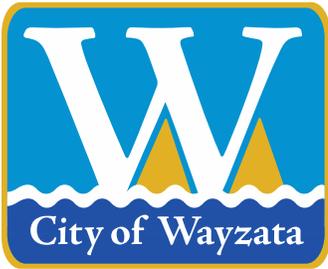


Wayzata City Council Workshop Meeting Agenda
Wayzata City Hall Community Room, 600 Rice Street
Tuesday, March 15, 2016

WORKSHOP TOPIC FOR DISCUSSION:

1. Mill Street Parking Ramp Steering Committee Meeting with City Council (5:00 PM)

Page 2



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

Mayor:
Ken Willcox

City Council:
Bridget Anderson
Johanna McCarthy
Andrew Mullin
Steven Tyacke

**Interim City
Manager:**
Doug Reeder

Date: March 10, 2016
To: Mayor Willcox and City Council
From: Jeff Thomson, Director of Planning and Building
Subject: Workshop with Steering Committee on Mill Street Parking Ramp

Background Information

The City Council approved a contract with HGA on January 5, 2016 for pre-design services for the Mill Street parking ramp. The Council also appointed a steering committee to direct and manage the pre-design process. The steering committee consists of Councilmembers McCarthy and Tyacke, and two Wayzata residents, Chris Morrison and Jack Amdahl. The steering committee, consultants, and city staff have met three times since the joint steering committee and City Council workshop held on January 19th.

Attached is the presentation from the March 9th steering committee meeting which summarizes the work to date. HGA and Walker Parking Consultants will be at the City Council workshop to provide an updated presentation outlining the results of the steering committee's work. The steering committee members will also be attending the meeting.

Next Steps

The project schedule includes the following future meetings for the pre-design process:

March 16 th , 6:30 p.m. Community Room	Public Open House	
April 5 th	City Council Meeting	Consider Pre-Design Options Consider Contract for Phase II Design (A/E Service and Construction Documents)

Attachments

- March 9th steering committee meeting presentation
- February 3rd steering committee meeting summary
- February 17th steering committee meeting summary



WALKER
PARKING CONSULTANTS

CITY OF WAYZATA MILL STREET PARKING STRUCTURE

March 9, 2016

Meeting Agenda

I. Civil/Structural Engineering Update

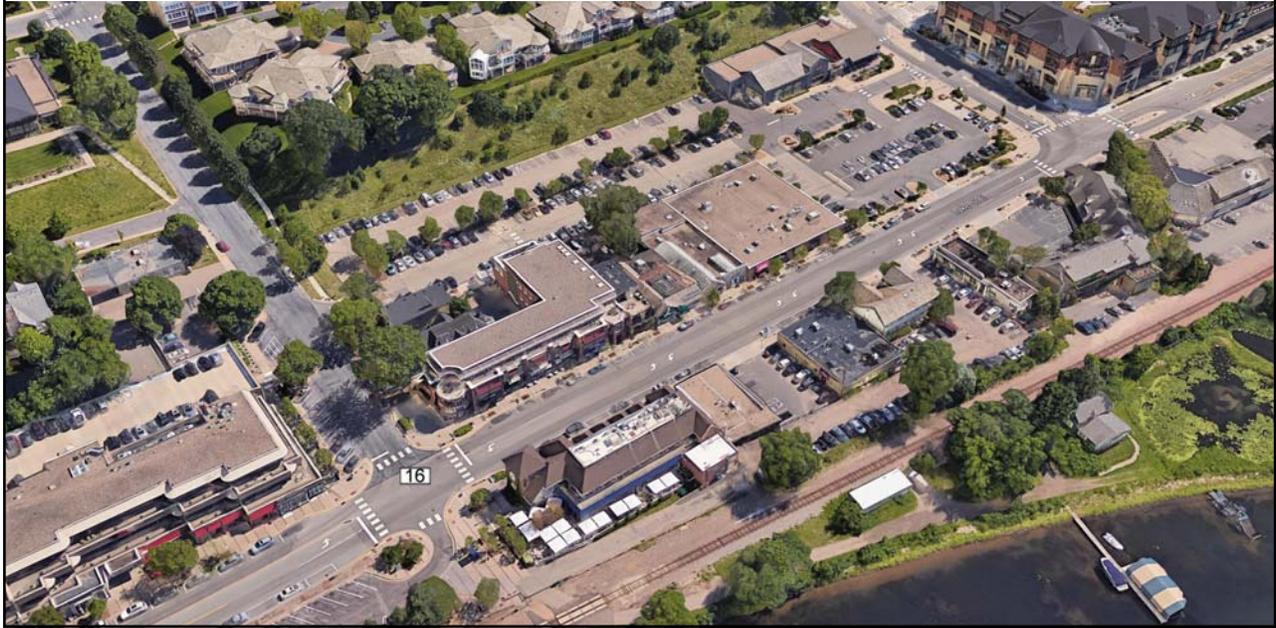
- Storm Water Management
- Structural Engineering Update

II. Design Progress Review

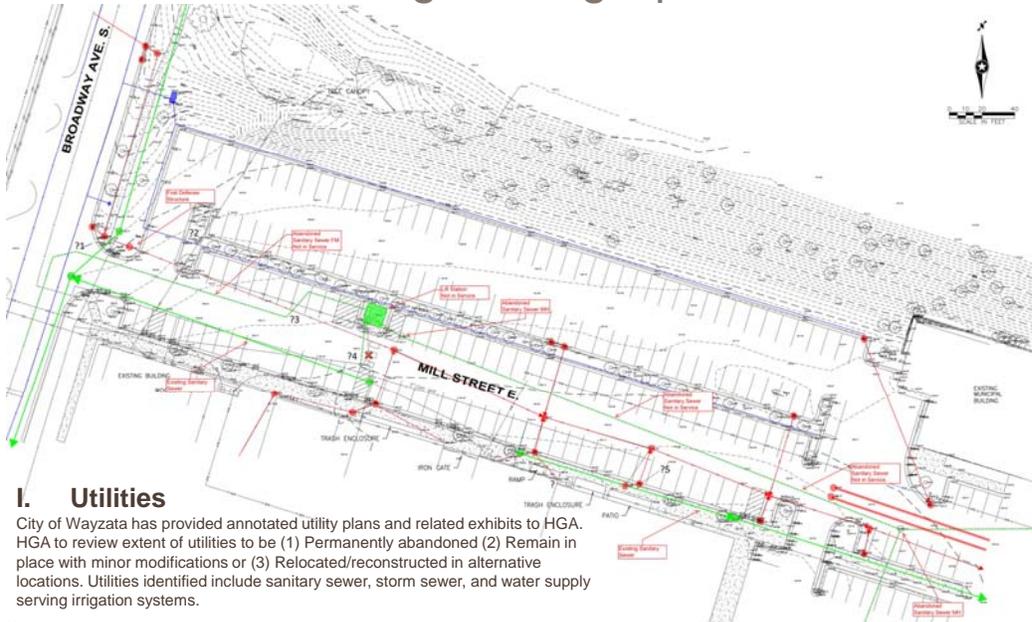
- Grade Plus One – Angled Parking
- Revised Floor Plans
- Exterior Cladding Options
- Roof Options
- Lighting Analysis
- Comparison Matrix

III. City Council and Public Open House Prep

Site Aerial Photo



Civil/Structural Engineering Update



I. Utilities

City of Wayzata has provided annotated utility plans and related exhibits to HGA. HGA to review extent of utilities to be (1) Permanently abandoned (2) Remain in place with minor modifications or (3) Relocated/reconstructed in alternative locations. Utilities identified include sanitary sewer, storm sewer, and water supply serving irrigation systems.

Civil/Structural Engineering Update

Applicable Storm Water Regulations:

Total Site Area = 1.5 acres
Disturbed Area = 1.4 acres (>90%)
Impervious Before = 0.7 acres
Impervious After = 1.1 acres
Added Impervious = 0.4 acres

Minnehaha Creek Watershed District

BMPs required with >40% disturbed of 1-5 acre site:
Phosphorus Control - abstract first 1" of runoff
Volume Control - abstract first 1" of runoff
Rate Control - no increase in the 1, 10 & 100 year events

MPCA Stormwater Permit for Construction Activity

Prepare a SWPPP for temporary sediment control
< 1 acre of new impervious no permanent BMPs



Design Progress Review

Option 2.1: Grade + One Angled



Parking Totals

Level 1 = 155 cars
Mill Street = 81
Level 2 = 158 cars

Total = 394 cars

Level 1 Plan

Option 2.1: Grade + One Angled



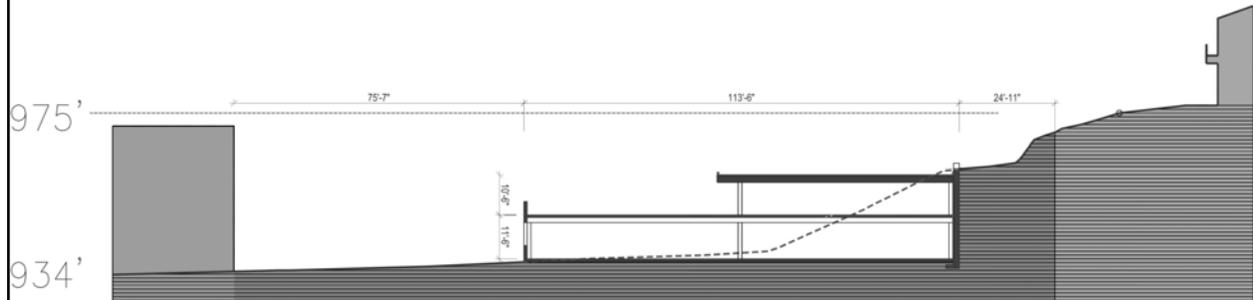
Parking Totals

Level 1 = 155 cars
Mill Street = 81
Level 2 = 158 cars

Total = 394 cars

Level 2 Plan

Option 2.1: Grade + One Angled



Section Diagram

Cladding Concepts



Traditional - Brick



Modern - Brick



Traditional - Stone



Organic - Terra Cotta

Cladding Concepts



Traditional - Brick

Cladding Concepts



Traditional - Brick

Cladding Concepts



Traditional - Brick

Cladding Concepts



Traditional - Stone

Cladding Concepts



Traditional - Stone

Cladding Concepts



Traditional - Stone

Cladding Concepts



Modern

Cladding Concepts



Modern

Cladding Concepts



Modern

Cladding Concepts



Organic

Cladding Concepts



Organic

Cladding Concepts



Organic

Roof Concepts



No Roof

Roof Concepts



No Roof

Roof Concepts



No Roof

Roof Concepts



Fabric - Weave

Roof Concepts



Fabric - Weave

Roof Concepts



Fabric - Weave

Roof Concepts



Fabric - Sails

Roof Concepts



Fabric - Sails

Roof Concepts



Fabric - Sails

Roof Concepts



Green Roof

Roof Concepts



Green Roof

Roof Concepts



Green Roof

Roof Concepts



Photovoltaic Array

Roof Concepts



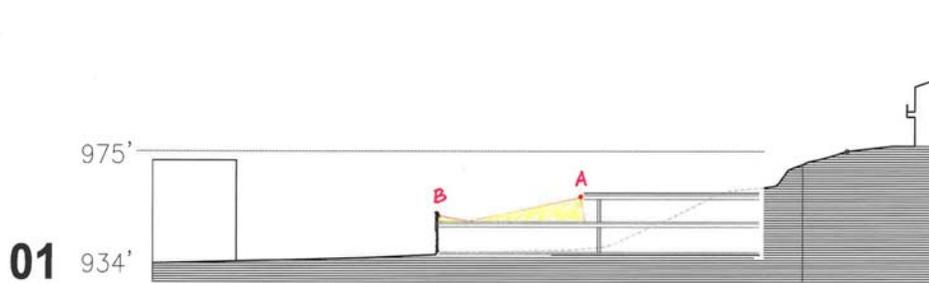
Photovoltaic Array

Roof Concepts



Photovoltaic Array

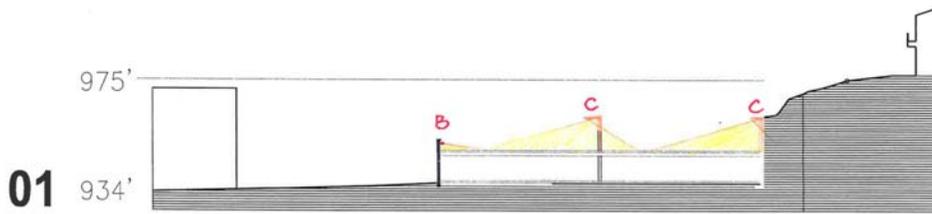
Lighting Analysis



01

Fixture A: 40' spacing, 10'6" mounting height.
Fixture B: 10' spacing, 18" above roof.

Lighting Analysis



01 Size 0

Fixture C: 25'-30' spacing, 11'-14' pole Height.
 Fixture B: 10' spacing, 18" above roof.

Lighting Analysis

D-Series LED Area Luminaire

Specifications

EMA: 0.9' x 1.5'

Length: 18"

Width: 12"

Height: 12"

Weight: 12 lbs

Introduction

The modern styling of the D-Series is sinking yet undiminished - making a bold, progressive statement even as it blends seamlessly with its surroundings.

The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater peak lighting and lower overall density. It is ideal for replacing up to 40W metal halide with typical energy savings of 60% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSD LED 40C 1000-40X 13M MVOLT SPA DSD60

Type	LED	Mounting	Color Temperature	Beam Spread	Output	Beam Angle
DSD60	Recessed	40C	3000K	13M	4000lm	60°

Light building element with LEDs

Foot Caster The sleek foot cast aluminum extrusion with its cast feet and 1/2" diameter channel allows for easy mounting against almost any wall. The channel and mirror plates inside the 1/2" wide extrusion are 4000 Series aluminum.

Backplate Clear acrylic glass. The large window in the end and stainless aluminum window opening to form a wide light view maximize the beam's performance. The backplate is secured with stainless steel screws. Stainless steel is a superior material. It is preferred for outdoor light applications using recessed aluminum extrusion. The wide beam extrusion allows 1/2" beam horizontal clearance.

Backplate Includes a quantity of screws (12 screws). 0.015" wide, stainless steel (316) with stainless steel washers in 4000 series with 4000 series or 4000 series with 4000 series. 0.015" wide, stainless steel (316) with stainless steel washers in 4000 series with 4000 series. 0.015" wide, stainless steel (316) with stainless steel washers in 4000 series with 4000 series.

Note: Due to the nature of the LED technology, LED luminaire may be subject to change of the direction of the LED light. For the most current technical data, please refer to our website.

Anchor Base Available with an 0.015" wide, stainless steel (316) with stainless steel washers in 4000 series with 4000 series. 0.015" wide, stainless steel (316) with stainless steel washers in 4000 series with 4000 series. 0.015" wide, stainless steel (316) with stainless steel washers in 4000 series with 4000 series.

Mounting Hardware Includes an 0.015" wide, stainless steel (316) with stainless steel washers in 4000 series with 4000 series. 0.015" wide, stainless steel (316) with stainless steel washers in 4000 series with 4000 series. 0.015" wide, stainless steel (316) with stainless steel washers in 4000 series with 4000 series.

Lighting Luminaire 1200

Mount in accordance with our LED-1200

WINONA
 Luminaire | LED | LIGHT

SPECIFICATIONS | **STEP**

STEP 11
 RECTANGLE

Product
 Step 11

Standard
 The luminaire is a rectangular, recessed, surface-mount luminaire. It is designed for use in a variety of applications, including commercial, industrial, and residential. The luminaire is made of aluminum and is available in a variety of finishes. The luminaire is available in a variety of sizes and is designed to be used in a variety of applications.

Notes
 The luminaire is a rectangular, recessed, surface-mount luminaire. It is designed for use in a variety of applications, including commercial, industrial, and residential. The luminaire is made of aluminum and is available in a variety of finishes. The luminaire is available in a variety of sizes and is designed to be used in a variety of applications.

Dimensions
 The luminaire is a rectangular, recessed, surface-mount luminaire. It is designed for use in a variety of applications, including commercial, industrial, and residential. The luminaire is made of aluminum and is available in a variety of finishes. The luminaire is available in a variety of sizes and is designed to be used in a variety of applications.

Lighting Luminaire

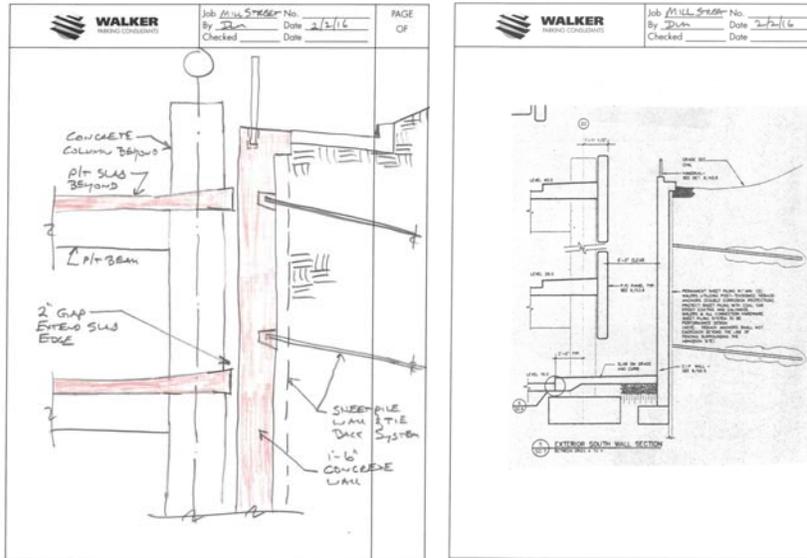
Model	Beam Spread	Color Temperature	Output	Beam Angle	Beam Spread	Beam Angle
STEP11-RECT-INT-WINONA-1200-40X-13M-MVOLT-SPA-DSD60	13M	3000K	4000lm	60°	13M	60°

Options 1 and 2: Comparison Matrix

	Parking Metrics			Additional New Spaces	Level 1: Level	Cost Metrics		
	Total Existing Capacity	Total New Capacity	Total			Construction Cost	Soft Costs (+15%)	Total Project Cost
Option 1: Grade Plus Two	182	448	266	Mill Street: 34 stalls 133 stalls 2: 161 stalls Level 3: 120 stalls	Level 1: Level	\$9,916,129	\$1,189,935	\$11,106,064
Option 2.1: Grade Plus One, Angled	182	394	212	Mill Street: 81 stalls 155 stalls 2: 158 stalls	Level 1: Level	\$7,265,751	\$871,890	\$8,137,641
Green Roof Option								\$1,837,770
Fabric Weave Roof Option								\$1,509,008
Fabric Sails Roof Option								\$1,346,532
Photovoltaic Array Roof Option								\$4,703,851

Discussion

Structural Engineering Review



Section at North Retaining Wall

Civil/Structural Engineering Update

II. Storm Water Management

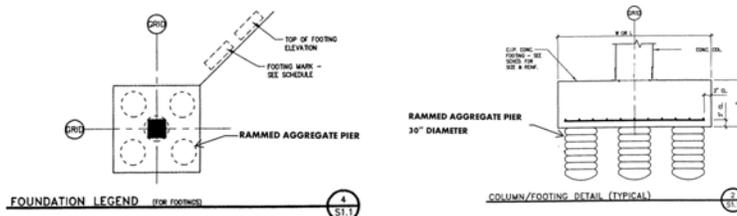
The City of Wayzata, Minnehaha Creek Watershed District and MPCA have jurisdiction over storm water discharges. With the size of the project site and the amount of disturbed area the project must comply with MCWD Stormwater Management Rules.

HGA and City of Wayzata engineering are reviewing storm water Best Management Practices (BMPs) that are feasible for this project. Results to inform project design and cost.

III. Soils/Foundations

HGA/Walker and City of Wayzata have collaborated on creating and issuing a Request for Proposal for soil borings on the project site. RFP's were issued to Braun Intertec and American Engineering and Testing on Feb 12, 2016. Responses are due to the City on Feb 19, 2016.

Based on preliminary boring analysis, the design team assumes enhanced foundation systems consisting of geo-piers capped with concrete spread footings and foundation walls.



All invitees were in attendance

1. Victor Pechaty explained the existing grading on the site. The Southeast corner is the lowest point on the site at 934'. The parking structure design will try to take advantage of the existing grades. The water table is at 929.5', best practice is to stay about 4' above the water table. HGA recommends the lowest level of the parking structure to be at 934'.
2. Utilities – there are some on site that will likely be in the way of construction and will need to be relocated. The existing lift station on site is abandoned. HGA's civil engineer will contact Wayzata City engineer Mike Kelly to discuss further details.
3. Soils – The existing geotechnical report indicates areas of fill, which does not have adequate bearing capacity. HGA/Walker are recommending obtaining more soil borings in the area where the structure will be. This will allow for more accurate footing design and construction cost estimating. The geo-pier footing concept was described, as a footing technique that is less expensive than pilings. Jack Amdahl indicated that adjacent buildings to the site are on geo-piles and also pilings.
4. Terry Hakkola described the design and construction of sheet pilings to hold back the sloping hillside. Group understands that driving sheet piles is loud, and adjacent buildings can have monitors for vibrations.
5. Storm Water – City of Wayzata is the LGU for stormwater permitting. The watershed district's rules state that reducing the amount of impervious surface on the site by 10%, would not trigger the need for storm water mediation strategies. In order to reduce the impervious surface by 10%, considering that this parking structure covers most of this site may require the use of pervious surfaces (paving, pavers) which are more expensive than traditional paving. HGA civil engineer Kenny Horns will contact Wayzata City Engineer Mike Kelly to discuss further details.
6. Victor Pechaty and Jonah Ritter presented a 1"=20' scale model of the site and proposed structure. Proposed schemes are grade plus 2 levels, approximately 414 parking spaces within the parking structure + 35 on grade at Mill Street totaling 449 stalls total on site for a net gain of 267 from existing. Mill Street has 2 way traffic, as does the ramp. The structure, as presented, is set back from Broadway Ave. to allow for the development of a "pocket park" at the southwest corner of the site.
7. Preliminary and "order of magnitude" estimated construction costs are approximately \$10.4 million for the basic parking structure. Upward trending in project cost is being informed by the need for enhanced foundation systems, complexity of north wall retaining wall structure, and preliminary allowances for storm water mitigation strategy. Adding a roof will cost more – a partial green roof increases the cost by about \$2 million. A "folded plate/trellis" roof option will increase the costs by about \$1.3 to \$1.4 million. This option could support photovoltaic (PV) panels, for added cost. It was noted that some PV companies will install these panels for reduced or no capital cost, in exchange for long-term power purchase/sharing agreements. HGA Electrical engineers to estimate the amount of electricity this a PV array of this size can

generate. The “fabric sail” roof would increase the cost of the parking structure by approximately \$1.0 million.

8. Without a roof, there is concern from neighbors about the lighting and glare, safety & security, noise, and fumes.
9. The steering Committee is interested in reducing the visual impact of the northwest corner of the north retaining wall, perhaps aligning with the slope so that it doesn't protrude above grade. There is concern for the trees in this area as well. It was discussed that perhaps the corner of the structure could be notched-out to preserve these mature trees. The health of these trees is unknown and should be reviewed by an arborist.
10. The committee discussed the importance of clearly showing the parking stall count in relationship to existing stall count. The current parking lot has 182 spaces.
11. Discussion about the character of Mill Street: is a cute, shopping street/farmers market area really needed here with the lake and future promenade project so nearby? While there is concern that it not be a “canyon”, the group is not interested in making a big investment attempting to make it an attractive streetscape.
12. ADA van access to the grade level of the parking structure requires the floor-to-floor of the lowest level to be 11'-6”. The upper levels can be 10'-6”.
13. There is concern about the height of lighting poles on the upper deck and a desire to explore alternatives that are lower and more directed.
14. The committee discussed the issues of parking stall count, height, pocket park, Mill Street function and costs in relationship to each other. There is not an established exact parking count requirement.
15. The Steering Committee expressed interest in an alternative design study that could address the upward trending in project cost. An alternative design option would study the feasibility of the following elements:
 - Expand the structure to the West by reducing or eliminating the pocket park to achieve more parking capacity.
 - Maximize on-grade parking capacity on Mill Street by exploring options to “double load” parking, providing parking on both sides of a central drive aisle. While one-way angled parking may be explored to achieve this, maintaining two-way traffic on Mill Street is highly desirable.
 - Explore expanding structure to the east as it approaches the Muni to maximize parking in the structure.
 - As a result of the added parking capacity on Mill Street and West and East expansions of the structure, the design team will explore reducing the overall height of the parking structure to “grade plus one”. This option would feature two, flat, parking trays, one on grade and one above. The lower tray would be accessed on grade from the east and the upper tray would be accessed on grade from the West (Broadway Ave.) Preliminary calculations generated at the meeting suggested this design strategy may achieve 409 stalls total on site for a net gain of 227 from existing
 - HGA/Walker will quantify this design option for the Feb 17 Steering Committee meeting

- HGA/Walker will create a comparison matrix between Option 1 (presented Feb 3) and Option 2 (to be presented Feb 17).
16. It is desired that Mill Street remain “two way”, but HGA/Walker should investigate the parking structure drive lanes to be “one way” with angled parking, allowing the structure to be narrower. HGA/Walker note that the stall count will go down with angled parking. It was noted that elevator(s) are likely not needed if the parking structure has accessible on-grade access to both levels in Option 2. An elevator could be added for convenience.



Meeting Minutes

PROJECT: Wayzata Mill Street Ramp
HGA Commission Number 3874.001.00

FROM: Mia Blanchett WRITER'S DIRECT DIAL 612-758-4413

DATE: February 22, 2016

MEETING

Purpose: Steering Committee Meeting #3
Date: February 17, 2016 Time: 1:00 pm
Location: City of Wayzata - City Hall

PRESENT:	City of Wayzata	Walker Parking	HGA
	Jack Amdahl	Terry Hakkola	Mia Blanchett
	Mike Kelly		Jonah Ritter
	Johanna McCarthy		Victor Pechaty
	Chris Morrison		
	Doug Reeder		
	Jeff Thomson		
	Steve Tyack		

COPIES: Those Present
Steve Fox

Item	Action By
1. Update on site issues, utilities and stormwater: <ul style="list-style-type: none"> The city of Wayzata handles watershed issues. HGA will set up a meeting to discuss and determine requirements with Mike Kelly from the City, HGA's Civil Engineer, and the watershed district. Watershed guidelines are to reduce the impervious surfaces by 10%. City provided an annotated plan to HGA describing active and abandoned utilities. HGA to review further and adjust scope/cost estimate as necessary. Geo-technical proposals are due February 19th. 	HGA HGA Record
2. Design option review <ul style="list-style-type: none"> Option 1.0 is the grade + 2 scheme, same as presented Feb 3, 2016. Option 2.1 is grade + 1 level with angled parking. Option 2.2 is grade + 1 level with perpendicular parking. 	

Item	Action By
3. Option 2.1: Mill Street is a two way street (asphalt), within the parking structure traffic is one-way (counterclockwise) parking spaces are at 70 degrees. First floor (can be asphalt or concrete) slopes from 934' to 939', allowing for minimal site excavation. Second floor is accessed from Broadway. The structural has been extended on the west to the street. (Pocket park removed) Second floor and First floors are not connected. The retaining wall on the north is 12' to 13' above the second floor surface.	Record
4. Option 2.2 is the same as 2.1 but with perpendicular parking. The parking structure is wider, and extends further into the hill on the north. The retaining wall on the north is 17' to 18' above the second floor surface.	Record
5. Review of total number of spaces: option 1.0 has 414 spaces, option 2.1 has 400 spaces, and option 2.2 has 429 spaces. (For comparison, 182 spaces were in the existing parking lot)	Record
6. Victor Pechaty presented a contemporary screen wall surround for the structure.	Record
7. Victor presented a green roof option. The approximate additional construction cost for the green roof would be approximately \$1.6 million.	HGA
<ul style="list-style-type: none"> • Question about reliability and maintenance required for green roofs. HGA to provide information about other roofs/possible tour to view green roofs 	
8. It was discussed that construction of any of the three options will likely impact trees at the northwest corner of the site.	Record
9. Approximate total project costs were reviewed. Option 1.0 total project costs are estimated at approximately \$11.3 million, Option 2.1 is estimated at approximately \$8.3 million, and Option 2.2 is estimated at approximately \$8.9 million. These estimated do not include a roof, but do include an approximately \$150,000 allowance for storm-water management, and approximately \$120,000 for permeable pavers.	Record
<ul style="list-style-type: none"> • Estimate is based on poured columns for structure, with post-tensioned floor slab. (not precast planks) • The location of the permeable pavers is not known at this time, and/or could also be accomplished with pervious paving. • The stairs are open air, not heated or air-conditioned 	Record
10. Environmental issues: the structure will have flammable waste traps in the floor drains, and the structure is considered "open" with regard to code and fumes	
11. All committee members prefer Option 2.1, need more information about the green roof, and are not in favor of the screen wall presented today. Committee comments include:	Decision
<ul style="list-style-type: none"> • The size and mass of option 2.1 is preferable, and meets parking requirements gathered from informal surveys, is the best "price per stall". Option 2.2 goes too far into the hill. Would like this parking structure to not "make a statement" but rather recede into the hillside. Like angled parking. • Committee members raised the concern regarding the cost of the roof 	

Item	Action By
<p>relative to the corresponding public benefit provided.</p> <ul style="list-style-type: none"> • Green roof, although costly, will look great from Broadway; and alleviates concern about glare from the parking surface. The green roof softens this big structure. Committee is concerned about the added costs of the roof, but notes that it will help meet storm-water requirements. Committee member noted that the City is “stewards of the lake” and should keep water quality/storm-water issues first and foremost. A trellis like roof would cost less, but wouldn’t help with storm-water. The Council does not want this structure to be a “blob” and the roof helps with that. • Doesn’t like the modern-y screen wall proposed. Suggest looking at three options – modern, traditional and organic, and keep in mind Wayzata’s design standards. • Question – will the stairs in the middle of the ramp always align with the pedestrian mall through the building to the south? • Question of cars circulating; should we consider another way in and out to first level near Broadway? • Question of possibly converting this structure to a building in the future as driverless cars become the norm – it was noted that this structure is not precast, and has enough height at the east end so that the first level could be converted into habitable space (perhaps retail) • Question of noise. City of Wayzata to advise on engaging an acoustical engineer. • Fumes concern – group concluded that this open structure is not like the Carish enclosed parking structure in town. 	City of Wayzata
12. Next steps / to-do summary:	
<ul style="list-style-type: none"> • HGA will proceed with developing Option 2.1 which was preferred by most members of the committee. 	HGA
<ul style="list-style-type: none"> • HGA will schedule a storm-water issues meeting and bring more detailed information on this topic to the next meeting. 	HGA
<ul style="list-style-type: none"> • HGA will develop a range of options for the façade of the structure. 	HGA
<ul style="list-style-type: none"> • HGA will develop a cost benefit analysis of the green roof including issues of snow removal, lighting and stormwater. 	HGA

The next meeting is scheduled for (Wednesday, March 9 at 1:00 at City Hall).

The foregoing represents HGA's understanding of the discussions and decisions made during this meeting. If anyone has any changes or comments, please notify the author within seven days of the date of this document.