# Wayzata Planning Commission
# Workshop Meeting Agenda

## Monday, January 25, 2016

Community Room,
600 Rice Street East,
Wayzata, Minnesota

**7:00p.m.** **1. Call to Order and Roll Call**

**2. Workshop Items**

**a.** Amendment to the City of Wayzata Zoning Ordinance related to Off-Street Parking and Loading (City Code Section 801.20)

**3. Other Items:**

a. Review of Development Activities
b. Other items

**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.

**Planning Report**
**Wayzata City Council**
**January 25, 2016**

| | |
|---|---|
| **File Case No:** | PR 2016-01 |
| **Applicant:** | City of Wayzata |
| **Prepared By:** | Jeff Thomson, Director of Planning and Building |
| **Project Summary:** | Amendment to the City of Wayzata Zoning Ordinance relating to Off-Street Parking and Loading (City Code § 801.20) |

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## Background Information

On December 15, 2015 the City Council accepted the Downtown Parking Study, and directed City Staff to move forward with the parking ordinance amendments and the establishment of the downtown parking and mobility district. The parking ordinance amendment is an implementation component of the Downtown Parking Project. The Downtown Parking Project included the following tasks:

1. Plan of Finance
2. Parking and Mobility District, Parking Ordinance, and Management Tools
3. Pilot Projects
4. Carisch Ramp Renovation Feasibility
5. Mill Street Parking Ramp Programming and Pre-Design
6. Wayfinding Signage Concepts

The proposed ordinance amendment is a result of Task #2 pertaining to updating the City's Off-Street Parking and Loading Ordinance, (City Code Section 801.20). The Downtown Parking Project completed the following tasks related to the parking ordinance:

- Review of the City's parking regulations and case studies
- Draft revisions to parking regulations, including shared parking standards

## Parking Ratios

The Downtown Parking Study conducted a review of the City's minimum parking requirements, or parking ratios. The City's current standards were compared to other

similarly situated communities – Edina, Minnesota and Downers Grove, Illinois – and to the Institute for Transportation Engineers (ITE) parking generation manual.

The findings indicate that the City's minimum parking requirements are greater than the parking requirements of each of the three case studies. The Downtown Parking Study specifically studied the existing conditions in the east part of downtown, and found that by the City's current ordinance requirements there is a shortage of 414 parking stalls in the area. The case studies indicate that there is a shortage of 63 to 393 parking stalls. It is important to note that these parking calculations are on an individual business or land use basis, and do not account for the shared parking that is occurring with the eastern part of downtown. Therefore, the case studies illustrate the impacts of the different minimum parking requirements, and not the actual parking demand that is experienced.

The Downtown Parking Study recommends that the City utilize the average parking ratios determined in the case study. The resulting minimum parking requirements are:

| | Edina, MN | Downers Grove, IL | ITE | Wayzata | Proposed |
|---|---|---|---|---|---|
| Office | 5.0 | 3.0 | 2.8 | 4.0 | 3.7 |
| Restaurant | 8.6 | 12.5 | 17.3 | 22. 3 | 15.2 |
| Retail | 5.0 | 3.5 | 2.9 | 4.0 | 3.9 |

*minimum parking requirements represent number of parking stalls required per 1,000 sq. ft. of net floor area

The proposed minimum parking requirements would reduce the parking requirements for the office, retail, and restaurant uses.

**Shared Parking**

In addition to determining the updated parking ratios, the Downtown Parking Project also reviewed best practices for administering shared parking arrangements. The downtown area contains a mix of uses that have varying peak hours of parking demand. Therefore, calculating parking on an individual basis within a mixed use area creates surplus parking that is not needed to meet the actual parking demand.

<u>Existing Ordinance</u>

The City's existing ordinance contains standards for joint parking, but does include a minimum parking requirement for mixed use areas. The current ordinance provides the following language:

> *Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more businesses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each business should they provide them separately.*

The existing ordinance does allow for parking reductions for specific types of land uses:

- Entertainment Uses (theaters, bowling alleys or bars)
- Night Time or Sunday Uses
- Schools, Auditoriums, and Church Uses

In addition, the existing ordinance provides criteria for joint parking arrangements:

- *Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.*

- *Conflict in Hours. The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.*

- *Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.*

Proposed Ordinance

The proposed shared parking requirements would be based on the Urban Land Institute's (ULI) shared parking standard, which is an updated and widely used model. The parking requirement for two or more different land uses would be determined by the following calculation:

- Multiply the minimum parking required for each individual use, by the appropriate percentage for each of the six (6) designated time periods.
- Add the resulting sums for each of the six (6) columns.
- The minimum parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.
- Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

| Land Use | Weekday | | | Weekend | | |
|---|---|---|---|---|---|---|
| | Midnight – 7:00 am | 7:00 am – 6:00 pm | 6:00 pm – Midnight | Midnight – 7:00 am | 7:00 am – 6:00 pm | 6:00 pm – Midnight |
| Office | 5% | 100% | 5% | 0% | 10% | 0% |
| Restaurant | 10% | 70% | 100% | 20% | 70% | 100% |
| Retail | 0% | 90% | 80% | 0% | 100% | 60% |
| Government | 0% | 100% | 40% | 0% | 40% | 25% |

As an example, for a mixed use building with retail and restaurant on the first level and office on the second level, the shared parking standard would be applied as follows:

Without Shared Parking Standard

| Land Use | Size | Required Parking |
|---|---|---|
| Office | 10,000 sq. ft. | 37 stalls |
| Restaurant | 3,000 sq. ft. | 46 stalls |
| Retail | 7,000 sq. ft. | 28 stalls |
| **Total** | **20,000 sq. ft.** | **111 stalls** |

With Shared Parking Standard

| Land Use | Weekday | | | Weekend | | |
|---|---|---|---|---|---|---|
| | Midnight – 7:00 am | 7:00 am – 6:00 pm | 6:00 pm – Midnight | Midnight – 7:00 am | 7:00 am – 6:00 pm | 6:00 pm – Midnight |
| Office | 2 stalls | 37 stalls | 2 stalls | 0 stalls | 4 stalls | 0 stalls |
| Restaurant | 5 stalls | 33 stalls | 46 stalls | 10 stalls | 33 stalls | 46 stalls |
| Retail | 0 stalls | 26 stalls | 23 stalls | 0 stalls | 28 stalls | 17 stalls |
| **Total** | **7 stalls** | **96 stalls** | **71 stalls** | **10 stalls** | **65 stalls** | **63 stalls** |

The peak parking demand would occur on weekdays between 7:00 a.m. and 6:00 p.m., and the parking requirement would be reduced from 111 stalls to 96 stalls due to the mix of uses in the building.

The Downtown Parking Study recommends that the parking ordinance be updated to include the ULI's shared parking standard in the downtown area. City Staff believes that there may be a benefit to applying the shared parking standard city-wide, rather than just in the downtown area. There are other commercial areas in the City that have joint or shared parking. For example, the City's recent review of the medical office development at 1120 Wayzata Blvd East included a joint parking arrangement with the adjacent retail building, Jimmy John's/BMO Harris Bank. The proposed shared parking standard would also be effective in regulating such joint parking arrangements. City Staff is reviewing with the City's consultant, SRF Consulting, whether additional land uses could be incorporated into the shared parking standards that would be applicable in other commercial areas in the City.

**Parking and Mobility District**

The Downtown Parking Study also recommends that the City implement a mobility management district in the downtown area. The City Council has directed staff to initiate the implementation of the mobility management district. There is a specific process in State law for the implementation of the mobility management district, and the City Council will be reviewing the Ordinance at a future meeting. The mobility management district is separate from the parking ordinance updates, and would not be within the City's zoning ordinance. Therefore, the mobility management district does not require review by the Planning Commission.

## Discussion Questions

City Staff requests that the Planning Commission review the existing Off-Street Parking and Loading Ordinance, Downtown Parking Study, and the Wayzata Parking Update, and provide feedback on the proposed changes to the parking ordinance. In addition, it would be helpful for the Planning Commission to discuss the following specific questions:

- Does the planning commission support reducing the parking requirements for office, restaurant, and retail uses?

- Should the shared parking standards apply city-wide or just to the downtown area?

## Next Steps

Based on the discussion and feedback at the Planning Commission workshop, City Staff will draft an amendment to the Off-Street Parking and Loading Ordinance for review at a future Planning Commission meeting. No formal action is required at this time.

**Attachments:**
Attachment A: Existing Off-Street Parking and Loading Ordinance
Attachment B: Wayzata Downtown Parking Study
Attachment C: 2014 Wayzata Parking Updated

# SECTION 20

## OFF-STREET PARKING AND LOADING

**Section 801.20**



### 801.20.1: PURPOSE:

The regulation of off-street parking spaces in these zoning regulations is intended to alleviate or prevent congestion of the public right-of-way and to promote the safety and general welfare of the public, by establishing minimum requirements for off-street parking of motor vehicles in accordance with the intensity of utilization of the various parcels of land or structures.

### 801.20.2: SCOPE OF REGULATIONS:

The off-street parking requirements of this ordinance shall apply within all zoning districts for uses and structures, except as hereinafter provided.

### 801.20.3: GENERAL PROVISIONS:

A. Site Plans: All site plans submitted for a structure requiring parking spaces and/or loading facilities shall show or designate the parking and/or loading area(s), number of parking spaces, and type of surfacing, screening, drainage, curbing, sidewalks and other improvements which may be required to be installed. Said plan shall be a part of the Building Permit for any such structure, and no Certificate of Occupancy shall be issued until all items shown on the plan for parking and loading facilities have been completed, unless an agreement supported by a cash deposit or bond provides for the completion of said plan.

B. Change in Land Use. When the site intensity or use of a building is increased with consequent effect upon the parking requirements as prescribed in this Section, the

parking requirements as prescribed herein shall be used to provide for such increase in the site intensity and/or use.

C. Reduction of Existing Off-Street Parking Space or Lot Area. Off-street parking spaces and loading spaces or lot area existing upon the effective date of this Ordinance shall not be reduced in number or size unless said number or size exceeds the requirements set forth herein for a similar new use.

**801.20.4: CONFORMITY OF DAMAGED STRUCTURES:**

When a non-conforming building is damaged by fire and explosion, act of God, or the public enemy to the extent that replacement costs of the structure are more than fifty (50) percent of its actual market value, based upon an independent current appraisal, it shall be made to fully comply with all requirements of this article.

**801.20.5: OFF-STREET PARKING FACILITIES PROVIDED ON A SITE ELSEWHERE THAN THE PRINCIPAL USE:**

When parking is provided on a site other than the lot or tract upon which a principal use is located, said parking area shall be in the ownership of and remain in the possession of the owner of the principal use for which it is designated. No authorization for separate parking facilities shall be given until such time as the City Council is reasonably certain that the ownership and use of the parking area will continue and that the site will be well maintained. Off site parking facilities may only be allowed by conditional use permit and shall be subject to the following conditions:

A. Ordinance Compliance. Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.

B. Access. Reasonable improved access from off-street parking facilities to the use being serviced shall be provided.

C. Proximity to Multiple Residence. Off-site parking for multiple family dwellings shall not be located more than one hundred (100) feet from any normally used entrance of the principal use serviced.

D. Proximity for Non-Residential Uses. Off-site parking for non-residential uses shall not be located more than three hundred (300) feet from the main entrance of the principal use being served. No more than one (1) main entrance shall be recognized for each principal building.

**801.20.6: LANDSCAPING:**

All exposed parking areas of four (4) or more required spaces shall be landscaped on all sides. Such screening shall be in conformance with Section 801.18 of this Ordinance and be approved in advance by the City. Landscaping shall consist of a wall or fence and plantings or surfacing material shall be provided in all areas bordering the parking area. No landscaping or screening shall interfere with the drive or pedestrian visibility for vehicles entering or exiting the premises.

**801.20.7: CREDITS TOWARD PARKING REQUIREMENTS:**

Establishments which pay or have paid an assessment for the provision of an off-street municipal parking lot shall receive parking space credits determined by their dollar contribution to the municipal lot divided by the total cost per parking space of said lot. Said credit shall expire ten (10) years from the date of construction of the parking facility.

**801.20.8: OFF-STREET PARKING RESTRICTIONS:**

A. Boats, fish houses, school buses, house trailers, camping trailers, farm tractors, utility trailers and motor homes may not be parked, stored or otherwise continued on residential property for a period greater than seventy-two (72) hours, unless placed completely in the rear yard or side yard of said property and are screened from view of abutting properties and the public right-of-way.

B. Except where otherwise allowed in a zoning district, trucks of more than twelve thousand (12,000) GVW or greater than thirty (30) feet in length, and contracting or excavating equipment may not be parked, stored or otherwise continued on any property within the City unless being used in conjunction with a temporary service benefiting the residential or commercial premises.

C. Junked or inoperable vehicles may not be parked, stored or otherwise continued on any property within the City for a period greater than seventy-two (72) hours unless placed completely within an enclosed building or garage or screened in accordance with the provisions of Section 801.18 of this Ordinance. Said regulations shall also apply to race cars.

D. No motor vehicle repair work of any kind shall be permitted in conjunction with exposed off-street parking facilities, except for minor repairs of vehicles owned by the occupant or resident of the principal use for which the parking space is intended. No exterior storage of car parts are allowed at any time.

E. Except where otherwise allowed by zoning district, contractor's supplies and equipment or machinery kept for eventual sale, commercial repair, rental or other commercial purposes may not be stored, kept or otherwise continued on any property within the City. The keeping, storage or otherwise continuing of such materials within the City is prohibited and shall be considered to be a non-conforming use if in existence at the effective date of this Ordinance.

**801.20.9: PARKING AREA DESIGN AND MAINTENANCE:**

A. Construction. All exposed parking areas and driveways shall be surfaced with an all-weather, durable and dust-free surfacing material to be approved by the City Engineer, shall be well drained and landscaped, and shall be maintained in a sightly and well kept condition.

B. Striping and Curbing. All parking areas where four (4) or more spaces are required shall be marked by durable painted stripes designating the parking spaces unless excepted by the City Engineer. A continuous curb shall be provided around the periphery of the paved parking area of the lot, including drives.

C. Setbacks.

1. Front, side and rear setbacks of at least ten (10) feet from property lines shall be maintained from parking areas in all zoning districts, except C-4, C-4A and C-4B Districts. Setbacks of five (5) feet in the C-4, C-4A, and C-4B Districts shall apply only to those parking areas adjacent to residentially zoned or residentially used property.

2. No area used by motor vehicles other than driveways for ingress to and egress from the site shall be located within the public street right-of-way.

D. Calculating Space.

1. Floor Area. The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined on the basis of the exterior floor area dimensions of the buildings, structure or use times the number of floors, minus ten (10) percent except as may be hereinafter modified.

2. Computation. When in the process of determining the required number of off-street parking spaces, there occurs a fraction of a space, such fraction shall be deemed as the requirement for an additional parking space. Parking spaces shall not be counted toward meeting a parking requirement when, in the Council's opinion, they are sufficiently inconvenient to be of questionable use.

3. Places of Public Assembly. In stadiums, sports arenas, churches and other places of public assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each eighteen (18) inches of such seating facilities shall be counted as one (1) seat for the purpose of determining requirements.

4. More than One Use. Except for a shopping center, should a structure contain two (2) or more types of uses, the gross floor area of each use shall be calculated and a ten (10) percent reduction shall be made for non-productive space. The resulting net usable floor space figure shall be utilized to determine the off-street parking requirement.

5. Snow Storage in Parking Stalls. Provision shall be made in the parking area for adequate snow storage or removal in order to ensure that the required number of spaces are available at all times during the year.

6. Use of Required Area. Required accessory off-street parking spaces in any district shall not be utilized for open storage, sale or rental of goods, or storage, of inoperable vehicles.

E. Design.

1. Vehicular traffic generated by a use shall be channeled and controlled in a manner which will avoid congestion or interference with other vehicular transportation systems or pedestrian traffic and which will avoid creating traffic hazards or excessive traffic through residential areas. The adequacy of any proposed traffic circulation system to accomplish these objectives shall be determined by the City, which may require such additional measures for traffic control as it may deem necessary, including but not limited to the following: directional signalization, channelization, standby turn lanes, sidewalks illumination and other facilities within the site to prevent a backup of vehicles on public streets.

2. Parking Stalls.

   a. All parking spaces, except for parallel spaces and compact car stalls, shall be a minimum of nine (9) feet in width and twenty (20) feet in length, except a parking stall eighteen (18) feet in length with a two (2) foot overhang beyond the parking surface may be allowed upon approval of the City Engineer.

   b. Up to twenty (20) percent of the parking spaces in a parking lot of forty (40) spaces or more may be permanently marked for compact cars only. A compact space shall be a minimum of eight (8) feet in width and sixteen (16) feet in length.

c. In areas such as parking ramps or similar facilities size requirements may be determined by the City Engineer.

d. Parallel parking spaces shall be twenty-three (23) feet in length.

3. Driveway Standards. Except in the case of single family, two-family, townhouse, quadraminium, and manor home dwellings minimum driveway and traffic lane widths shall be developed in compliance with the following standards:

| Angle of Pkg. | Traffic Flow | Min. Width |
|---|---|---|
| 90 Degree | Two Way | 24 ft. |
| 60 Degree | One Way | 18 ft. |
| 45 Degree | One Way | 14 ft. |

4. Within Structure. The off-street parking requirement may be furnished by providing fee free space so designed within the principal building or structures attached thereto; however, unless provisions are made, no building permit shall be issued to convert said parking structure into a dwelling unit or living area or other activity until other adequate provisions are made to comply with the required off-street parking provisions of this Code. In creating other provisions on-street parking shall not be used.

5. Streets Not Used. Except in the case of single, two-family and townhouse dwellings, parking areas shall be designed so that circulation between parking bays or aisles occurs within the designated parking lot and does not depend upon a public street or alley. Except in the case of single, two-family and townhouse dwellings, parking area design which requires backing into the public street is prohibited. Parking spaces in a public right-of-way cannot be utilized in meeting required off-street parking standards.

6. Curb Cut Proximity to Intersection. No curb cut or other driveway access shall be located less than forty (40) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the intersection of lot lines, not curb lines.

7. Curb Cut Maximum. No curb cut access shall exceed twenty-four (24) feet in width except upon approval by the City Engineer.

8. Curb Cut Spacing Minimum. Curb cut openings shall be located at a minimum of ten (10) feet from the side yard lot line in all districts, except for the C-4, C-4A and C-4B Districts where such setbacks shall apply only to those parking areas adjacent to residentially zoned or residentially used property.

9. Curb Cut Separation. Driveway access curb openings on a public street except for single, two-family and townhouse dwellings shall not be located less than forty (40) feet from one another except on approval by the City Engineer.

10. Parking Area Grades. The grade elevation of any parking area or portion thereof shall not exceed five (5) percent.

11. Driveway Access Minimum. Each property shall be allowed one (1) driveway access for each one hundred twenty-five (125) feet of street frontage. All property shall be entitled to at least one (1) driveway access. Single family uses shall be limited to one (1) driveway access per lot, except when the property exceeds the required street frontage per zoning district requirements a second

driveway access may be allowed by approval of the City Engineer. The access of driveways onto arterial and collector streets is discouraged. However, when such a use is necessary or approved by the City, a minimum number of driveways shall be promoted by encouraging joint access through the use of shared curb cuts and access easements.

12. Street Access. Except in the case of a planned unit development, each lot shall have access directly onto an abutting, improved and City accepted public street. Exception to this access requirement may be allowed as a conditional use permit.

13. Lighting. Any lighting used to illuminate an off-street parking area shall be so arranged as to reflect the light away from adjoining property, abutting residential uses and public rights-of-way and be in compliance with Section 801.16.6 of this Code.

14. Signs. No sign shall be so located as to restrict the sight lines and orderly operation and traffic movement within any parking lot. All signs shall be in conformance with Section 801.27 of this Ordinance.

**801.20.10: LOCATION:**

A. Required accessory off-street parking shall be on the same lot under the same ownership as the principal use being served, except as provided for under the provisions of Sections 801.20.5 and 801.20.13.

B. Except for single, two family, townhouse, quadraminium and manor home dwellings, head-in parking, directly off of and adjacent to a public street, with each stall having its own direct access to the public street, shall be prohibited.

C. There shall be no off-street parking within fifteen (15) feet of any street surface.

D. The boulevard portion of the street right-of-way shall not be used for parking.

E. In the case of single family, two family, townhouse quadraminium and manor home dwellings parking shall be prohibited in any portion of the front yard except designated driveways leading directly into a garage or one (1) open, surfaced spaced located on the side of a driveway, away from the principal use. Said extra space shall be surfaced with concrete or bituminous material.

**801.20.11: SIDEWALKS:**

Sidewalks shall be provided from apartment parking areas, and loading zones to the entrance of the building.

**801.20.12: MAINTENANCE:**

It shall be joint and several responsibility of the owner of the principal use (or Lessee, if there is one ), to use and to maintain in a neat and adequate manner, the parking space, access way, striping, landscaping, required fences and snow removal.

**801.20.13: JOINT FACILITIES:**

A. Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more businesses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each business should they provide them separately. When

considering a request for such a permit, the Planning Commission shall not recommend that such permit be granted except when the following conditions are found to exist.

1. Entertainment Uses. Up to fifty (50) percent of the parking facilities required for a theatre, bowling alley, or bar may be supplied by the off-street parking facilities provided by types of uses specified as primarily daytime uses in Section 801.20.13, Subd.A.4. below.

2. Night Time or Sunday Uses. Up to fifty (50) percent of the off-street parking facilities required for any use specified under (801.20.13, Subd.A.4.) below as primarily day time uses may be supplied by the parking facilities provided by the following night time or Sunday uses; auditoriums incidental to a public or parochial school, churches, bowling alleys, theatres, bars, excluding ones with restaurants or food services, or apartments.

3. Schools, Auditorium and Church Uses. Up to eighty (80) percent of the parking facilities required by this section for a church or an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses specified under (801.20.13, Subd.A.4.) below as primarily day time uses.

4. Daytime Uses. For the purpose of this section the following uses are considered as primarily day time uses: banks, business offices, retail stores, personal service shops, restaurants, service shops, manufacturing, wholesale and similar uses.

5. Additional Criteria for Joint Parking. In addition to the preceding requirements, the following conditions are required for joint parking usage:

    a. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.

    b. Conflict in Hours. The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.

    c. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.

**801.20.14: TRUCK LOADING AREAS, DESIGN AND MAINTENANCE:**

A. Design. Fifty (50) percent of the required number of truck berths shall be fifty (50) feet in length. All berths shall be no less than twelve (12) feet in width and fourteen (14) feet in length, exclusive of aisle and maneuvering space. All loading areas shall consist of a maneuvering area in addition to the berth and shall not use any of that portion of the site containing parking stalls. Maneuvering areas shall be of such size as to permit the backing of truck tractors and coupled trailers into a berth, without blocking the use of other berths, drives or maneuvering areas or on public right-of-way. The construction and setback standards listed in Section 801.20.9.A and 801.20.9.C also shall apply to all loading areas.

B. Landscaping and Screening of Loading Berths. Loading berths shall be screened from all property lines. Said screening shall be accomplished by a solid wall or fence and shall be so designed as to be architecturally harmonious with the principal structure and in conformance with Section 801.18 of this Ordinance. Screening plantings may be substituted, provided such plantings are in conformance with Section 801.18 of this Ordinance.

C. Location.

1. Off-Street. All required loading berths for a non-residential use shall be off-street and located on the same lot as the building or use to be served.

2. Distance from Intersection. All loading berth curb cuts shall be located at minimum fifty (50) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the property line.

3. Distance from Residential Use. No loading berth for a non-residential use shall be located closer than one hundred (100) feet from a residential district unless completely within a structure, except on approval by the City Council.

   a. Pedestrians. Loading berths shall not conflict with pedestrian movement.

   b. Visibility. Loading berths shall not obstruct the view of the public right-of-way from off-street parking access.

   c. General Compliance. Loading berths shall comply with all other requirements of this section.

4. Traffic Interference. Each loading berth shall be located with appropriate means of vehicular access to a street or public alley in a manner which will cause the least interference with traffic.

5. Accessory Use; Parking and Storage. Any space allocated as a required loading berth or access drive so as to comply with the terms of these zoning regulations shall not be used for the storage of goods, inoperable vehicles or snow and shall not be included as part of the space requirements to meet off-street parking requirements.

**801.20.15: OFF-STREET PARKING AND LOADING REQUIREMENTS:**

| | Use | Number of Parking Spaces Required | Off-St. Loading Spaces Required |
|---|---|---|---|
| A. | Animal Hospitals or Kennels | Six (6) spaces plus one (1) for each 200 sq.ft. of gross floor area over 10,000 sq.ft. | One (1) space space per structure |
| B. | Auditoriums, Theaters, Religious | One (1) space for each three (3) permanent seats | One (1) space for each structure with |

| | | | |
|---|---|---|---|
| | Institutions | based on the design capacity of the main assembly hall. Facilities as may be provided in conjunction with such buildings or uses shall be subject to additional requirements which are imposed by this Code. | over 100,000 sq.ft. of gross floor area |
| C. | Automobile Car Washes | Shall be determined by the type of car wash plus recommended stacking spaces as determined under 801.20.15.D of this Section. | One (1) space per facility |
| D. | Automatic Drive Through Service | Two (2) spaces for each bay plus stacking equivalent to five (5) spaces for each bay. | One (1) space per facility |
| E. | Self-Service Car Wash | Four (4) spaces per bay. | One (1) space per facility |
| F. | Motor Fuel Station Car Wash | One (1) space in addition to that required for the station. | N.A. in addition to that required for the station. |

| | | | |
|---|---|---|---|
| G. | Automobile Service Stations | Five (5) spaces plus three (3) spaces for each service stall. Those facilities designed for sale of other items than strictly automobile products, parts or service shall be required to provide additional parking in compliance with other applicable sections of this Code. | One (1) space |
| H. | Beauty or Barber Shops | Two (2) spaces for each working station, plus two (2) spaces for each three (3) employees. | N.A. |
| I. | Boat and Marine Sales | One (1) space for each 400 sq.ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq.ft. thereafter. | One (1) space, plus one (1) additional space for each 25,000 sq.ft. of gross floor area. |
| J. | Boating Marinas and Yacht Clubs | Seven (7) spaces for each ten (10) boat or mooring spaces. | One (1) space for each 20,000 square feet. |

| | | | |
|---|---|---|---|
| K. | Bowling Alleys | Five (5) spaces for each lane or alley, plus additional spaces as may be required herein for related uses contained within the principal structure. | One (1) space for each structure with over 20,000 sq.ft. of gross floor area. |
| L. | Community Center, Physical Culture Studio, Libraries, Museums | Ten (10) spaces plus one (1) for each one hundred fifty (150) feet in excess of 2,000 sq.ft. of floor area in the principal structure. | One (1) space for each structure with over 100,000 sq.ft. of gross floor area. |
| M. | Drive-in Convenience Food Establishment | One (1) space for each fifteen (15) sq. ft. of gross service area, one (1) space for each eighty (80) sq. ft of gross kitchen area and one (1) space for each forty (40) sq. ft. of seating area, but not less than fifteen (15) spaces, plus two (2) spaces per drive-thru window. | One (1) space. |
| N. | Drive-in | One (1) space for | One (1) space |

| | | | |
|---|---|---|---|
| | Banks | every 350 sq.ft. of gross usable floor area plus stacking require-ments determined under 715.31 of this section. | for buildings between 30,000 sq.ft. and 100,000 sq.ft. in gross floor area, plus one (1) space for each additional 100,000 sq.ft. |
| O. | Furniture Sales | One (1) space for each 400 sq.ft. of floor area for the first 25,000 sq.ft., plus one (1) space for each 600 sq.ft. thereafter. | One (1) space plus one (1) additional space for each 25,000 sq.ft. of gross floor area. |
| P. | Group Day Care Centers | One (1) space for each employee, plus one (1) space for each four (4) children. | One (1) space |
| Q. | Housing for the Elderly | One (1) space for each one and one-half (1.5) dwell-ing units. | One (1) space |
| R. | Manufacturing | One (1) space for each employee on the major shift or one (1) space for each 300 sq. | One (1) space space for each 50,000 sq.ft. of gross floor area. |

| | | | |
|---|---|---|---|
| | | ft., whichever is greater. | |
| S. | Medical or Dental Offices or Clinics | Six (6) spaces for each doctor or dentist. | One (1) space per building |
| T. | Motels, Hotels, Lodging or Boarding Houses | One (1) space per Lodging unit, plus spaces equal to 25% of the capacity of any club or lodge. | One (1) space per building |
| U. | Multiple Family Dwellings, Townhouses | Two (2) fee free spaces for each living unit, of which one (1) is to be enclosed. | One (1) space for each multiple family building over four (4) units. |
| V. | Nursing Homes, Rest Homes | One (1) space for each four (4) beds. | One (1) space plus one (1) additional space each 100,000 sq.ft. of gross floor area. |
| W. | Office Buildings and Pro-fessional Offices, Other Than Any Area For Doctors Or Dentists; | One (1) space for each 250 sq.ft. of floor area. | One (1) space for buildings between 10,000 sq.ft. and 100,000 sq.ft. in gross floor area, plus one (1) space for each additional |

| | | | |
|---|---|---|---|
| | Banks, Public Administration Offices. | | 100,000 sq.ft. |
| X. | Private or Private Non-Profit Baseball Fields, Stadiums | One (1) space for each eight (8) seats of design capacity. | One (1) space for each structure with over 100,000 sq.ft. of gross floor area. |
| Y. | Restaurants, Private Clubs, Lodges, Food Dispensing Establish-ments (Except Drive-In Restaurants) | One (1) space for each forty (40) sq.ft. of gross floor area of dining and bar area and one (1) space for each eighty (80) sq.ft. of kitchen area. | One (1) space for each 10,000 sq.ft. of gross floor area. |
| Z. | Retail Com-mercial Uses, Except as Prescribed Herein. | One (1) space for each two hundred and fifty (250) sq.ft. of floor area. | One (1) space for the first 10,000 sq.ft. of gross floor area, plus one (1) space for each additional 50,000 sq.ft. |

| | | | |
|---|---|---|---|
| AA. | Retail Sales and Service Business With Fifty Percent or More of Gross Floor Area Devoted to Storage, Warehouses and/or Industry | Eight (8) spaces or one (1) space for each two hundred (200) sq.ft. devoted to public sales or service plus one (1) space for each five hundred (500) sq.ft. of storage area. | One (1) space for the first 10,000 sq.ft. of gross floor area, plus (1) space for each additional 50,000 sq.ft. |
| BB. | School, Elementary and Junior High, (Public or Private) | One (1) space for each classroom plus one (1) space for each fifty (50) student capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council. | One (1) space for each structure with over 100,000 sq.ft. of gross floor area. |

| | | | |
|---|---|---|---|
| CC. | School, High School (Public or Private) | One (1) space for each five (5) students based on design capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council. | One (1) space for each structure with over 100,000 sq.ft. of gross floor area. |
| DD. | Shopping Center | One (1) space for each one hundred fifty (150) sq. ft. of gross leasable area. | One (1) space or the first ten thousand (10,000) sq. ft. of gross leasable area plus one (1) space for each additional fifty thousand (50,000) sq. ft. or part thereof. |
| EE. | Single Family, Two-Family dwellings | Two (2) spaces per family unit. | N.A. |
| FF. | Warehousing | One (1) space for each 1,000 sq.ft. of gross floor area. That space which is solely used as | Determined by the Zoning Administrator |

office shall
comply with the
office use.

GG. Micro-production Facility: One (1) space for each 1,000 sq. ft. of floor area.

HH. Taproom/Tasting Room: One (1) space for each forty (40) sq. ft. of floor area.

II. Brewpub: One (1) space for each 1,000 sq. ft. of Micro-brewery production floor area; one (1) space for each forty (40) sq. ft. of floor area of dining and bar area; and one (1) space for each eighty (80) sq. ft. of kitchen area.

**801.20.16: NON-SPECIFIED USES:**

For uses not specifically listed above, off-street parking and loading requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. (N.A. = Not Applicable).

**801.20.17: C-4, C-4A AND C-4B PARKING REQUIREMENTS:**

A. Within the C-4, C-4A and C-4B Zoning Districts, the City may approve development and uses which do not comply with the required number of parking spaces as a conditional use permit, provided that:

1. A development agreement running with the land is completed in which it is agreed that the property in question is financially responsible for its proportionate share of the City sponsored and provided parking space construction, maintenance, and parking site acquisition for new on-street, lot and/or ramp parking. Said responsibility shall be determined on the basis of the property's parking space shortage based upon ordinance requirements, in relationship to the total parking space shortage, as defined by Section 801.20 for a defined service and benefit area. The "service and benefit area" shall include all properties which benefit from the available public parking serving a particular retail and commercial neighborhood or district.

2. The amount of parking provided on the property in question is the maximum amount possible, taking into account the use and design objectives of the C-4, C-4A and C-4B Districts as outlined by this Ordinance and the Comprehensive Plan.

3. The parking shortages created by the development are not premature or in excess of the supply which can be provided by the City through a public parking system on a long term basis.

4. The provisions of Section 801.04.2.F of this Ordinance are considered and satisfactorily met.

**801.20.18: SPACE REDUCTIONS.**

Subject to the review and processing of a conditional use permit as regulated by Section 801.04 of this Ordinance, the City may reduce the number of required off-street parking spaces and/or loading spaces when the use can demonstrate in documented form a need

which is less than required. In such situations, the City may require land to be reserved for parking development should use or needs change.

# Wayzata Downtown Parking Project

*Final*

**City of Wayzata**

SRF Consulting Group, Inc.
ENGINEERS
PLANNERS
DESIGNERS

December 2015

SRF No. 8866

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## List of Figures

# Introduction

The City of Wayzata performed a Parking Study in 2014 for a large area between Ferndale Road and the Presbyterian Homes Development, and between Wayzata Boulevard and Lake Street. The results of this study found a wide range between a surplus and a deficit of parking spaces in the 37 zones. Figure 1 shows the boundary of the 2014 Parking Study area.

**Figure 1. 2014 Parking Study Area**


The City determined that they needed to focus on the Downtown/Central Business District to identify:

- Need for Mill Street Parking Ramp,
- Means for managing city-controlled parking between multiple parcels and better utilize what exists,
- Consolidation of Operations & Maintenance (O&M), and
- Capital and O&M cost allocations.

The City approved Planning and Owner's Representative services to perform a Downtown Parking Update. The update is divided in six separate projects:

## Phase One:

1. Plan of Finance
2. Mobility Management District; Ordinance and Management Tools
3. Pilot Projects
4. Options for Renovation of Carisch Ramp

After the completion of Projects 1 through 4, the City Council reviewed the findings and authorized proceeding with Projects 5 and 6.

## Phase Two:

1. New Mill Street Parking Ramp
2. Wayfinding and Real Time Signage

# Project 1: Plan of Finance

The Plan of Finance is made up of the following tasks:

- Verify the City's current funding sources and obligations:
  - Identify new funding opportunities
  - New TIF District
  - TIF Pooling
  - Ground Lease/Sale/Development Revenue Options for:
    - Commercial development within and adjacent to the proposed Mill Street Ramp
    - Commercial development at the corner of Superior and Lake Street currently owned by the City
  - 429 Special Assessments
  - Bonding
  - Grants
- Negotiate with private partners to define their participation:
  - Carisch Ramp negotiations to extend public use and agree on proposed improvements financing
  - Presbyterian Homes negotiations to discuss (1) public parking benefits, (2) inclusion in Mobility management district, (3) other city benefits that could result from site plan and TIF negotiations, and (4) right of first refusal for city-owned Superior/Lake parcel

## Recommendations/Next Steps

***The City Council reviewed and supported the following Plan of Finance options on November 17, 2015. These options include cash, TIF 5 (Pres Homes), Widsten TIF, and new TIF (Gold Mine/adjacent property). The focus of the Plan of Finance is on funding of the Mill Street Parking ramp. Details on progress and direction of the Mill Street Parking ramp are provided under Project 5 (page 24). Figure 2 provides two options for funding the parking ramp. Figure 3 provides further breakout of the two funding options.***

***The City Council has reviewed the proposed Plan of Finance, but will continue to review and revise the plan as the design moves forward and the outcome of the 2016 legislative session is known with regard to the Widsten TIF Amendment.***

**Figure 2. Funding Source Options for Mill Street Parking Ramp**

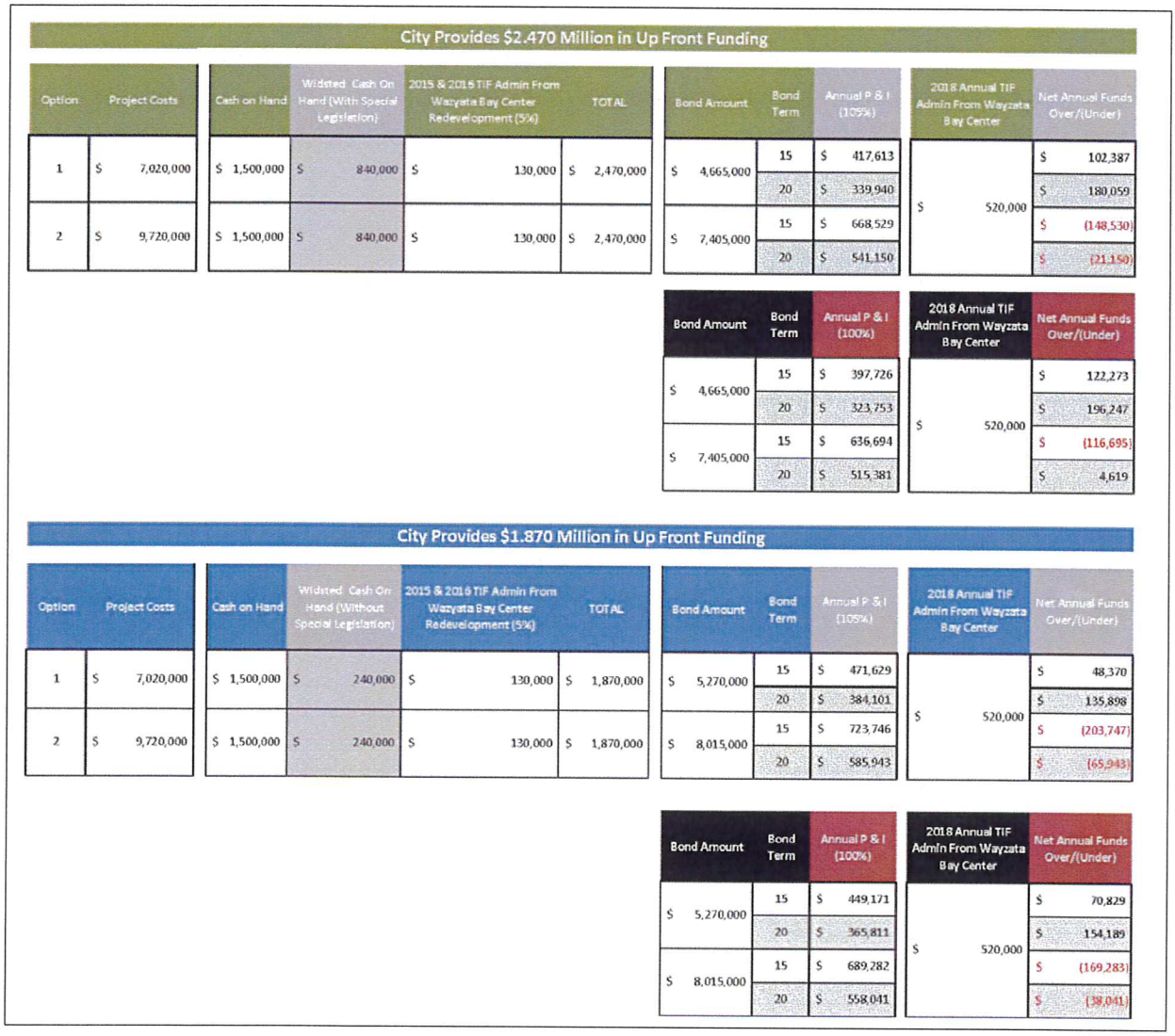
**City of Wayzata**

*Funding Sources For Parking Ramp*

| Source | Action Steps Needed to Secure | Timing of Source | Cash Available in 2016 | Cash Available Annually | # of Years of Annual Cash | Total |
|---|---|---|---|---|---|---|
| Cash | None | Available today - One time cash infusion to reduce bonding requirement | $ 1,500,000 | $ - | N/A | $ 1,500,000 |
| TIF 5 (Pres Homes) | None | Available today - 2015 Admin<br>Available in future years - 2016 admin, 2017 admin and partial value on Block E and 2018 100% of Block E | $ 130,000 | $ 520,000 | 24 | $ 12,609,993 |
| Widsten TIF | Need to obtain special legislation in 2016 Session. Funds would be available after the session (July 2016). | Available in Mid 2016 - If special legislation approved | $ 840,000 | $ 420,000 | 6 | $ 3,360,000 |
| New TIF (Gold Mine/Adjacent Property) | Full process to complete creation of TIF district takes approximately 60 days. Would need a TIF agreement with Belts to provide them assistance to redevelop their 2 parcels since an in-district obligation is required if you want to pool dollars outside the TIF district. | Available in 2018 - 20% of the TIF generated | $ - | $ 8,265 | 26 | $ 214,894 |
| TOTAL | N/A | N/A | $ 2,470,000 | $ 948,265 | N/A | $ 17,684,887 |

| Source | Action Steps Needed to Secure | Timing of Source | Cash Available in 2016 | Cash Available Annually | # of Years of Annual Cash | Total |
|---|---|---|---|---|---|---|
| Cash | None | Available today - One time cash infusion to reduce bonding requirement | $ 1,500,000 | $ - | N/A | $ 1,500,000 |
| TIF 5 (Pres Homes) | None | Available today - 2015 Admin<br>Available in future years - 2016 admin, 2017 admin and partial value on Block E and 2018 100% of Block E | $ 130,000 | $ 520,000 | 24 | $ 12,609,993 |
| Widsten TIF | Available today if special TIF legislation is not received | Available at end of 2015 | $ 240,000 | $ - | N/A | $ 240,000 |
| New TIF (Gold Mine/Adjacent Property) | Full process to complete creation of TIF district takes approximately 60 days. Would need a TIF agreement with Belts to provide them assistance to redevelop their 2 parcels since an in-district obligation is required if you want to pool dollars outside the TIF district. | Available in 2018 - 20% of the TIF generated | $ - | $ 8,265 | 26 | $ 214,894 |
| TOTAL | N/A | N/A | $ 1,870,000 | $ 528,265 | N/A | $ 14,564,887 |

**Figure 3. Funding Source Option Details**



**City Provides $2.470 Million in Up Front Funding**

| Option | Project Costs | Cash on Hand | Widsted Cash On Hand (With Special Legislation) | 2015 & 2016 TIF Admin From Wayzata Bay Center Redevelopment (5%) | TOTAL |
|---|---|---|---|---|---|
| 1 | $ 7,020,000 | $ 1,500,000 | $ 840,000 | $ 130,000 | $ 2,470,000 |
| 2 | $ 9,720,000 | $ 1,500,000 | $ 840,000 | $ 130,000 | $ 2,470,000 |

| Bond Amount | Bond Term | Annual P & I (105%) | 2018 Annual TIF Admin From Wayzata Bay Center | Net Annual Funds Over/(Under) |
|---|---|---|---|---|
| $ 4,665,000 | 15 | $ 417,613 | $ 520,000 | $ 102,387 |
| | 20 | $ 339,940 | | $ 180,059 |
| $ 7,405,000 | 15 | $ 668,529 | | $ (148,530) |
| | 20 | $ 541,150 | | $ (21,150) |

| Bond Amount | Bond Term | Annual P & I (100%) | 2018 Annual TIF Admin From Wayzata Bay Center | Net Annual Funds Over/(Under) |
|---|---|---|---|---|
| $ 4,665,000 | 15 | $ 397,726 | $ 520,000 | $ 122,273 |
| | 20 | $ 323,753 | | $ 196,247 |
| $ 7,405,000 | 15 | $ 636,694 | | $ (116,695) |
| | 20 | $ 515,381 | | $ 4,619 |

**City Provides $1.870 Million in Up Front Funding**

| Option | Project Costs | Cash on Hand | Widsted Cash On Hand (Without Special Legislation) | 2015 & 2016 TIF Admin From Wayzata Bay Center Redevelopment (5%) | TOTAL |
|---|---|---|---|---|---|
| 1 | $ 7,020,000 | $ 1,500,000 | $ 240,000 | $ 130,000 | $ 1,870,000 |
| 2 | $ 9,720,000 | $ 1,500,000 | $ 240,000 | $ 130,000 | $ 1,870,000 |

| Bond Amount | Bond Term | Annual P & I (105%) | 2018 Annual TIF Admin From Wayzata Bay Center | Net Annual Funds Over/(Under) |
|---|---|---|---|---|
| $ 5,270,000 | 15 | $ 471,629 | $ 520,000 | $ 48,370 |
| | 20 | $ 384,101 | | $ 135,898 |
| $ 8,015,000 | 15 | $ 723,746 | | $ (203,747) |
| | 20 | $ 585,943 | | $ (65,943) |

| Bond Amount | Bond Term | Annual P & I (100%) | 2018 Annual TIF Admin From Wayzata Bay Center | Net Annual Funds Over/(Under) |
|---|---|---|---|---|
| $ 5,270,000 | 15 | $ 449,171 | $ 520,000 | $ 70,829 |
| | 20 | $ 365,811 | | $ 154,189 |
| $ 8,015,000 | 15 | $ 689,282 | | $ (169,283) |
| | 20 | $ 558,041 | | $ (38,041) |

# Project 2: Mobility Management District; Ordinance and Management Tools

Project 2: Mobility Management District, Ordinance and Management Tools is made up of the following tasks:

- Define a Mobility Management District boundary,
- Review of the City's parking regulations and case studies,
- Draft revisions to parking regulations, including shared parking standards, and
- Identify management tools.

The potential outcomes of this project include:

- Revised parking ratios and/or shared parking calculations,
- Mobility Management District with parking space allocation,
- Parking space allocation formula,
- Capital, operations and maintenance cost assignments,
- Valet and employee parking regulations,
- Mobility options, and
- Improved wayfinding.

## Wayzata Mobility Management District Boundary

A Phase 1 Mobility Management District boundary was defined that focuses on the Downtown/ CBD where there is a:

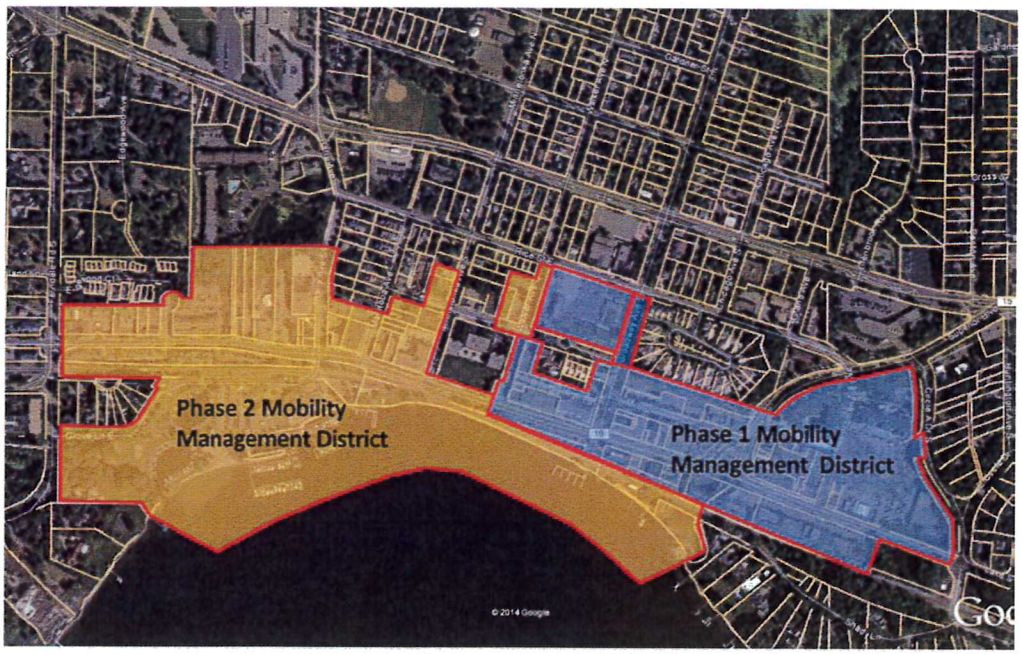
- Concentrated area of parking under City control,
- Development demand,
- Parking deficit (under current City Code), and
- Walkable area (average distance from 0.2 to 0.4 miles).

The Phase 1 Mobility Management District boundary includes Office, Retail, Restaurant and Civic uses. It excludes housing areas. This boundary was used as the focus of revised parking ratios and/or shared parking calculations, parking space allocation, parking space allocation formula, capital, operations and maintenance cost assignments, valet and employee parking regulations, mobility options, and improved wayfinding. Figure 4 shows the boundary of the Phase 1 Mobility Management District.

**Figure 4. Phase 1 Mobility Management District**


A Phase 2 boundary was created for future expansion of the Mobility Management District. The Phase 2 Mobility Management District expands to the west where there is future development potential and additional city-controlled parking. Figure 5 provides a graphic of the Phase 2 Mobility Management District boundary.

**Figure 5. Phase 2 Mobility Management District**



## Best Practices

Research was performed on best practices for parking standards and parking management. In general, the current trend in Parking Best Practices and Management is to support transit-oriented and pedestrian-friendly areas, help make infill development viable and create more walkable, livable communities.

Providing the appropriate supply of parking can be achieved through reduced parking requirements, shared parking, promoting alternative modes of travel, management of parking, a park once vision, and establishing a Parking/Mobility District with benefits. Sharing parking among different users can result in overall reductions in the amount of motor vehicle parking required. Shared parking is encouraged as a means of conserving scarce land resources, reducing stormwater runoff, reducing the heat island effect caused by large paved areas and improving community appearance.

A Parking/Mobility District can provide planning and coordination between on-street and off-street public parking, a process for shared parking between uses, payment in-lieu of providing parking option, monitoring and enforcement, and supportive measures, such as wayfinding, drop-off locations (valet/employee parking potential), shuttle, bike parking and structured parking. The goal of these practices is to create flexibility to meet market demands while minimizing impacts on residents, visitors and businesses. Updated parking practices can also provide an environment that supports creative parking plans as part of development/redevelopment. Details on potential Parking/Mobility District practices are provided under Management Tools section of this report. ***Attachment 1*** provides a summary of the case studies.

## Parking Ratio Case Studies

Wayzata's parking standards influence the determination of downtown parking supply or deficit. Parking regulations from other municipalities were reviewed to use as case studies from which to suggest revised parking requirements for the City of Wayzata. The focus of the case studies was on Parking Ratios and Shared Parking. For the purposes of this report, Parking Ratios are defined as the number of parking spaces required per square footage by type of use. For example, Wayzata requires four parking spaces per 1,000 square feet (net) for office uses. Shared Parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment. Shared Parking requires the following conditions:

- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season), and
- Relationships among land use activities that result in people's attraction to two or more land uses on a single auto trip to a given area or development.

After completing reviews of several municipalities, it was determined to use Edina, Minnesota; Downers Grove, Illinois; and Institute of Transportation Engineers (ITE) Parking Generation as examples for Wayzata Parking Ratios.

*Note: It was suggested to review parking requirements/conditions from areas such as Martha's Vineyard, Nantucket; Evanston, Illinois; and Vail, Colorado. These areas were found to have a strong transit or shuttle systems used to reduce the demand on parking and provided good examples for potential pilot projects or future multi-modal improvements, but were not selected as examples for parking ratios or shared parking for the following parking scenarios.*

Below are summaries of parking regulations for Wayzata and Edina, Minnesota; Downers Grove, Illinois; and ITE.

## Wayzata, Minnesota's Current Parking Regulations

Section 20 (Off-Street Parking and Loading) and Section 9 (Design Review Standards) of the City Code were reviewed to understand current practices. The focus of this review was on parking requirements applicable to the Downtown/Central Business District (CBD) for Office, Retail, and Restaurant, shared or joint parking, and alternative ways developers can meet their parking obligations. The City Code requires that each structure developed in the City must provide a certain number of parking spaces. These specific requirements are set out in detail for each type of structure in City Code Section 801.20.15 and are generally calculated on the basis of occupancy or net square footage (the City Code allows reducing the gross square footage by 10% for a net square footage to be applied to the requirements). The current off-street parking and loading requirements for Office, Restaurant, and Retail are as follows:

- Office: 4 stalls per 1,000 square feet
- Retail: 4 stalls per 1,000 square feet
- Restaurant: 25 stalls per 1,000 square feet

## Edina, Minnesota

Parking requirements under Planned Commercial District; Shopping Centers are used for the 50th and France area. The parking ratios for Office, Retail and Restaurant are as follows:

- Office: 5 stalls per 1,000 square feet
- Retail: 5 stalls per 1,000 square feet
- Restaurant: 8.6 stalls per 1,000 square feet

## Downers Grove, Illinois

Downers Grove, Illinois amended their Zoning Ordinance in June 2014. The regulations of the parking code are intended to help ensure provision of off-street motor vehicle parking facilities, bicycle parking, and other motorized and non-motorized transportation circulation facilities in proportion to the generalized demands of different land uses. It is the intent to help avoid the negative impacts associated with spillover parking into adjacent areas, while at the same time avoiding the negative environmental and visual impacts that can result from unnecessarily large

parking and vehicular use areas. The parking regulations are also intended to promote multi-modal transportation options and enhanced safety and convenience for non-motorized travel, and provide flexible methods of responding to the transportation and access demands of various land uses. The parking ratios for Office, Retail and Restaurant, and are as follows:

- Office: 3 per 1,000 square feet
- Retail: 3.5 per 1,000 square feet
- Restaurant: 12.5 per 1,000 square feet

### Institute of Transportation Engineers (ITE)

The ITE parking ratios for Office, Retail and Restaurant are as follows:

- Office: 2.8 stalls per 1,000
- Retail: 2.9 stalls per 1,000
- Restaurant: 17.3 stalls per 1,000

## Parking Scenarios

The following parking scenarios apply parking ratios from the selected case studies to the existing land uses within the Phase 1 Mobility Management District Boundary. These parking calculations utilize existing land uses and quantities and do not include future development scenarios. Parking ratios for Office, Retail and Restaurant from Wayzata, Edina, Downers Grove and ITE were applied for each scenario. Since it is not foreseen to have government uses added to the Phase 1 Mobility Management District and the City Hall/Library parking lot will not be changing, Wayzata's Government parking ratio of 5.2 stalls per 1,000 square feet was used for each scenario. The purpose of these scenarios is to provide an idea of the impact to parking supply/demand if reduced parking ratios are adopted by Wayzata.

### Wayzata Current Ordinance

If the City's required parking requirements are applied to the Office, Retail and Restaurant uses in the Phase 1 Mobility Management District there is a deficit of 414 parking stalls. Figure 6 provides a summary of the parking requirements within the Phase 1 Mobility Management District.

**Figure 6. Wayzata Parking Requirements – Phase 1 Mobility Management District**

| ZONE | PRIMARY LAND USES | QUANTITY | UNIT | CITY RATE/1000 SF | TOTAL DEMAND |
|---|---|---|---|---|---|
| Phase 1 | OFFICE | 83,370 | SQ. FT. | 4.0 | 333 |
| Phase 1 | RESTAURANT | 35,136 | SQ. FT. | 22.3 | 784 |
| Phase 1 | RETAIL | 178,601 | SQ. FT. | 4.0 | 714 |
| Phase 1 | GOVERNMENT | 33,950 | SQ.FT. | 5.2 | 177 |
| | | | | | 2008 |
| **Parking Supply** | | | | | 1594 |
| | On Street | 180 | | | |
| | Off Street | 1414 | | | |
| **SURPLUS/(DEFICIT)** | | | | | -414 |

The downtown area is not operating as if there is an unmet parking demand of 414 stalls. A couple of factors can be contributed to this scenario 1) the city parking requirements are higher than are necessary, and 2) shared parking is already occurring in the downtown.

## Edina, Minnesota

If Edina parking requirements are applied to the office, restaurant and retail uses in the Phase 1 Mobility management district there is a deficit of 393 parking stalls. Figure 7 provides a summary of the parking requirements within the Phase 1 Mobility Management District with Edina's parking ratios.

**Figure 7. Edina Parking Requirements Applied to Phase 1 Mobility Management District**

| ZONE | PRIMARY LAND USES | QUANTITY | UNIT | CITY RATE/1000 SF | TOTAL DEMAND |
|---|---|---|---|---|---|
| ALL | OFFICE | 92,633 | SQ. FT. | 5.0 | 463 |
| ALL | RESTAURANT | 39,040 | SQ. FT. | 8.6 | 336 |
| ALL | RETAIL | 198,445 | SQ. FT. | 5.0 | 992 |
| ALL | GOVERNMENT | 37,722 | SQ.FT. | 5.2 | 196 |
| | | | | | 1987 |
| **Parking Supply** | | | | | 1594 |
| | On Street | 180 | | | |
| | Off Street | 1414 | | | |
| **SURPLUS/(DEFICIT)** | | | | | -393 |

## Downers Grove, Illinois

If Downers Grove parking requirements are applied to the office, restaurant and retail uses in the Phase 1 Mobility Management District there is a deficit of 63 parking stalls. Figure 8 provides a summary of the parking requirements within the Phase 1 Mobility Management District with Downers Grove parking ratios.

**Figure 8. Downers Grove Parking Requirements Applied to Phase 1 Mobility Management District**

| ZONE | PRIMARY LAND USES | QUANTITY | UNIT | CITY RATE/1000 SF | TOTAL DEMAND |
|---|---|---|---|---|---|
| ALL | OFFICE | 92,633 | SQ. FT. | 3.0 | 278 |
| ALL | RESTAURANT | 39,040 | SQ. FT. | 12.5 | 488 |
| ALL | RETAIL | 198,445 | SQ. FT. | 3.5 | 695 |
| ALL | GOVERNMENT | 37,722 | SQ.FT. | 5.2 | 196 |
| | | | | | 1657 |
| **Parking Supply** | | | | | 1594 |
| | On Street | 180 | | | |
| | Off Street | 1414 | | | |
| **SURPLUS/(DEFICIT)** | | | | | -63 |

## Institute of Transportation Engineers (ITE)

If ITE parking requirements are applied to the office, restaurant and retail uses in the Phase 1 Mobility Management District there is a deficit of 112 parking stalls. Figure 9 provides a summary of the parking requirements within the Phase 1 Mobility Management District with ITE parking ratios.

**Figure 9. ITE Parking Requirements Applied to Phase 1 Mobility Management District**

| ZONE | PRIMARY LAND USES | QUANTITY | UNIT | CITY RATE/1000 SF | TOTAL DEMAND |
|---|---|---|---|---|---|
| ALL | OFFICE | 92,633 | SQ. FT. | 2.8 | 259 |
| ALL | RESTAURANT | 39,040 | SQ. FT. | 17.3 | 675 |
| ALL | RETAIL | 198,445 | SQ. FT. | 2.9 | 575 |
| ALL | GOVERNMENT | 37,722 | SQ.FT. | 5.2 | 196 |
| | | | | | 1706 |
| **Parking Supply** | | | | | 1594 |
| | On Street | 180 | | | |
| | Off Street | 1414 | | | |
| **SURPLUS/(DEFICIT)** | | | | | -112 |

## Parking Ratio Summary

When all of the scenarios are compared, Downers Grove and ITE provide the lowest unmet parking demand under today's conditions. There is no exact science to determining the perfect parking ratio. All of the four parking ratio case studies have merit.

- Downers Grove parking ordinance was amended within the last year and is the result of findings from a parking study. As mentioned previously, Downers Grove *amended parking code is intended to help ensure provision of off-street motor vehicle parking facilities, bicycle parking, and other motorized and non-motorized transportation circulation facilities in proportion to the generalized demands of different land uses. These are some of the management tools Wayzata may pursue, and Downers Grove is a midwest city with similar weather conditions (i.e., cold in the winter, less walkable).*
- ITE parking standards are based on a collection and assemblage of data performed by volunteers, and is provided as an informational guide regarding parking demand. ITE was referenced as a suggested parking ratio in the 2014 Parking Study.
- The City of Edina is a close comparable case study to Wayzata.
- And of course, Wayzata's parking ratios reflect current development requirements.

The parking ratios were consolidated to create an average to be applied to each land use. Figure 10 provides a summary of the parking ratios for each city and an average rate.

**Figure 10. Parking Ratio Summary Table**

| | EDINA | DOWNERS GROVE | ITE | WAYZATA | AVERAGE RATE |
|---|---|---|---|---|---|
| Office | 5.0 | 3 | 2.8 | 4 | 3.7 |
| Restaurant | 8.6 | 12.5 | 17.3 | 22.3 | 15.2 |
| Retail | 5.0 | 3.5 | 2.9 | 4 | 3.9 |

Applying this average parking ratio to current Phase 1 Mobility Management District uses results in a parking deficit of 113 stalls. Figure 11 provides the parking summary for the Phase 1 Mobility Management District with the average parking ratio applied.

**Figure 11. Parking Ratio Summary Table for the Phase 1 Mobility Management District**

| ZONE | PRIMARY LAND USES | QUANTITY* | UNIT | CITY RATE/1000 SF | TOTAL DEMAND |
|---|---|---|---|---|---|
| Phase 1 | OFFICE | 83,370 | SQ. FT. | 3.7 | 308 |
| Phase 1 | RESTAURANT | 35,136 | SQ. FT. | 15.2 | 534 |
| Phase 1 | RETAIL | 178,601 | SQ. FT. | 3.9 | 688 |
| Phase 1 | GOVERNMENT | 33,950 | SQ.FT. | 5.2 | 177 |
| * 10% SF removed per 801.20.9 D1 | | | | | 1707 |
| **Parking Supply** | | | | | 1594 |
| | On Street | 1414 | | | |
| | Off Street | 180 | | | |
| **SURPLUS/(DEFICIT)** | | | | | -113 |

## Shared Parking

In addition to reducing the parking ratio requirements for Office, Retail and Restaurant, shared parking percentages should be applied to uses within the Phase 1 Mobility Management District. This will allow the City to better manage the District's parking supply and demand and benefit from shared parking opportunities. Case studies of Shared Parking were reviewed. The shared parking examples reviewed had a similar range of percentages used to calculate shared parking potential and are based on Urban Land Institute (ULI) shared parking standards. Minneapolis and St. Paul utilize the same shared parking calculations and were selected to be used in the following Parking Scenarios.

Both Minneapolis and St. Paul permit the zoning administrator to authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing off-street parking when their respective hours of peak operation do not overlap. Shared parking shall be subject to the following conditions.

The number of shared spaces for two (2) or more distinguishable land uses shall be determined by the following procedure:

- Multiply the minimum parking required for each individual use, by the appropriate percentage for each of the six (6) designated time periods.
- Add the resulting sums for each of the six (6) columns.
- The minimum parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.
- Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

Figure 12 provides the proposed shared use percentages by land use and time period for properties in the Phase 1 Mobility Management District.

**Figure 12. Phase 1 Mobility Management District Shared Parking Table**

| WEEKDAY | | | WEEKEND | | | LAND USE |
|---|---|---|---|---|---|---|
| Midnight-7:00 a.m. | 7:00 am-6:00 pm | 6:00 p.m.-Midnight | Midnight-7:00 a.m. | 7:00 am-6:00 pm | 6:00 p.m.-Midnight | |
| 5% | 100% | 5% | 0% | 10% | 0% | OFFICE |
| 10% | 70% | 100% | 20% | 70% | 100% | RESTAURANT |
| 0% | 90% | 80% | 0% | 100% | 60% | RETAIL |
| 0% | 100% | 40% | 0% | 40% | 25% | GOVERNMENT |

As an example of the impact, the proposed reduced parking ratios and shared use percentage were applyied to existing uses in the Phase 1 Mobility Management District. The parking demand is reduced from 1,624 parking stalls to 1,478 parking stalls, and the decifict is reduced (113) to 116. Figure 13 provides a summary table of the proposed parking ratio and shared parking for the Phase 1 Mobility Management District.

**Figure 13.Phase 1 Mobility Management District Proposed Parking Summary**

| ZONE | PRIMARY LAND USES | QUANTITY* | UNIT | CITY RATE/1000 SF | TOTAL DEMAND | Shared Pkg |
|---|---|---|---|---|---|---|
| Phase 1 | OFFICE | 83,370 | SQ. FT. | 3.7 | 308 | 308 |
| Phase 1 | RESTAURANT | 35,136 | SQ. FT. | 15.2 | 534 | 374 |
| Phase 1 | RETAIL | 178,601 | SQ. FT. | 3.9 | 688 | 619 |
| Phase 1 | GOVERNMENT | 33,950 | SQ.FT. | 5.2 | 177 | 177 |
| * 10% SF removed per 801.20.9 D1 | | | | | 1707 | 1478 |
| **Parking Supply** | | | | | 1594 | 1594 |
| | On Street | 1414 | | | | |
| | Off Street | 180 | | | | |
| **SURPLUS/(DEFICIT)** | | | | | -113 | 116 |

As new development, or changes in use, occurs within the Mobility Management District, the developer will have the option to request a reduction of the required parking spaces based upon applying the shared parking percentages.

## Recommendations/Next Steps

*The City will amend the City Code (Section 20.15 Parking Requirements) to reflect the reduced parking ratios and take it through the City approval process. The shared parking policy and guidance will be included as part of establishment of the Mobility Management District.*

*A Mobility Management District will be established concurrently with the construction of the Mill Street parking ramp. The two key functions of the Mobility Management District will be to allocate parking for uses within the district and pay for associated costs within the district. The district will be established under the Special Service District statue in State Law (MN State Statute 428A.01-428A.101). Figure 14 provides a preliminary breakout of proposed Uses/Sources for the Mobility Management District.*

**It should be noted that the parking district operating costs will need to be amended to reflect the addition of the trolley ($10K/year) and dock master staff ($7.5K/year for Broadway docks) per the November 17, 2015 City Council motion to finalize the Downtown Parking Project/Programming and Pre-Design for Mill Street Ramp and proceed with Architectural and Engineering services for a grade plus two ramp.*

**Figure 14. Mobility and Management District Uses and Sources**

**Preliminary Uses & Sources for Parking District**

**MOBILITY/WAYFINDING COST ALLOCATIONS**

**USES**

| Service | Annual Cost |
|---|---|
| Bike Center/Rest Rooms | $ 8,000.00 |
| Wayfinding Signage | $ 5,000.00 |
| Valet | $ 8,000.00 |
| Administration | $ 5,000.00 |
| Annual Total | $ 26,000.00 |

**SOURCES**

| | | |
|---|---|---|
| Total Commercial SF in District | 400,000 | SF |
| Annual Cost per SF | $ 0.07 | Per SF per year |

**PARKING STALL COST ALLOCATION**

**USES**

| | Option #1 |
|---|---|
| Service | Annual Cost |
| Parking Stalls (450) | $ 90,000.00 |
| Capital Fund | $ 22,500.00 |
| Annual Total | $ 112,500.00 |

**SOURCES**

| | | |
|---|---|---|
| Allocate to Businesses that need Parking | $ 250.00 | per stall/year |

**PER STALL CAPITAL** $20,000-$22,000 per stall/one time

*Capital costs and Operation & Management costs for a parking stall will be paid by those properties/uses that require additional parking due to redevelopment or use change. Figure 15 provides two capital cost options.*

**Figure 15. Capital Cost Options**

| | | | | |
|---|---|---|---|---|
| **Concept #1 - Ammoritize over the life of the Ramp at 0% Interest (assume 50 years)** | | | | |
| | Per Stall Cost | $ 21,744 | per stall | |
| | Depreciated Years | 50 | years | |
| | Annual Capital Cost | $ 435 | annual lease per stall or $36.25/month | |
| | Annual Operating Cost | $ 225 | annual O & M per year | |
| | Annual Total Costs | $ 660 | | |
| | **Example** | | | |
| | 4000 SF Office Needs 14 Parking Stalls | | | |
| | 14 Stalls x $660 = $9,240 per year or | | | |
| | $2.31/SF for Parking Cost over and Above NNN Lease | | | |
| **Concept #2 - Ammoritize over Commercial Depreciation Term of 39 Years at 0% Interest** | | | | |
| | Per Stall Cost | $ 21,744 | per stall | |
| | Depreciated Years | 39 | years | |
| | Annual Capital Cost | $ 558 | annual lease per stall or $46.50/month | |
| | Annual Operating Cost | $ 225 | annual O & M per year | |
| | Annual Total Costs | $ 783 | | |
| | **Example** | | | |
| | 4000 SF Office Needs 14 Parking Stalls | | | |
| | 14 Stalls x $783 = $10,962 per year or | | | |
| | $2.74/SF for Parking Cost over and Above NNN Lease | | | |

## Management Tools

In addition to considering revisions to Wayzata's current parking ordinance, Wayzata should also consider steps to maximize potential benefits of existing parking facilities through better management. The downtown core parking facilities experience higher demand and will be utilized faster and more often than other parking options. Without effective management, there may be a perception of a parking shortage; even after adding additional capacity. The following are potential management tools that could be applied to the Phase 1 Mobility Management District.

### On-Street Management

*Encourage turnover at prime customer spaces along Lake Street* either through posted time limits or through installation of parking meters. On-street parking is the preferred parking location for most shoppers and employees. Enforced time limits or parking meters will deter employees or business owners from parking in front of their business. When properly managed, on-street parking will have a high turnover which benefits overall performance and customer service.

## Off-Street Management

*Improve signage, mapping, wayfinding and branding* to make Mobility Management District options clear to customers. Currently Wayzata does not have clear and consistent signage identifying location and access to public parking. Improving this condition to make available parking more accessible should be a completed prior to consideration of expanding parking supply.

*Explore valet strategies* to manage high parking demand in the Mobility Management District. The Mobility Management District could be used to coordinate and regulate valet parking between business owners and public/private parking facilities. Management of valet parking will ensure valet service is utilized as a tool for the efficient use of existing parking supply. Currently, some downtown Wayzata businesses offer private valet parking for the convenience of their customers. For example, the Cov has received a special permit from the City to valet park vehicles at the City Hall parking lot.

*Designate employee parking* to remove long-term parking and utilization of high demand Phase 1 Mobility Management District parking spaces. Currently, certain businesses do require employees to park in designated areas, such as Cov employees parking on the third level of the Carisch ramp. Requiring all employees to park in designated areas and to apply for a permit would reduce demand on priority parking stalls within the Phase 1 Mobility Management District. Consideration of remote employee parking, outside of the Phase 1 Mobility Management District would make the greatest impact on parking demand in the mobility management district.

*Expand trolley service* to reduce employee parking demand, peak-hour customer parking demand, and provide multimodal access to the Phase 1 Mobility Management District, and in the future, within Phases 1 and 2 Mobility Management District.

## Recommendation/Next Steps

***The City applied these management tools in the formation of Pilot Projects to test their effect on utilization of existing parking within the Phase 1 Mobility Management District. Project 3: Pilot Projects (below) provides details on the Pilot Projects that were implemented over the summer of 2015.***

# Project 3: Pilot Projects

## On-street Two Hour Parking Enforcement Pilot Project

On June 1, 2015 the City of Wayzata initiated an On-street Two Hour Parking Enforcement Pilot Project. This pilot project ran from June 1 – August 30, 2015, with warnings being issued (versus tickets) from June 1 – June 15, 2015. The hours of enforcement were 6 a.m. to 6 p.m., 7 days per week. Figure 16 shows the Two Hour Parking Enforcement boundary. The area of enforcement was defined as follows:

- Lake Street between Superior Boulevard and Walker Avenue (both sides)
  - Add signage to south side of Lake Street between Walker Avenue and Broadway Avenue
- Broadway Avenue from Lake Street to Mill Street Lot Entrance (current signage)
- Walker Avenue from Lake Street to ramp entrance (current signage)
- West City Lot (add signage)
- Bag remaining existing Time Enforced Signs

**Figure 16. Illustrates the Area for the Two Hour Parking Enforcement Pilot Project**


## Valet Parking Pilot Project

On June 15, 2015, the City of Wayzata implemented a Valet Parking Pilot Project. The pilot project ran from June 15 – September 6, 2015. The City entered into a contract with the current valet provider at the COV restaurant to provide the valet parking pilot services. The hours of operation were 11 a.m. – 11 p.m. seven days a week. Six dollars per car was charged for valet parking. The

valet stand was located at the West City Lot entrance. The need for a second valet stand was evaluated in July 2015, and determined not to be needed. There were specific locations designated for the valet parking. Figures 17 – 19 show the designated valet parking areas. These included:

- 11 a.m. – 4 p.m.: 20 stalls at City Hall lot, 20 stalls along northern edge of Mill Street lot, all of East City Lot (behind Cov)
- 4 p.m. – 11 p.m.: 3rd Level of Marquee Plaza ramp (85 stalls), City Hall (all available), East City Lot (all available), NO Mill Street lot parking

**Figure 17. Proposed Valet Stand Locations**

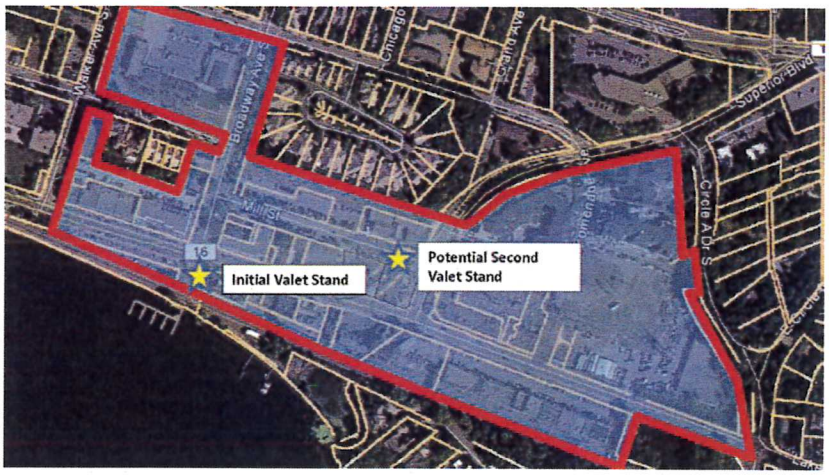



**Figure 18. Valet Parking Locations: 11 a.m. to 4 p.m.**

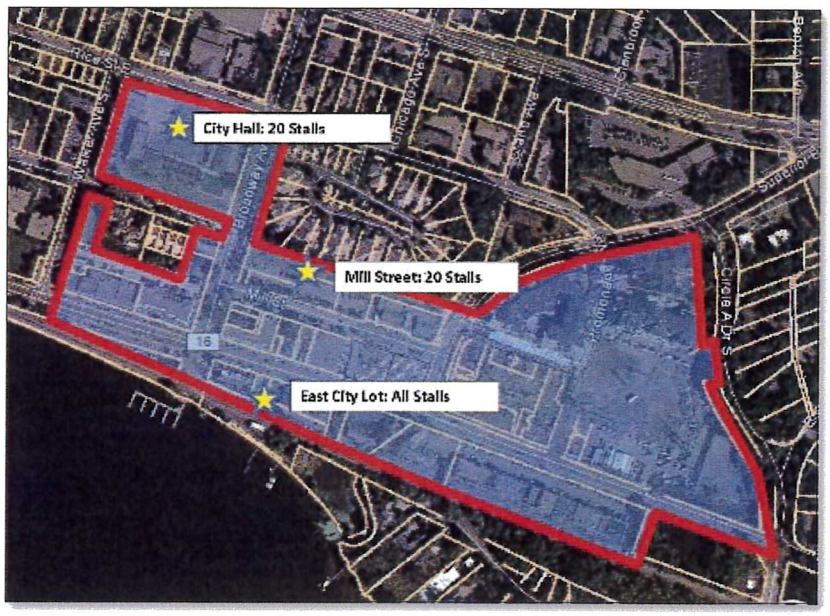
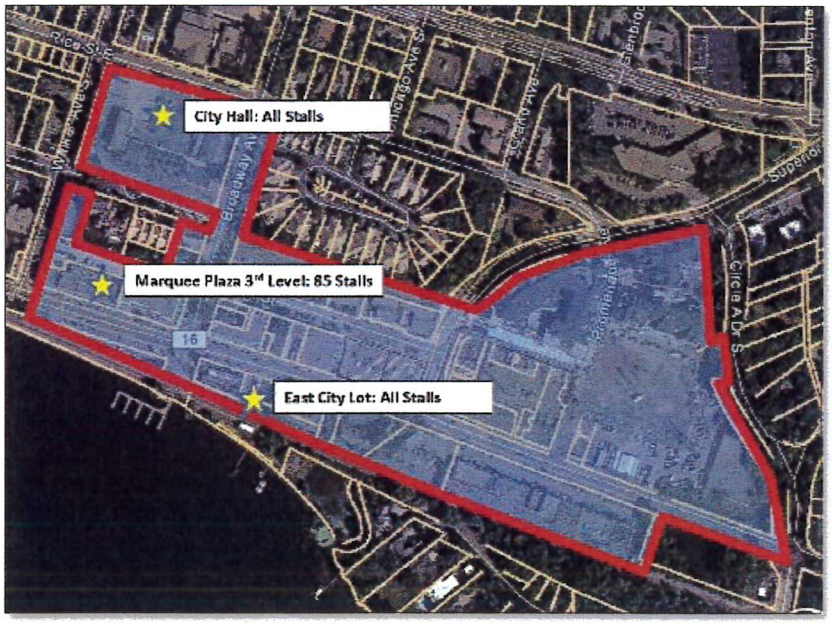


**Figure 19. Valet Parking Location: 4 p.m. to 11 p.m.**




Data was collected during the valet pilot project to support findings. This data included (by day), number of cars parked, number of employee hours, and revenue. In addition, data was collected on feedback from users of the valet service, destinations and duration.

## Designated Employee Parking

Beginning in mid-June 2015, the City initiated a Designated Employee Parking Pilot project to direct employee parking to designated areas away from prime parking locations. The pilot was open to all interested businesses, and Municipal staff were directed to participate. The location of employee parking included City Hall (20 stalls), 3rd Floor of Marquee Plaza (after 4 p.m. and weekends only), and Promenade (50 stalls by permit only from city hall).

## Expand Trolley Service

The Lake Minnetonka Trolley was in service from June 7 – September 3, 2015. The trolley ran a 16-stop route 10 a.m. to 4 p.m. on Thursdays and Sundays. Additionally, the trolley will have a special route from 5:30 to 9:30 p.m. on Wednesday nights in July for the concert series at the Depot, stopping from the east to west end along Lake Street.

### Recommendation/Next Steps

***Employee Parking*** should continue to be pursued. Some of the difficulties observed with the pilot project was that it was difficult to not have an identified field of parking to direct employees to, or a frequent transit system to connect to remote parking lots.

***Public Valet*** accommodations (stand and allocated parking spaces) should be included in the Mill Street ramp. The pilot program confirmed there is a demand for valet parking, but it is difficult to execute and control without an identified field of parking.

***Two-hour Parking Enforcement*** was determined to be too short of a time period. It is recommended to increase the time limit to three hours for short-term parking on Lake Street. The City will replace the two-hour limit signage with three-hour limit signage by the end of 2015.

***Docks and Trolley Pilot Projects.*** Dock usage between existing and new will continue to be tracked for the next two seasons (2016/17). This information will be provided to Civitas for Signature Project input. The 2016 budget includes allocation for continued trolley operations.

# Project 4: Options for Renovation of Carisch Ramp

An assessment of the condition and functionality of the Carisch Parking Ramp was performed in March 2015. The assessment was used to identify existing opportunities for improvements to the ramp that may assist in its performance as a public parking facility and assess potential updating requirements based on age of facility and changes in building code and ADA code. *The full memo is included as* ***Attachment 2*** *to this report.* The following potential improvements were identified:

1. New Stair/Elevator Core/ADA Improvements - $750,000 to $950,000
2. Added Ventilation - $6,000 to $9,000
3. Update to LED Lighting - $50,000 to $60,000
4. Painting Interior Ceiling and Walls White - $180,000 to $200,000
5. Wayfinding and Parking Availability Signage - $45,000 to $65,000

## Recommendations/Next Steps

***After the analysis and pricing for the Carisch Ramp renovations, the City Council direction is to not move forward with the proposed improvements until a future date, most likely not until Carisch renews the public parking agreement.***

# Project 5: New Mill Street Parking Ramp

The City received a letter from the Beltz family regarding the commercial corner of the Mill Street parking ramp. The letter withdrew Beltz's interest in Public/Private Partnership (P3) and commercial corner of the Mill Street parking ramp. The letter also supported construction of Mill Street parking ramp and their intention to submit an application for redevelopment of the Gold Mine/Mail Center properties. This notification does not alter or relinquish Beltz development rights north of Mill Street (2002 Development Agreement for 701 East Lake Street).

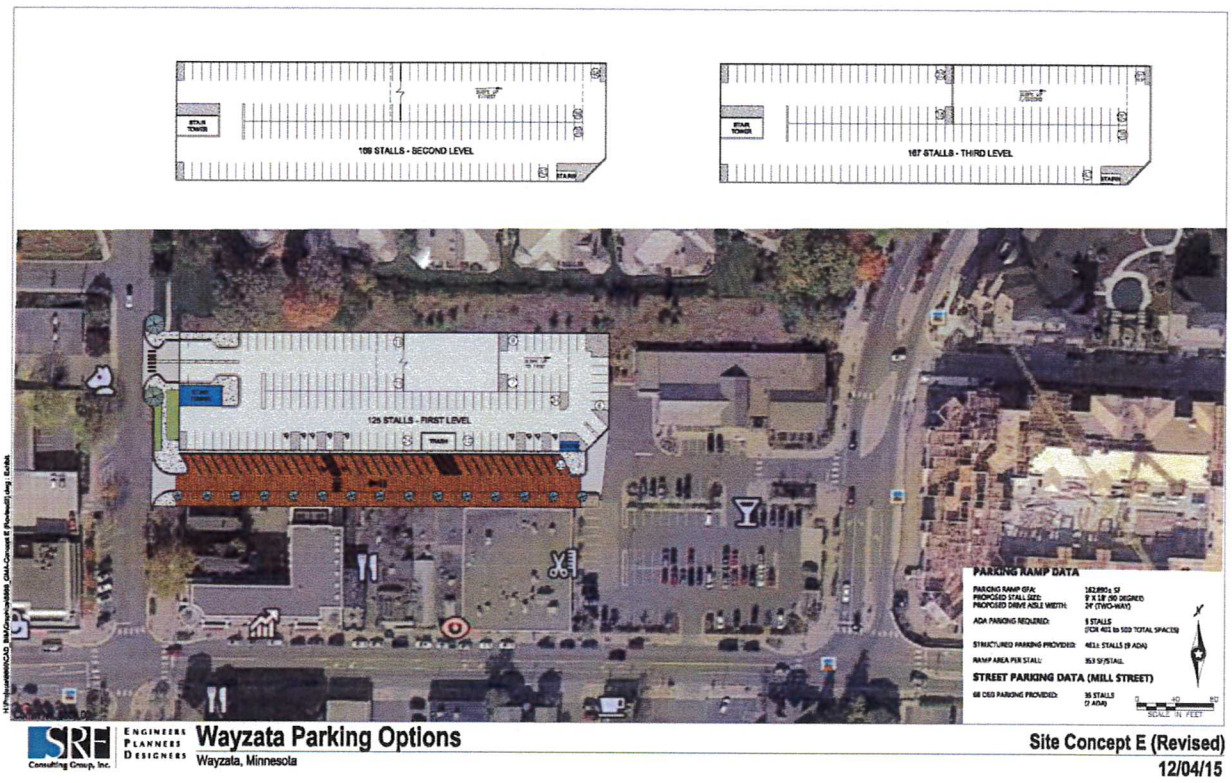
Figure 20 provides the three proposed options for design of the Mill Street parking ramp. Figure 21 provides a conceptual site plan used to identify the Mill Street Parking Ramp potential footprint, access points, number of levels, and future use of Mill Street. Final design, including height, number of stalls, etc., will be performed during Architectural and Engineering (A/E) services.

**Figure 20. Design Options for Mill Street Parking Ramp**

## Grade + 1 and Grade + 2

| | Grade + 1 Level (No Commercial) | Grade + 2 Levels (No Commercial) | Grade + 2 Levels (With Roof/No Commercial) |
|---|---|---|---|
| Estimated Project Cost | $7,020,000 | $9,720,000 | $12,300,000 (+500-600K for Green Roof) |
| **Project Information** | | | |
| Total Parking Stalls | 328 | 447 | 447 |
| Existing Surface Stalls | 182 | 182 | 182 |
| **Net New Parking Stalls** | **146** | **265** | **265** |
| **Usage** | | | |
| Beltz Redevelopment (South of Mill St.) | 70 | 70 | 70 |
| Estimated Lake Effect Impact & Demand | 50 | 50 | 50 |
| **Surplus Parking** | **26** | **145** | **145** |

**Figure 21. Grade +2 Levels (No Commercial) Site Plan**




The estimated capital cost for the Grade +2 levels (no commercial) is $9,720,000 ($21,700 per stall). This estimate was based on City Council feedback with regard to the quality desired for the structure and includes the following:

- Budget to create a "commercial building for parking" with three-sided architecture
- Expanded stair/elevator tower with restrooms and bike center, common refuse area
- Post-tension concrete ramp and brick/stone/glass exterior (pre-cast would be less expensive but would change interior of ramp to feel smaller)
- Interior finishes include wall/ceiling painting for added reflectivity and LED lighting
- Parking stall electronics for accurate vacancy reporting, real-time signage
- Thirty three percent soft cost/contingency
- Additional allowance of $125K – $150K for geopiers/soil correction for foundations
- 2016/2017 construction

The Mill Street parking ramp involves the following zoning considerations:

**Current Comp Plan Land Use Designation – Institutional/Public**

- No changes needed to land use designation

**Current Zoning – INS/Institutional**

- Zoning would remain INS/Institutional
- City initiates zoning ordinance amendment for INS/Institutional District to add municipal parking ramp as a conditional use and provide standards for lot area, setbacks, and lot coverage

**Subdivision**

- Preliminary and final plat to combine two lots into one and adjust Mill Street right of way

**Design Review**

- Design review would be subject to Bluff District standards

## Recommendations/Next Steps

***At the City Council meeting of November 17, 2015 the City Council elected to move ahead with procurement of A/E Services via an RFQ. Some specific directives included:***

- ***The option of advancing the roof concept over the grade plus two level parking ramp***
- ***The option of dropping the total height of the parking ramp by either modifications in floor height or depressing the entire structure into the grade by up to six feet.***
- ***Consideration of extensive landscaping along the north side of the ramp to mitigate visibility of the ramp to the homes located north of the ramp.***
- ***No specific decision was made with respect to hiring a Construction Manager or specifically how the parking ramp was to be procured.***

**The following is the motion made by the City Council on November 17, 2015:**

*Mr. Tyacke made a motion, seconded by Mr. Mullin, to direct staff to finalize Downtown Parking Project-Programming and Pre-Design for Mill Street Ramp section and proceed with Architectural and Engineering Services for a grade plus two ramp, exploring design options for a roof and amenities that would screen from a visual and security perspective the neighborhood to the north.*

*Mr. Mullin requested the addition of two friendly amendments: 1) Include suggestions made by Councilmember Anderson around the transportation elements that include trolley, valet service, and the dock that can help balance out how to relieve the pressure of parking; and, 2) Request staff to bring back the list of specs for the ramp, that include the amenities and optional features of the ramp.*

*Ms. Nelson repeated the motion made and seconded, and summarized the friendly amendments, which were accepted: to include in the district cost the operations for the trolley, valet service and dock master staff, and that staff would bring back a summary in advance of preparation of the RFP that would clearly outline the specifications of the ramp for amenities and features to ensure alignment before the RFP would be drafted.*

**The City will proceed with the following entitlement process as part of the Architectural/Engineering (A/E) services:**

***Ordinance Amendment for INS/Institutional District***

- **Public Hearing at Planning Commission**
- **City Council Approval (3/5 vote requirement)**

***CUP, Subdivision, and Design Review***

- **Public Hearing at Planning Commission**
- **City Council Approval (3/5 vote requirement)**

# Project 6: Wayfinding and Real Time Signage

On June 29, 2015, Visual Communications was hired to provide Phase 1 Design and Analysis for up to two options depicting potential signage for Directional Signage and Mill Street Ramp Identification and Real Time Signage. The proposed options are provided in ***Attachment 3*** and were presented to the City Council on September 15, 2015.

## Recommendations/Next Steps

***The City will advance the wayfinding and real time signage as part of the Architectural and Engineering services for the Mill Street parking ramp.***

# Appendix

| | |
|---|---|
| Attachment 1 | Case Studies |
| Attachment 2 | Carisch Ramp Memorandum |
| Attachment 3 | Wayfinding and Signage |

SRF Consulting Group, Inc. | Engineers Planners Designers

**Attachment 1**

# Case Studies for Wayzata Downtown Parking Study

Case Study: Austin, Texas: Parking and Transportation Management District

An example of a Parking and Transportation Management District is the City of Austin, TX. Austin, TX recently implemented their first Parking and Transportation Management District (PTMD). This plan combines existing ordinances and tools with proven best practices, using a comprehensive district management approach to address the diverse parking and transportation needs of mixed-use commercial and residential areas. In December 2014 the City of Austin amended the City Code to add a chapter establishing a Parking and Transportation Management District Program. More on this program can be found at: http://www.austintexas.gov/edims/document.cfm?id=223312

Case Study: Carmel, CA: Parking Pilot Program

In November, 2014 Carmel, CA implemented a Parking Pilot Program. The parking pilot program is a temporary six month trial program on Ocean Avenue between Junipero and Monte Verde Street that can be extended on a month to month basis, up to a year or even longer based on recommendations by council. Carmel installed paid parking along Ocean Avenue in their business district. Paid parking is between the hours of 10 am – 7 pm. In addition to parking meters, the city has free on-street parking with posted time limits (up to four hours), and promotes un-timed free parking at various locations. Carmel agreed to the parking pilot program after Walker Parking Consultants completed a parking study in October 2013 and discovered there was an imbalance of parking in the downtown commercial district with very little turn over from vehicle parking longer than the recommended time rates.

Walker identified two types of policy measures that can help achieve the redistribution of long-term parkers by refocusing the behavior of drivers parking in the on-street spaces; and providing incentives which encourage or incentivize long-term parkers to not park in the coveted visitor spaces, or not park at all, but instead use other means to access the commercial district. Walker concluded that parking policies are needed to redistribute parking demand and increase the availability of parking spaces on the busiest locations.

A recommendation of the study was to provide more convenient and attractive parking options for employees by encouraging them to park away from the commercial core to make more on-street spaces available to visitors and residents. Employees are directed to park at designated free parking locations. A shuttle service or ambassador/concierge for employees and others who park in the peripheral locations was suggested. More information can be found on the following link:
http://ci.carmel.ca.us/carmel/index.cfm/residents/city-services/transportation-parking/parking-information1/multi-space-parking-stations-frequently-asked-questions/

Case Study: Huntington Village, NY: Valet Parking Pilot Project

Huntington Village, NY implemented a valet parking pilot project in May of 2014. The pilot program was implemented in response to a parking study and provided free valet parking on Friday and Saturday in a portion of a municipal lot. The program was jointly funded by a formed “parking consortium” including

the Town, Chamber of Commerce and Huntington Village Business Improvement District. The pilot project was part of a series of measures in response to the parking study. In addition to valet parking, the Town activated multi-space parking pay stations on specific streets, changed the hours for which metered parking is active (10am to 8 pm, Monday-Saturday); and increased to three hours in the maximum a vehicle can remain parking at an on-street spot. The pilot project was discontinued in October 2014 when it was determined that it was no longer necessary after parking spaces in a city lot were reopened after a construction project on the lot was completed. http://patch.com/new-york/huntington/new-to-huntington-village-valet-parking

Case Study: Concord, CA: Ordinance on Valet Parking

The municipality of Concord, CA (July, 2014) introduced an Ordinance amending the City Code to include a new section on Valet Parking Passenger Loading/Unloading Zones. Concord, CA completed a review of the feasibility of permitting private business in the City to operate valet parking passenger loading/unloading zones in the public right-of-way. It was determined that business-operated valet parking services could potential benefit the financial wellbeing of businesses in the City by offering parking convenient to patrons. Furthermore, it was determined that adding a new policy on valet parking passenger loading/unlading zones in the City's Municipal Code will provide a process to review and approve requests by sponsor businesses to operate valet parking services on a case-by-case basis, to ensure these services are safely and properly operated.
http://www.cityofconcord.org/pdf/citygov/agendas/council/2014/0722/3D.pdf

Case Study: Carmel, CA: Employee Parking

Responding to concerns that many parking spaces in downtown Carmel-by-the-Sea are being taken up by business employees and are thus not available for visitors, those employees will be able to park for free for unlimited periods on certain nearby streets and other areas starting August 2014. Map of employee parking: http://ci.carmel.ca.us/carmel/index.cfm/linkservid/2D07A6C8-3048-7B3D-C50680BF3C50609E/showMeta/0/

Case Study: Edina, MN: Employee Parking

The City of Edina owns and operates three parking ramps to serve the Edina portion of the 50th and France Commercial Area. Parking permits are available for full- and part-time employees of businesses located in the Edina portion of 50th and France who choose to park in the City ramps. A permit allows an employee to park in the ramps in excess of the posted time limits applicable to customers and clients. Parking stalls are available on a first-come-first-served basis. Issuance of a parking permit does not guarantee or reserve a space. Every employee who chooses to park in the City facilities MUST purchase a parking permit and abide by the parking regulations. Employees are not allowed to park in the City parking ramps without a valid permit. Permit holders may only park in the designated areas of the City ramps. Permits are issued on a calendar-year basis. Permits will be valid from January 1 to December 31. The employee parking permit fees are $10/month or $120/year.

http://edinamn.gov/edinafiles/files/Resources/Permits_Applications/Parking%20Permit%20Application.pdf

Case Study: Nantucket, MA: Transit Shuttle

The Town of Nantucket is a tourism focused island community approximately 29 miles off the coast of Hyannis, MA, approximately 80 miles southeast of Boston, MA. The city has 10,371 year-round residents and a summer seasonal population of over 50,000 people. As traffic and parking issues have been long standing issues for Nantucket, it has developed a highly successful mass transit shuttle system to move people around the town and help alleviate significant downtown parking issues, of which have been studies numerous times over the past few years. Transit service is delivered on 9 separate routes with a total of 13 buses. The system is administered by the Nantucket Regional Transit Authority, one of 13 transit authorities in the State of Massachusetts. (http://www.nrtawave.com/index.php) The system has an annual budget of $1.8M, with 25% coming from fair box recovery from approximately 290,000 rides per year, or an average of approximately $4.70 per trip in subsidy.

This transit system also provides service to three city controlled remote parking lots outside the core downtown area, which are used by both employees and visitors. Additionally, over the past two years, they have instituted a Common Valet location just one block from the city center that has been very successful. Rates vary from time of day and day or the week. Downtown street parking is also highly controlled via time limits and enforcement is by local police and community service officers. http://www.nantucket-ma.gov/documentcenter/view/7176

Recent studies look to the city instituting an on-street parking meter system with deferral permits issued to adjacent business and property owners. Net Revenue is projected to be well over $1.0M after operating costs. Meters will most likely only be operational during peak season (May thru September).

http://www.nantucket-ma.gov/documentcenter/view/5527

http://www.nantucket-ma.gov/documentcenter/view/1194

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**Attachment 2**

## Carisch Ramp Memo

LSA Design, Inc.
Northwestern Building
219 North Second Street
Suite 302
Minneapolis, MN 55401
T. 612.339.8729
F. 612.339.7433
www.lsadesigninc.com

Planning
Architecture
Urban Design

# Memorandum

**To:** **Heidi Nelson – City Manager**
**From:** James B. Lasher, RLA
William Fossing, PE
**Project:** City of Wayzata Downtown Parking Project
**Subject:** Preliminary Review of Carisch Parking Ramp
**Date:** March 2, 2015

The City has engaged LSA Design to assist in the Planning, Programming and Pre-Design efforts for additional parking within the core area of Downtown. One of the initial four projects was to make an assessment of the condition and functionality of the Carisch Parking Ramp. The purpose of this memo is to identify existing opportunities for improvements to the ramp that may assist in its performance as a public parking facility and assess potential updating requirements based on age of facility and changes in building code and ADA code.

Initial findings are shown on the attached drawings and optional improvements are as follows:

1. **New Stair/Elevator Core/ADA Improvements - $750,000 to $950,000**
2. **Added Ventilation - $6,000 to $9,000**
3. **Update to LED Lighting - $50,000 to $60,000**
4. **Painting Interior ceiling & Walls White - $180,000 to $200,000**
5. **Wayfinding & Parking Availability Signage - $ 45,000 to $65,000**

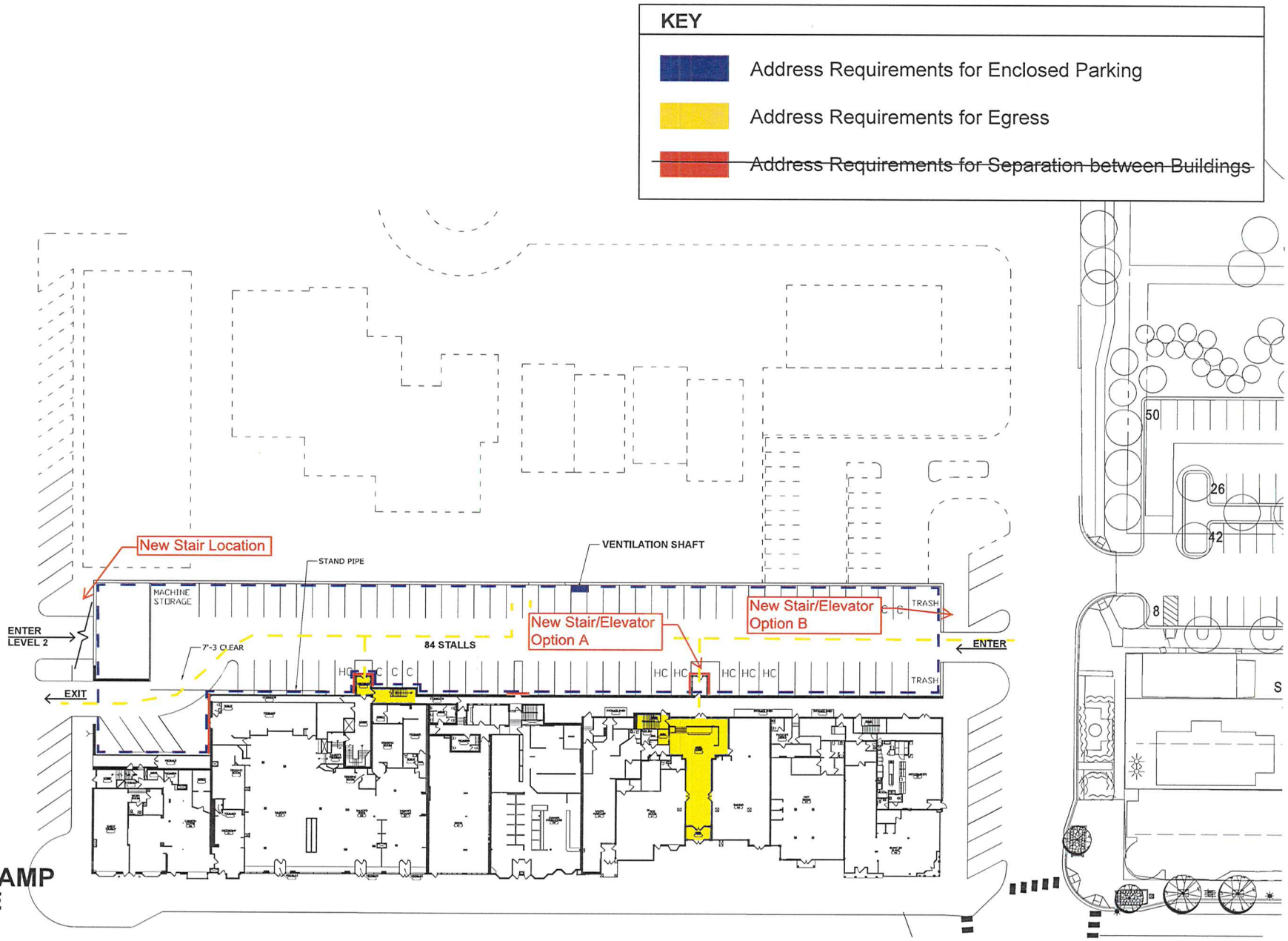
**NEXT STEPS**

Based on this initial assessment, we would like to propose the following course of action:

1. Arrange a second meeting with the Carisch Building Owners to discuss issues and opportunities for improvements.
2. Review option for extending current City/Carisch Parking Agreement
3. Prepare a Feasibility Study that details the proposed improvements along with Schematic Design level budgets and plans.

Attachments
Three-level floor plans
C: William Fossing - LSA
LSA File 14-11.03

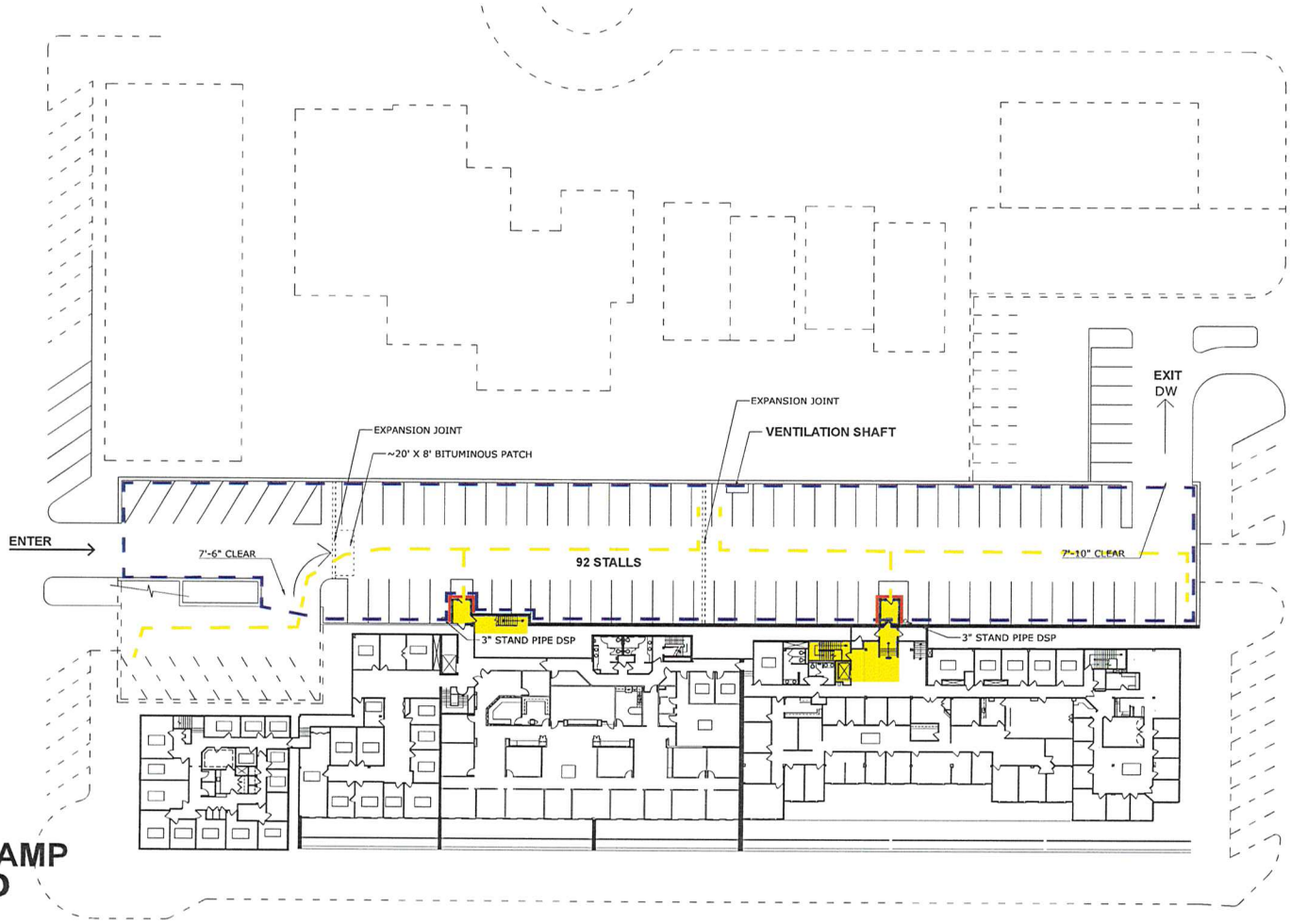
DRAFT




**CARISCH RAMP**
**LEVEL ONE**
1" = 50' - 0"

**KEY**

- Address Requirements for Enclosed Parking
- Address Requirements for Egress
- ~~Address Requirements for Separation between Buildings~~

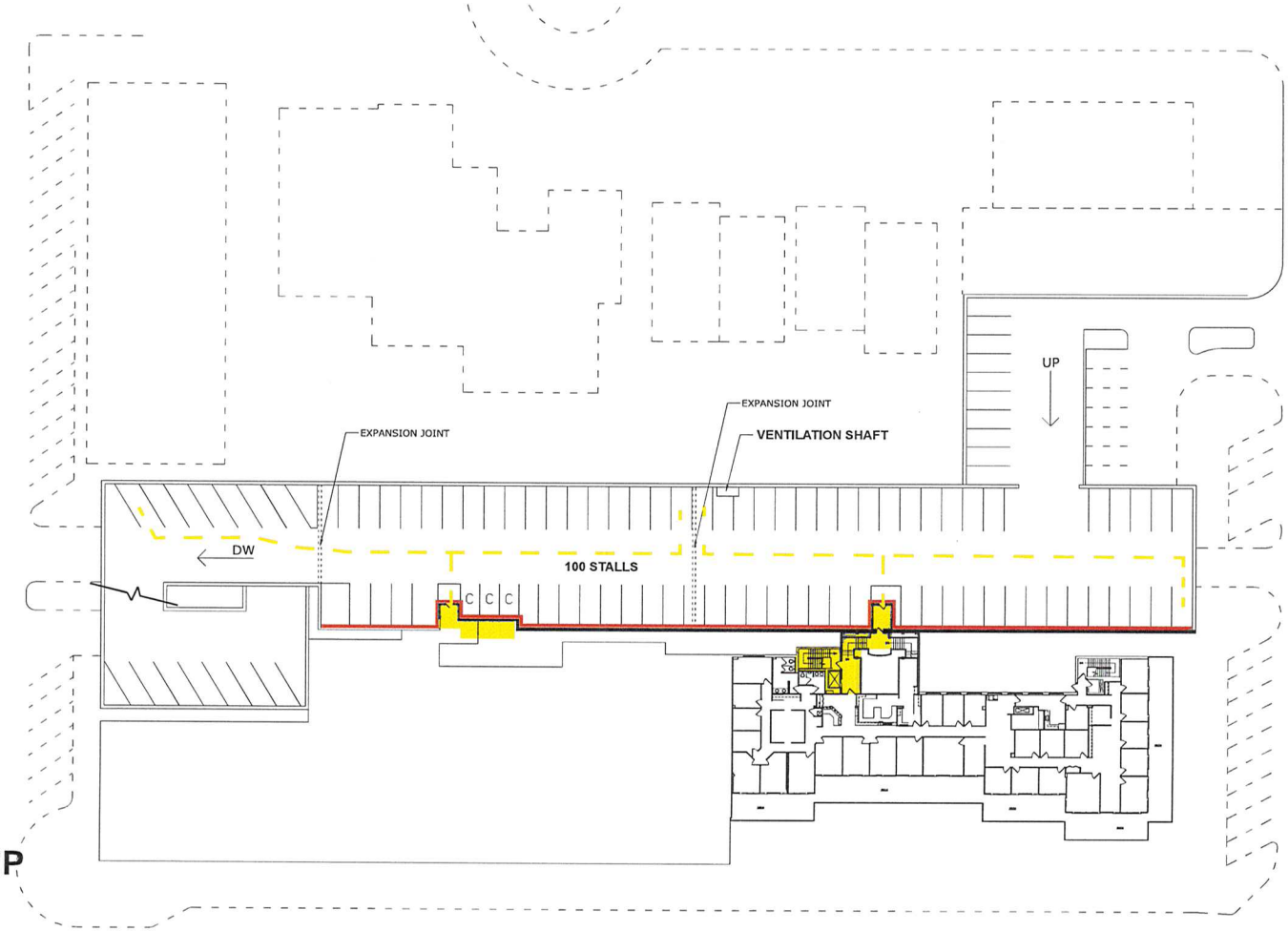



**CARISCH RAMP**
**LEVEL TWO**
1" = 50' - 0"

LSA

**KEY**

- Address Requirements for Enclosed Parking
- Address Requirements for Egress
- ~~Address Requirements for Separation between Buildings~~




**CARISCH RAMP**
**LEVEL THREE**
1" = 50' - 0"

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**Attachment 3**

# Wayfinding and Signage Options

# Mill Sreet Ramp

Exterior ID Signage & Real Time Design Options

## Mill Sreet Ramp

Wayzata, MN

Exterior
Signage
Design

VISUAL
Communications
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visualcomm.com



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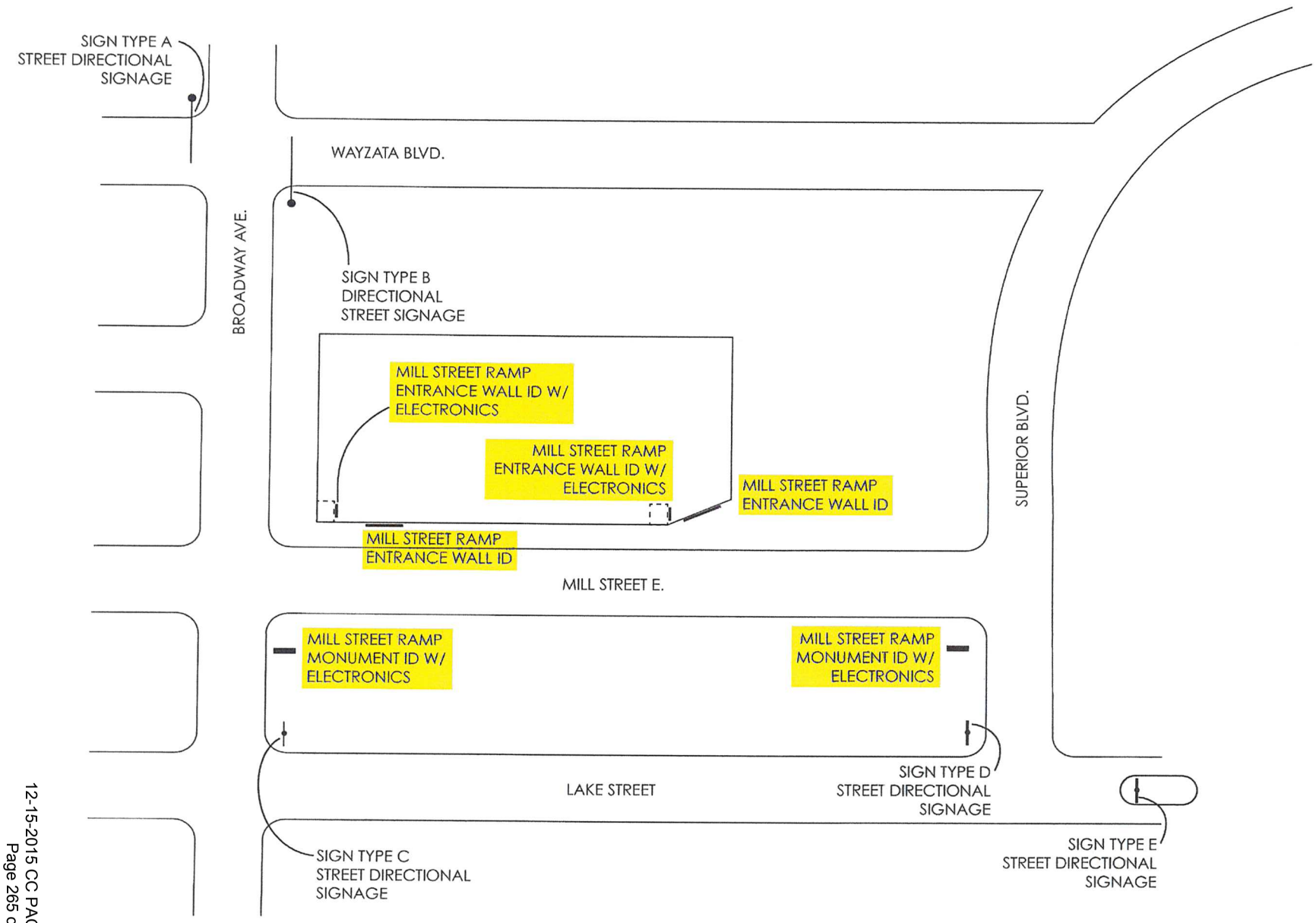
09/18/15 cc




# Mill Sreet Ramp

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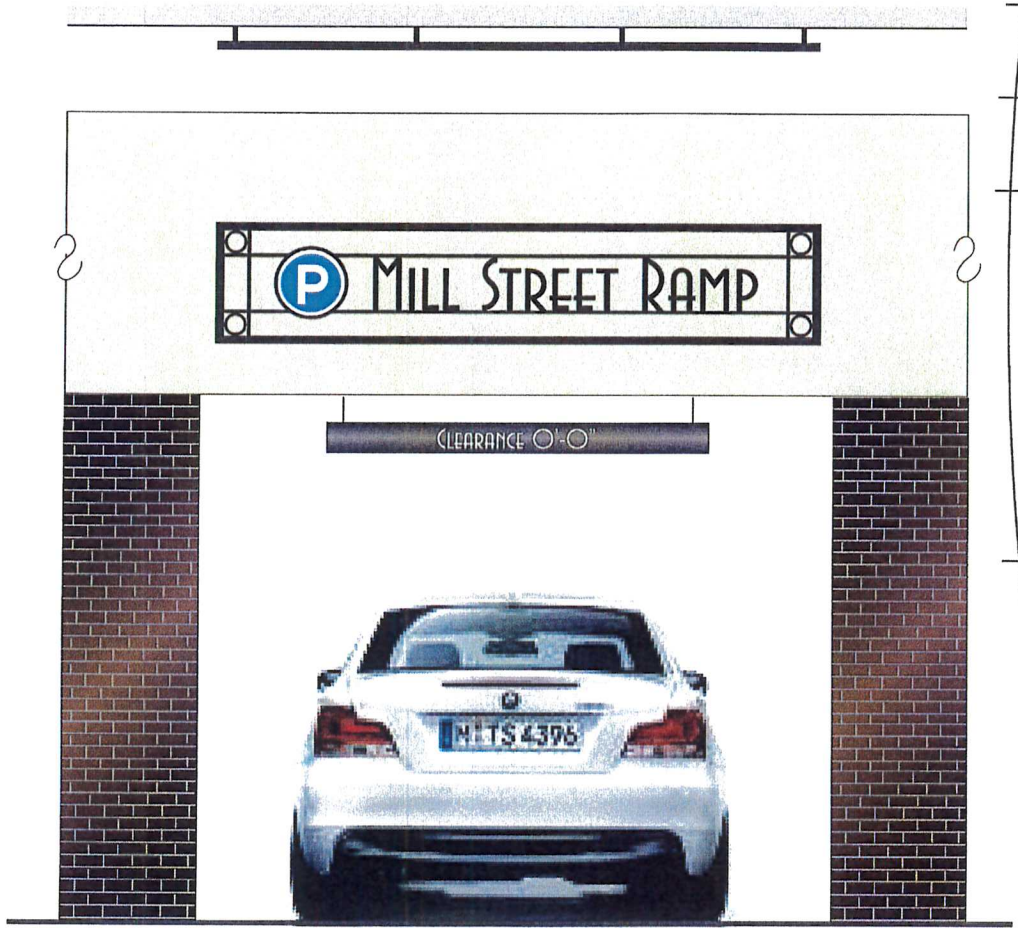
09/18/15 cc

Page: Loc.


WALL MOUNT IDENTIFICATION


FREESTANDING IDENTIFICATION
CORNER OF BROADWAY AVE SO & MILL ST E




WALL MOUNT PARKING RAMP ENTRANCE IDENTIFICATION

OPTION 1

*Exterior Parking Ramp Sign Design - Scale: 1/2"=1'-0"*

# MILL SREET RAMP

Wayzata, MN

Exterior Signage Design

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09/18/15 cc


FREESTANDING IDENTIFICATION
CORNER OF SUPERIOR BLVD & MILL ST E


OPTION 1

*Exterior Parking Ramp Sign Design - Scale: 1/2"=1'-0"*

# MILL STREET RAMP

Wayzata, MN

Exterior
Signage
Design

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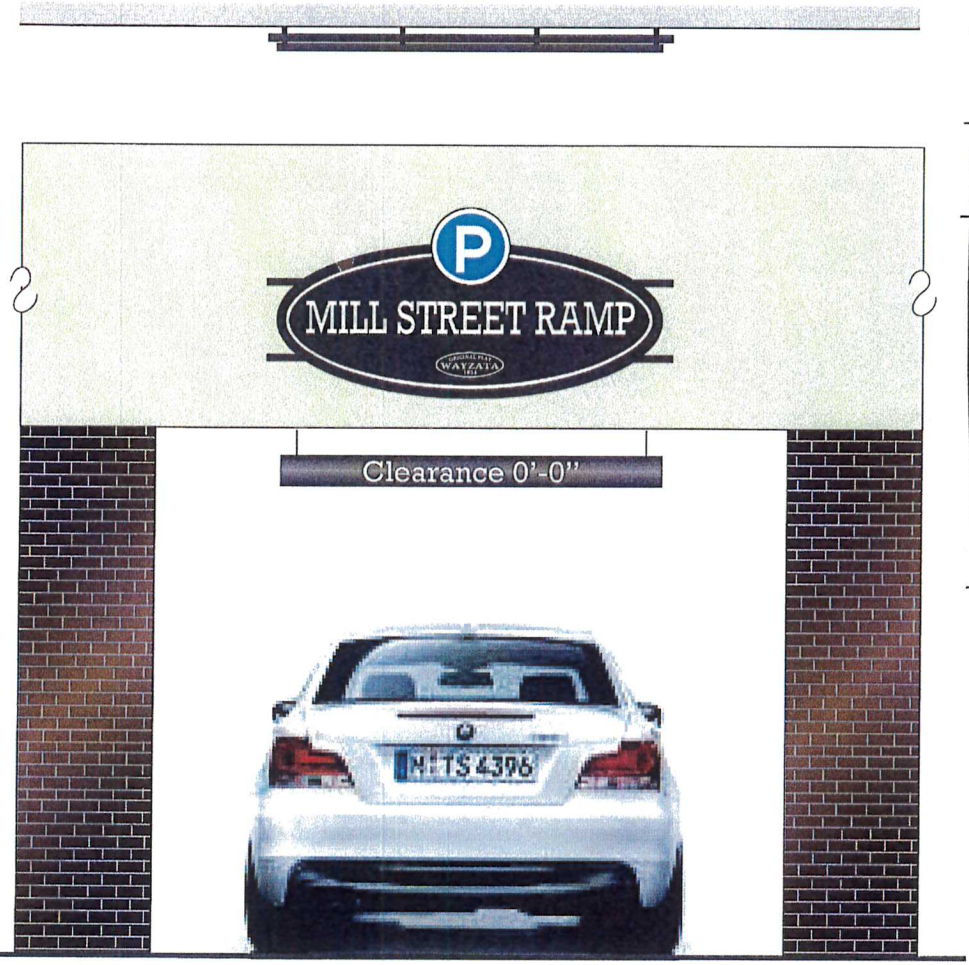
Date: 07/16/15 cc
09/01/15 cc
09/18/15 cc


WALL MOUNT IDENTIFICATION


FREESTANDING IDENTIFICATION
CORNER OF BROADWAY AVE SO & MILL ST E




WALL MOUNT PARKING RAMP ENTRANCE IDENTIFICATION

OPTION 2

*Exterior Parking Ramp Sign Design - Scale: 1/2"=1'-0"*

# MILL SREET RAMP

Wayzata, MN

Exterior Signage Design

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09/18/15 cc

Page: 3


ALTERNATE/FREESTANDING IDENTIFICATION


FREESTANDING IDENTIFICATION
CORNER OF SUPERIOR BLVD & MILL ST E


OPTION 2

*Exterior Parking Ramp Sign Design - Scale: 1/2"=1'-0"*

# Mill Sreet Ramp

Wayzata, MN

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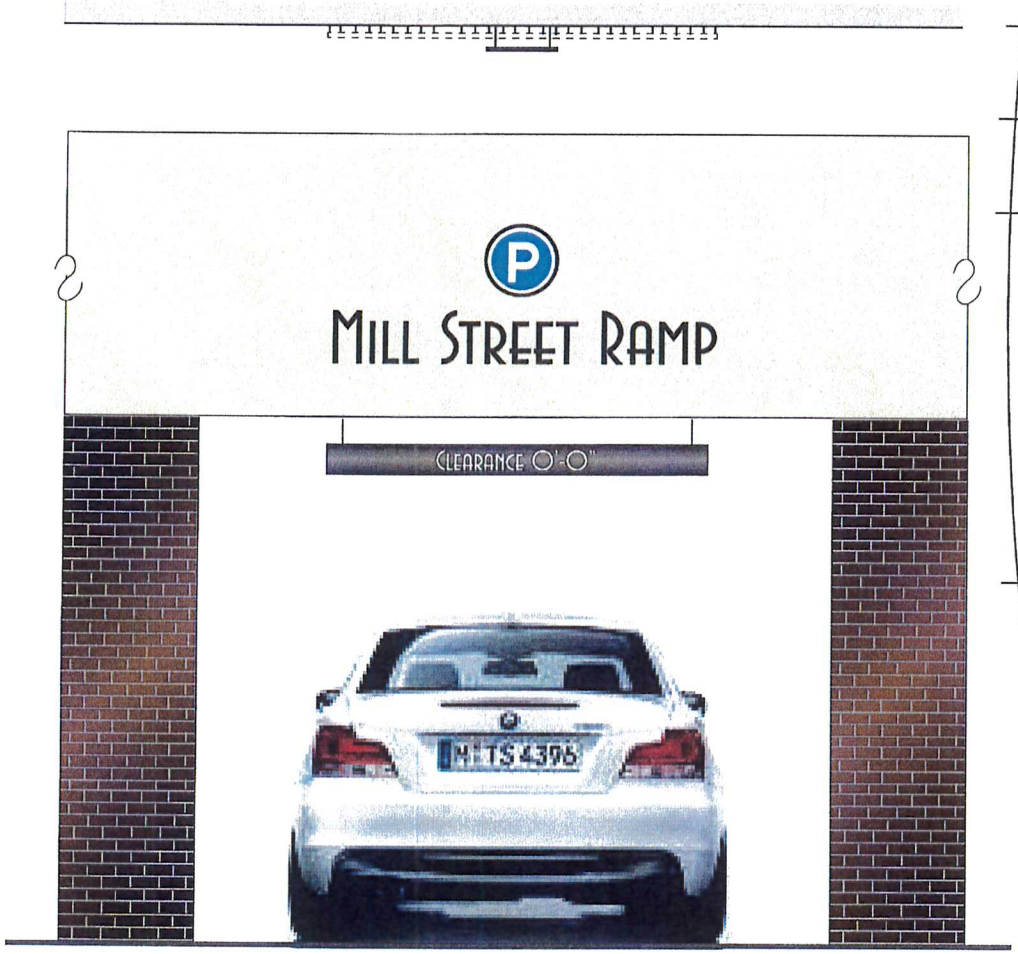
09/01/15 cc
09/18/15 cc


WALL MOUNT IDENTIFICATION


FREESTANDING IDENTIFICATION
CORNER OF BROADWAY AVE SO & MILL ST E




WALL MOUNT PARKING RAMP ENTRANCE IDENTIFICATION

OPTION 3

*Exterior Parking Ramp Sign Design - Scale: 1/2"=1'-0"*

# MILL SREET RAMP

Wayzata, MN

Exterior Signage Design

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09/18/15 cc


FREESTANDING IDENTIFICATION
CORNER OF SUPERIOR BLVD & MILL ST E


OPTION 3

*Exterior Parking Ramp Sign Design - Scale: 1/2"=1'-0"*

# MILL STREET RAMP

Wayzata, MN

Exterior Signage Design

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OPTION 1


OPTION 2


OPTION 3

# MILL STREET RAMP

Wayzata, MN

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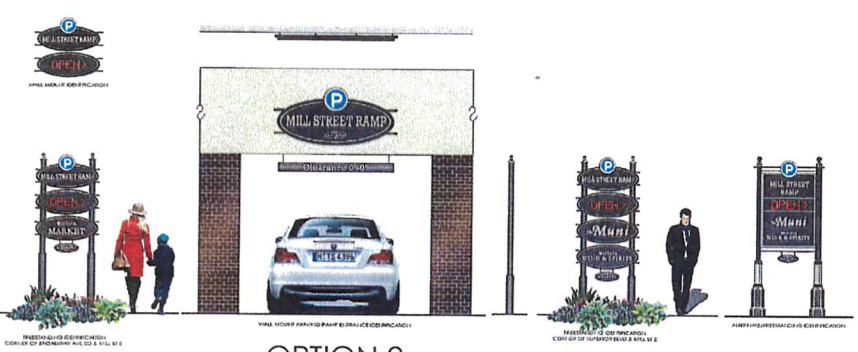
OPTION 1

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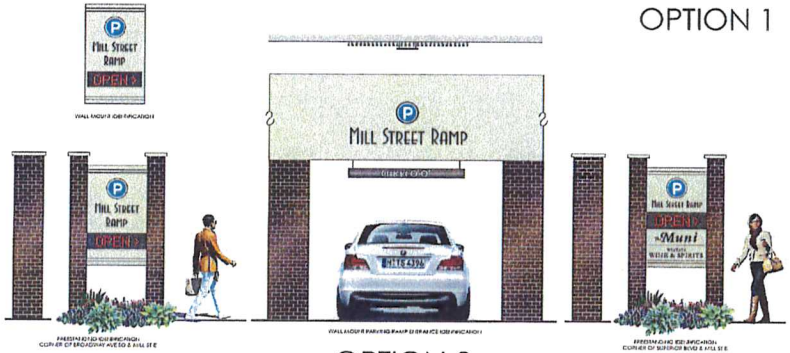


OPTION 3

# MILL STREET RAMP

Wayzata, MN

Exterior Signage Design

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09/01/15 cc

# Mill Sreet Ramp

Exterior City Street Directional Signage Design Options

Mill Sreet Ramp

Wayzata, MN

Exterior Signage Design

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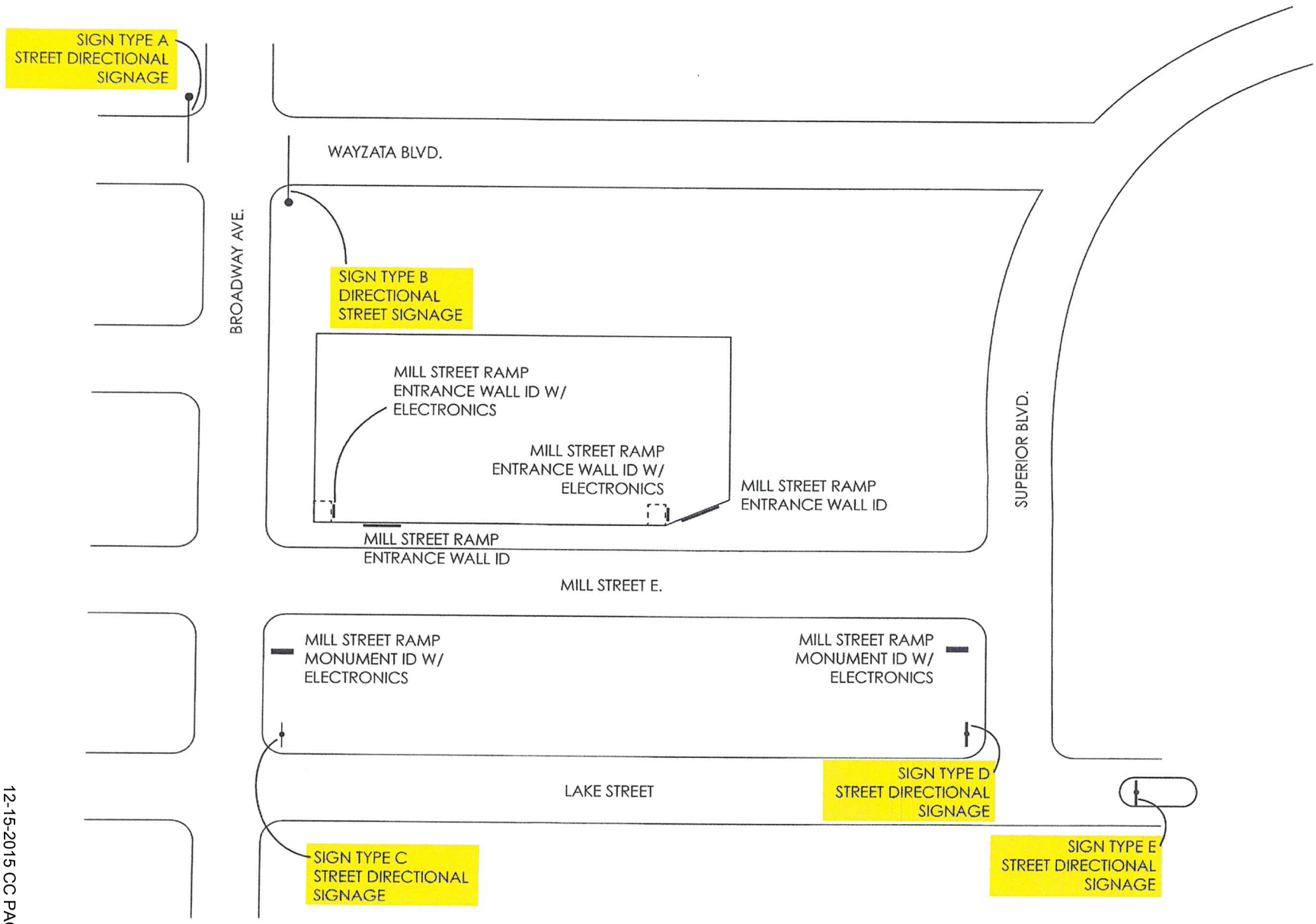
Date: 07/16/15 cc
09/01/15 cc
09/18/15 cc




# Mill Sreet Ramp

Wayzata, MN

Exterior
Signage
Design

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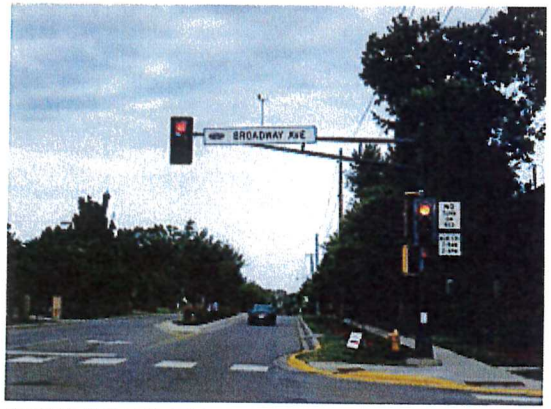
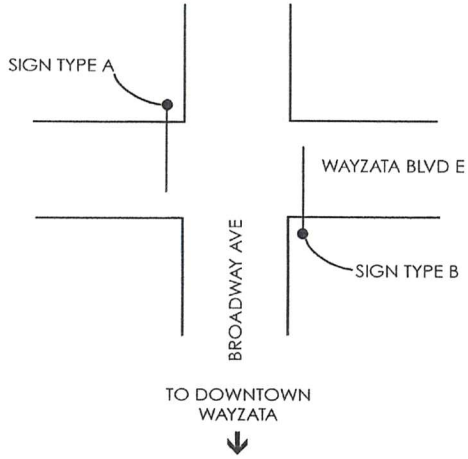
Date: 07/16/15 cc
09/01/15 cc
09/18/15 cc

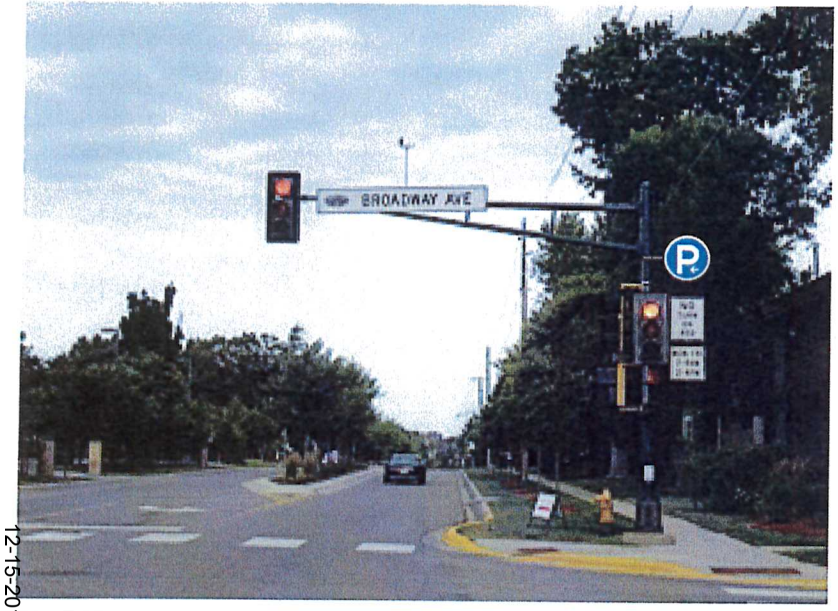
Page: Loc.




EXISTING/WAYZATA BLVD EASTBOUND @
BROADWAY AVE INTERSECTION

EXISTING/WAYZATA BLVD WESTBOUND @
BROADWAY AVE INTERSECTION




SIGN TYPE A

SIGN TYPE B

OPTION 1

*Exterior City Street Directional Signage Design - Scale: 1/2"=1'-0"*

# Mill Sreet Ramp

Wayzata, MN

Exterior
Signage
Design

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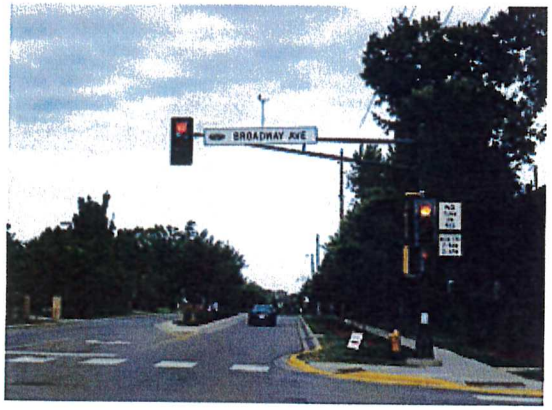
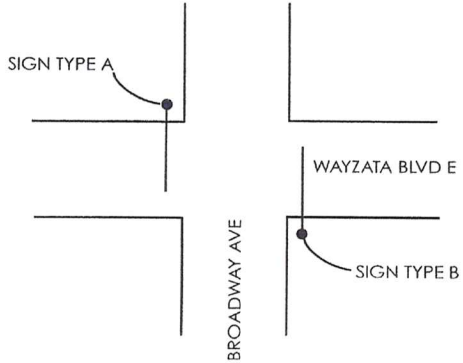
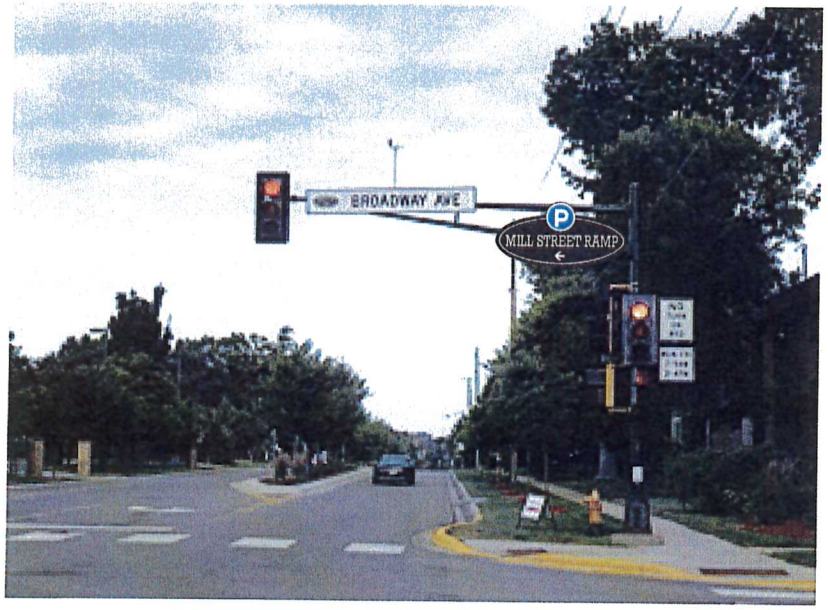



EXISTING/WAYZATA BLVD EASTBOUND @
BROADWAY AVE INTERSECTION

EXISTING/WAYZATA BLVD WESTBOUND @
BROADWAY AVE INTERSECTION




SIGN TYPE A


SIGN TYPE B

OPTION 2

*Exterior City Street Directional Signage Design - Scale: 1/2"=1'-0"*

# MILL SREET RAMP

Wayzata, MN

Exterior Signage Design

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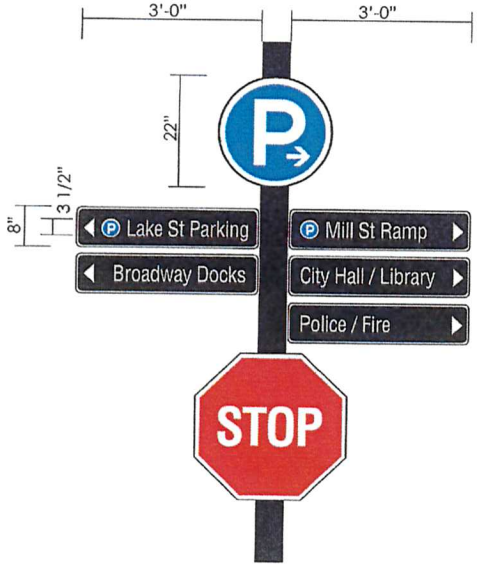
EXISTING/LAKE STREET EASTBOUND @
BROADWAY AVE INTERSECTION

EXISTING/LAKE STREET WESTBOUND @
BROADWAY AVE INTERSECTION




SIGN TYPE C
SIDE 1


SIGN TYPE C
SIDE 2

NOTE:
SIGNS DEPICTED ARE UPGRADED
FROM EXISTING (REFER TO PAGE 5)
PLAQUE IS 2" TALLER W/ TALLER LETTERS.
ADDITIONAL NEGATIVE SPACE PROMOTES
BETTER READABILITY, VERY IMPORTANT
FOR VISIBILITY WESTBOUND DURING
SUNSET HOURS.

OPTION 1

*Exterior City Street Directional Signage Design - Scale: 1/2"=1'-0"*

# MILL SREET RAMP

Wayzata, MN

Exterior
Signage
Design

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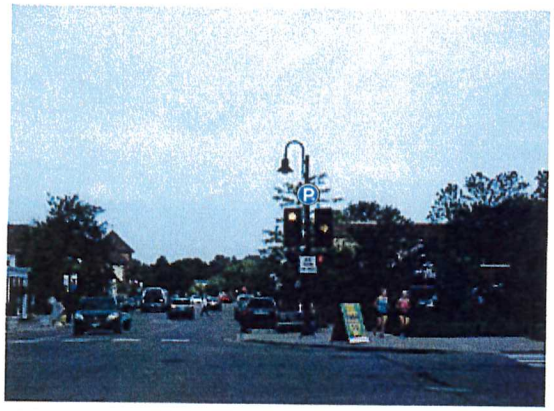
Project: 14.08.11
Date: 07/16/15 cc
09/01/15 cc
09/18/15 cc

EXISTING/LAKE STREET EASTBOUND @
SUPERIOR BLVD INTERSECTION

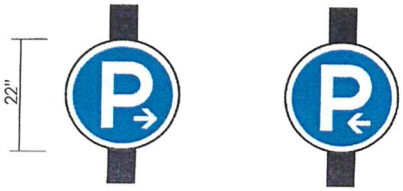
EXISTING/LAKE STREET EASTBOUND @
SUPERIOR BLVD INTERSECTION



ADD PARKING SIGN

ADD PARKING SIGN

PAINT BACK SIDE
OF EXISTING SIGN BLACK




SIGN TYPE D
DOUBLE FACED
SIDE 1



SIDE 2


SIGN TYPE E
DOUBLE FACED
SIDE 1

SIDE 2

OPTION 1

*Exterior City Street Directional Signage Design - Scale: 1/2"=1'-0"*

# Mill Sreet Ramp

Wayzata, MN

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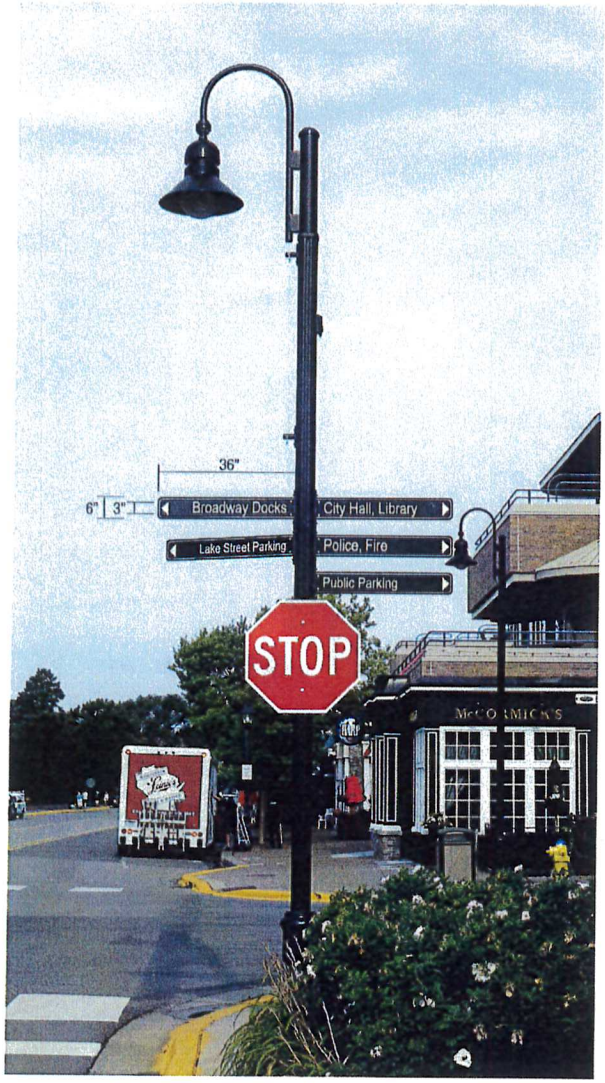


EXISTING/LAKE STREET EASTBOUND @
BROADWAY AVE INTERSECTION

EXISTING DIRECTIONAL BLADES
PER SIGN STANDARDS 6" X 36"

NOTE:
ADDITIONAL
NEGATIVE SPACE
BETTER PROVIDES
READABILITY


EXISTING/LAKE STREET EASTBOUND @
BROADWAY AVE INTERSECTION

DIRECTIONAL BLADES SHOWN IN
LARGER SIZE 8" x 36" AND COPY

EXISTING SIGN AND FUTURE SIGN

# Mill Sreet Ramp

Wayzata, MN

Exterior
Signage
Design

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Date: 07/16/15 cc
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09/18/15 cc

# WAYZATA PARKING UPDATE

Prepared for

**City of Wayzata**

Prepared by

**SRF CONSULTING GROUP, INC.**
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447-4443
(763) 475-0010
Fax: (763) 475-2429

April 24, 2014

SRF No. 0127920

## TABLE OF CONTENTS

## TABLES



## FIGURES



## APPENDICES

## 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.

## Study Area/Zone Boundaries

Wayzata Parking Update
City of Wayzata

0127920
November 2013

**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

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**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

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**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.

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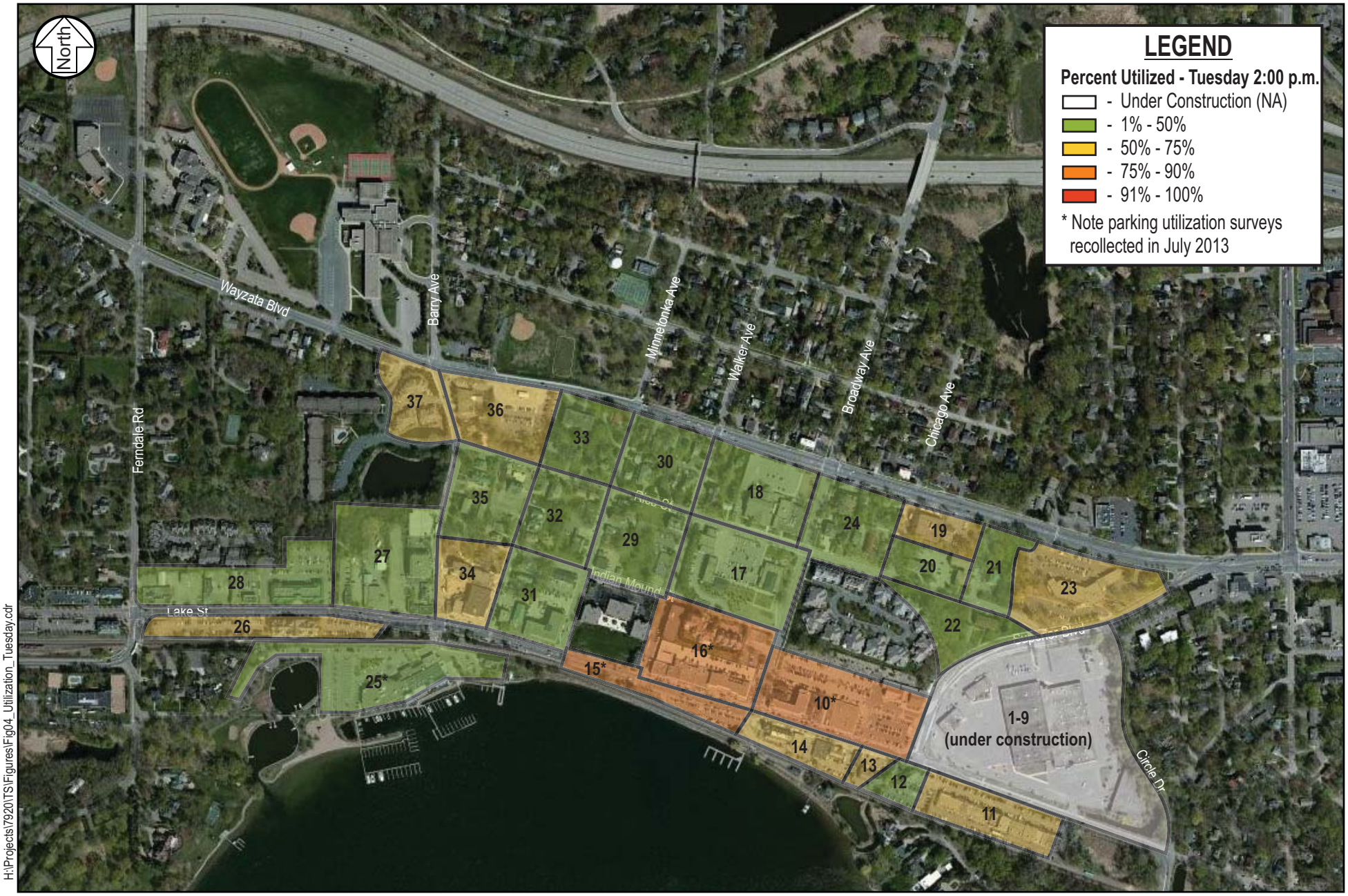
**Figure 3**

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

Wayzata Parking Update
City of Wayzata

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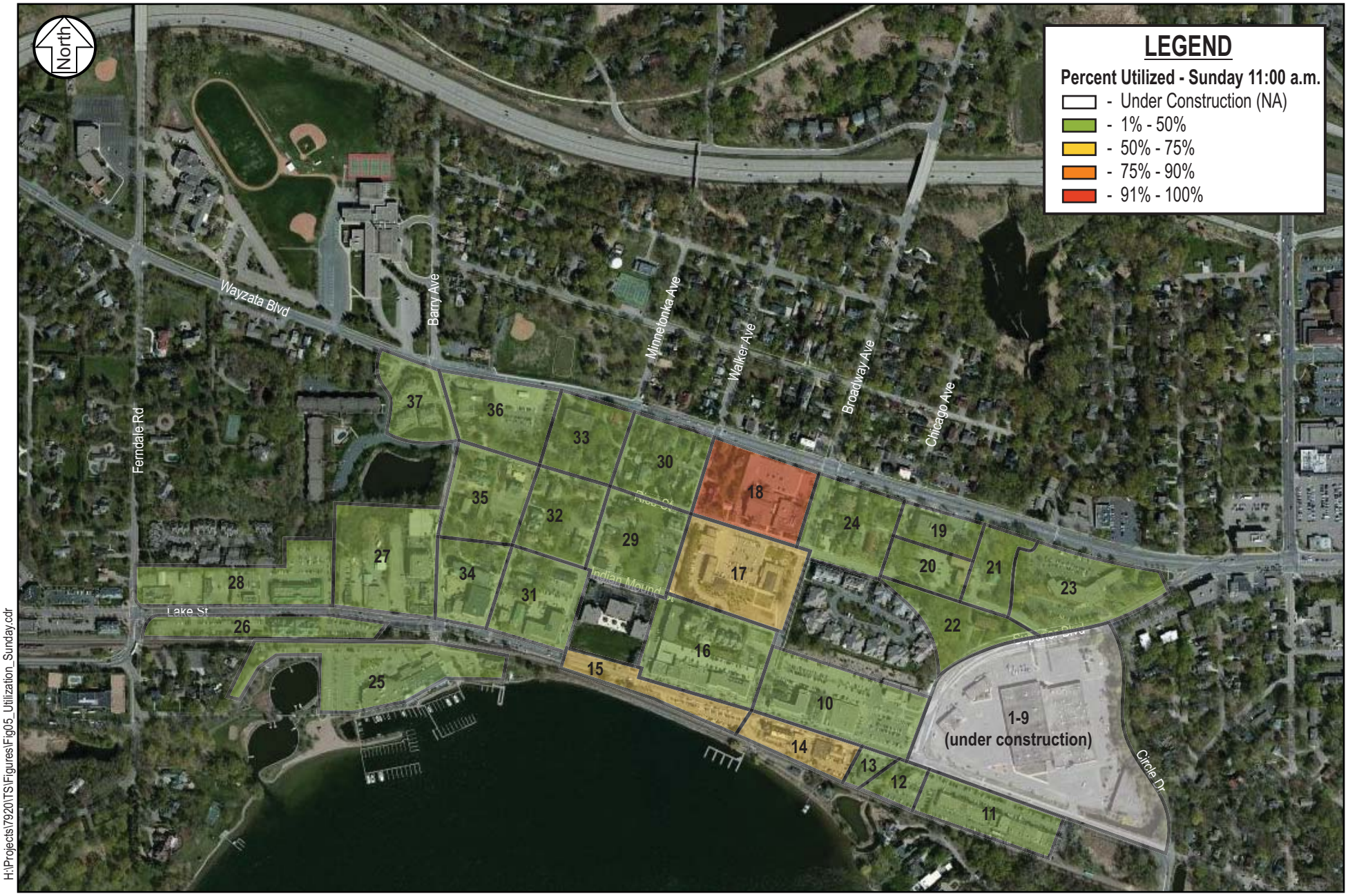
**Figure 4**

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

Wayzata Parking Update
City of Wayzata

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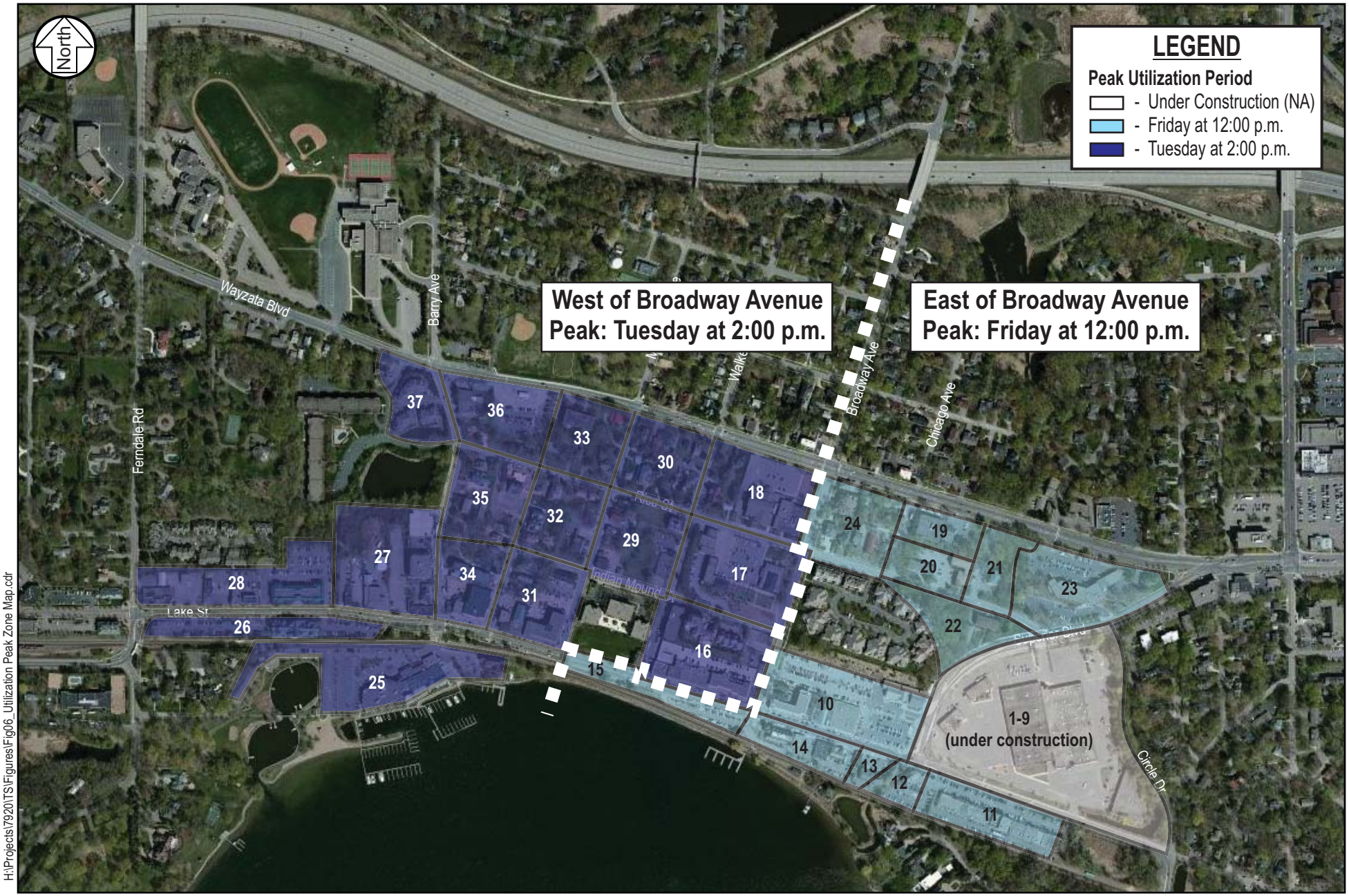
**Figure 5**




H:\Projects\7920\TS\Figures\Fig06_Utilization Peak Zone Map.cdr

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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**

**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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## 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)**

| Zone | Supply | | Thurs @ 6pm Demand | | Fri @ 12 p.m. Demand | | Sat @ 1 p.m. Demand | | Sat @ 6 p.m. Demand | | Sun @ 11 a.m. Demand | | Tues @ 2 p.m. Demand | | Wed @ 10 a.m. Demand | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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

SRF Consulting Group, Inc.

**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)

Wayzata Custom Parking Model

- 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.

**Zone 10**

Wayzata Parking Update

City of Wayzata

0127920

November 2012

**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

## 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** |