternative Land Use Scenario 1
  - Office: 56,500 square feet (existing building)
  - Restaurant: 7,500 square feet (existing building)
- Alternative Land Use Scenario 2
  - Office: 64,000 square feet (existing building)

Zone 26

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

Zone 27

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

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

Zone 28

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

Parking Demand

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

Wayzata Custom Parking Model

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

ITE Average Parking Demand

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

Table 1
ITE Average Parking Rate

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

City Parking Code

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

Table 2
City Parking Code Requirements

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

Parking Demand Summary

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

Table 3
Zone 25 Parking Summary

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

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

Table 4
Zone 26 Parking Summary

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

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

Table 5
Zone 27 Parking Summary

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

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

Table 6
Zone 28 Parking Summary

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

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

ATTACHMENTS

Table A-1
Zone 25 Parking Summary

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

Table B-1
Zone 26 Parking Summary

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

Table C-1
Zone 27 Parking Summary

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

Table D-1
Zone 28 Parking Summary

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