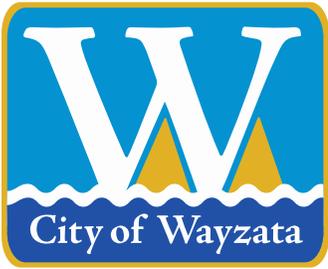


**Wayzata City Council Workshop Meeting Agenda
Wayzata City Hall Community Room, 600 Rice Street
Tuesday, September 20, 2016**

WORKSHOP TOPICS FOR DISCUSSION:

- | | |
|---|--------|
| 1. 253 Lake Street Development Concept (5:15 PM) | Page 3 |
| 2. Mobility District and Parking Policy (5:45 PM or immediately following) | Page 6 |



City of Wayzata

600 Rice Street

Wayzata, MN 55391-1734

Mayor:

Ken Willcox

City Council:

Bridget Anderson

Johanna McCarthy

Andrew Mullin

Steven Tyacke

City Manager:

Jeffrey Dahl

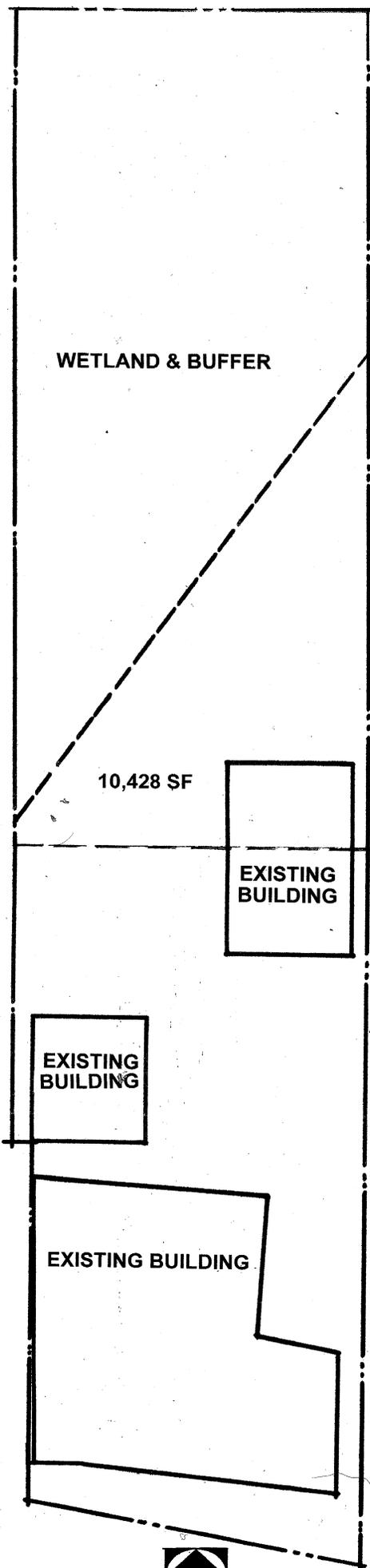
Date: September 15, 2016

To: Mayor Willcox and City Councilmembers

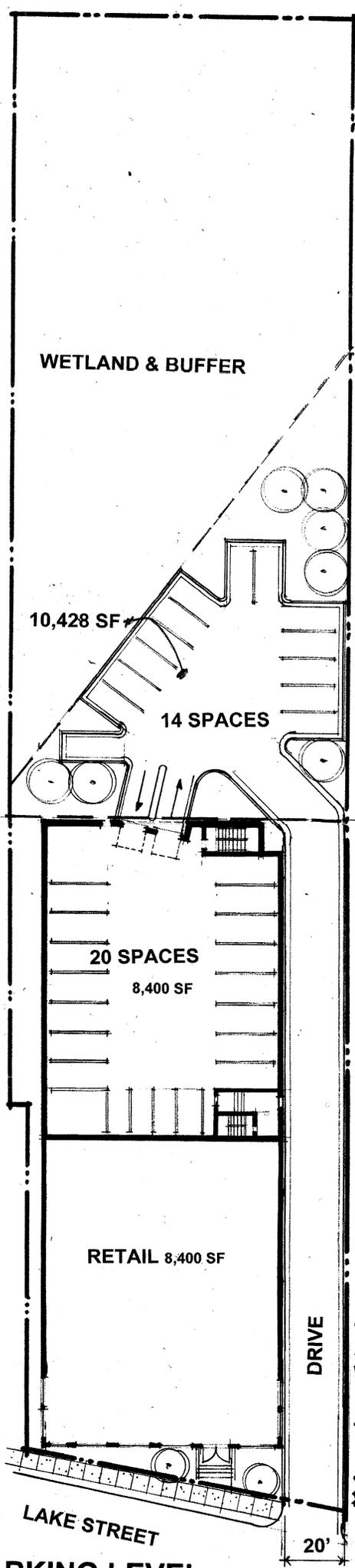
From: Jeff Thomson, Director of Planning and Building

Subject: Concept Sketches – 253 Lake Street East

Brad Hoyt has requested a workshop with the City Council to discuss a redevelopment project at 253 Lake Street East. Mr. Hoyt's architect, Neil Weber, has submitted a site plan and floor plans for the proposed building. The building would include 8,400 square feet of retail and 14 residential units. The plans submitted do not include any information on the building elevations. The owner is requesting feedback on the concept plans that have been submitted.



EXISTING SITE 



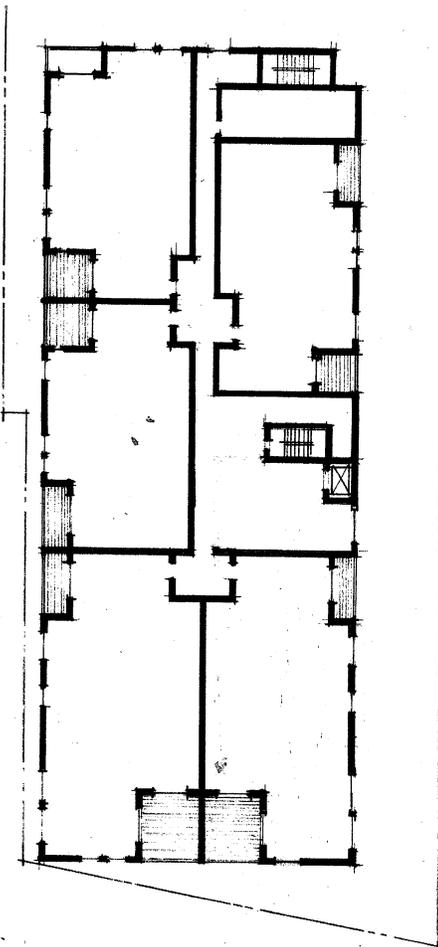
PARKING LEVEL

CONCEPT PLAN FOR
253 EAST LAKE STREET
WAYZATA, MN

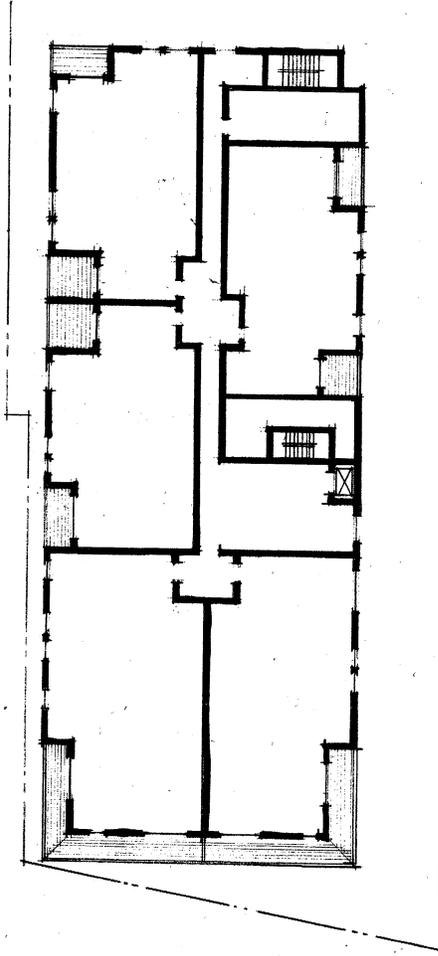
TRITON MANAGEMENT, LLC



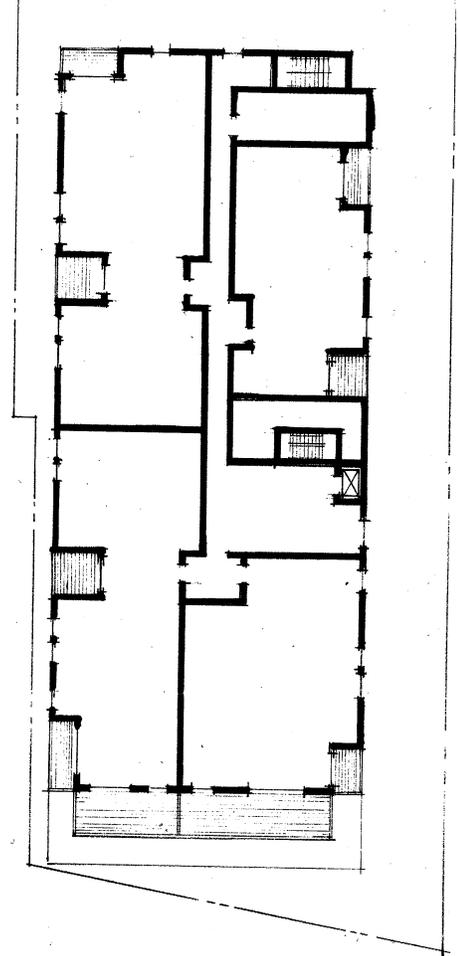
2280 Watertown Road, Long Lake, MN 55350-9419
 09-26-2016 COPY PACKET 



FIRST FLOOR 5 UNITS



SECOND FLOOR 5 UNITS



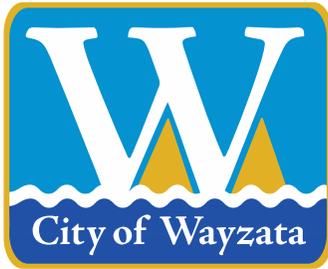
THIRD FLOOR 4 UNITS

CONCEPT PLAN FOR
253 EAST LAKE STREET
WAYZATA, MN

TRITON MANAGEMENT, LLC



2280 Watertown Road, Long Lake, MN 55356-0419
952.476.4434 • Fax 952.476.5863 • mw@weberarchitects.com



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

Mayor:
Ken Willcox

City Council:
Bridget Anderson
Johanna McCarthy
Andrew Mullin
Steven Tyacke

City Manager:
Jeffrey Dahl

MEMORANDUM

DATE: September 16, 2016

TO: The Honorable Mayor and Members of the City Council

FROM: Jeffrey Dahl, City Manager

Re: Update of Parking District Policies: Payment-in-lieu-of-Parking and Special Services District Set Up Presentation

Update

Over the past decade, the City has conducted various studies and approved several plans regarding district parking in the area that centers around Lake and Broadway Streets. Meanwhile, redevelopment of the existing properties along Lake Street have significantly increased commercial and recreational activity. Due to this increase mass and density downtown and due to specific agreements the City has with property owners regarding needed off-street parking, the City is moving forward with the construction of the Mill Street Parking Ramp, which will provide enough parking supply for all existing and pending development agreements with the City and allow additional stalls for future growth.

While either all, or close to all, of the Mill Street Parking Ramp will be paid for by Tax Increment generated from The Landing project, the projected TIF will NOT cover maintenance and operations for the parking ramp (see the attached projected O+M costs for the parking ramp, which would start in 2018) nor will it cover future capital costs for parking-related improvements outside of the Mill Street facility.

The objective of this discussion is to receive additional information regarding the two primary funding mechanisms available for future parking-related capital improvements as well as for future parking-related operations and maintenance costs:

1. Payment-in-lieu-of Parking Policy to cover future parking capital costs; and
2. Special Services District (or "Mobility District") to cover O+M costs.

These two mechanisms, which were discussed in the most recent parking related studies from Dorsey and Whitney and SRF as implementation steps, are dynamic and can be expanded or altered in the future. They are the two primary policy measures that staff recommends implementing now in order to fund projected parking costs and position the City to be ahead of parking needs into the future.

The next steps would be to approve a Payment-in-lieu-of-Parking Policy at a future Council Meeting and hire a consultant to assist in setting up the Special Services District.

Please see the attached memo and draft Payment-in-lieu-of Parking Policy from City Attorney Schelzel and the attached presentation outline from Michael McLaughlin, of UrbanWorks, who will be going through Special Services Districts.

Memorandum

DATE: September 14, 2016
TO: Wayzata City Council
FROM: Wayzata City Attorney
REGARDING: Fee in Lieu of Parking Policy (Draft)

Attached is a draft policy which would allow property owners in the downtown area to pay a fee to the City instead of providing some or all of the parking required under City Code for the uses associated with their property.

The policy would apply to redevelopment and new development that doesn't meet the City's current parking requirements, as well as past developments that were approved on the condition that the property owner contribute their share to future parking in a City ramp (e.g., the recent Beltz/Broadway Place project and the COV restaurant expansion).

The policy would be administered through a CUP process and additional criteria spelled out in the policy. The parking available under the policy would be calculated based on the number of spaces available in the City-owned parking facilities in the downtown district, primarily the new Mill Street Ramp. The per space fee would be set/reset annually by Council resolution as part of the City's fee schedule, and be based on the cost of the space and the benefit to the property owner of not having to provide the space on their property.

The policy would be one part of the City's overall parking, traffic and mobility initiatives in the downtown area. Another key but distinct part would be the "Mobility District", which would apply to all non-residential properties in the district, and be used to help fund the capital and/or maintenance of the Mill Street parking ramp, and related special services such as valet and items such as wayfinding signage.

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CITY OF WAYZATA

_____, 2016

FEE-IN-LIEU OF PARKING POLICY

Background

To address the need for additional parking and parking-related services and improvements in the downtown area, the City is pursuing the construction of a municipal parking ramp at Mill Street (the “Mill Street Ramp”) and the establishment of a downtown parking and mobility district (the “Mobility District”), a special services established pursuant to Minn. Stat. Ch. 428A. The purpose of this policy is to provide greater flexibility to developers proposing higher density projects in the downtown area who do not fully meet the City’s minimum parking requirements, and thereby reduce the number of variance applications, encourage consolidated and shared parking, and promote a well-designed and efficient parking system downtown.

Policy

If warranted by the standards outlined in this policy, the City may allow reductions in the number of parking spaces actually constructed at the time of site development or occupancy of a building upon a developer’s agreement to pay a fee-in-lieu of parking as follows:

A. Eligible Properties. Any new building, addition to a building, change of use, or change of occupancy of any building or buildings (collectively, a “Project”) that cannot meet the on-site minimum parking requirements of Section 801.20 of the City Code may be permitted if: (1) an annual or lump sum fee-in-lieu of parking is paid; and (2) a conditional use permit is approved based upon the requirements of **Section 801.4 of the City Code** and the following criteria:

1. The Project is located within the **"Mobility District"** as established by City Council.
2. The Project is consistent with the Wayzata Comprehensive Plan, is a permitted use in the applicable zoning district, and complies with the other applicable provisions of City Code.
3. The Project enhances the **accessibility, density and vitality** of the Downtown Business District.
4. The parking impact of the Project does not exceed the available capacity of the City’s parking facilities.

Commented [A1]: Any other/better criteria here?

For purposes of this policy, "available capacity" shall be the number of parking spaces available for use by applicants for new fee-in-lieu of parking conditional use permits. This number shall be determined each year by the City Council based on a study measuring the use of the City’s parking facilities. The City’s “parking facilities” shall be the Mill Street Ramp and any other public parking facility in the Mobility District.

B. Fee. The amount of the fee-in-lieu of parking shall be established by a resolution of the City Council based on its projection and/or calculation of the costs of constructing the parking facilities, and the value to applicants of satisfying the City's minimum parking requirements.

C. Development Agreement. The applicant must enter into a development agreement with the City that includes an agreement to fully participate in and not contest the Mobility District and obligations thereof, and to pay the annual fee-in-lieu of parking for as long as it is necessary to satisfy the off-street parking requirements for the Project and any other future uses of the property. The development agreement shall be executed no later than the date on which a building permit for the Project is issued (or if no building permit is required, the date on which a certificate of occupancy is issued) and also include an agreement by the owner of the property for which the conditional use permit is issued authorizing the City to assess any unpaid fee-in-lieu of parking against the property as a special assessment and include a waiver of any right to object or appeal said assessment. The obligation to pay the fee-in-lieu of parking shall run with the property and the development agreement shall be recorded against the property.

D. Expiration. A conditional use permit issued pursuant to this policy shall expire 12 months after being granted unless a development agreement containing a fee-in-lieu of parking provision as described in subsection (C) above is executed by the permit holder.

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To: Jeffrey Dahl
City Administrator
City of Wayzata

From: Michael McLaughlin
President
Urban Works, Inc.

Date: September 15, 2016

Re: Special Service District Overview for Wayzata City Council

Thank you for the opportunity to present an overview of Special Service Districts in Minnesota to the Wayzata City Council. Based on similar proposal that I have made to other municipalities and organizations, I would propose the following presentation outline to describe how a Special Service District could be a tool to help address mobility and parking issues in downtown Wayzata.

Proposed Presentation Outline

1. Urban Works background and experience with Special Service Districts in Minnesota.
2. What a Special Service District is and what services they can provide.
3. An overview of Special Service Districts in the U.S. and in Minnesota.
4. How a Special Service District can be used as a funding mechanism for public parking facilities and wayfinding.
5. An overview of what steps are required to establish a Special Service District.
6. Q&A

Please let me know if you would like me to include any additional topic areas as part of my presentation. Thank you.

MILL STREET RAMP MAINTENANCE BUDGET

CITY OF WAYZATA



September 7, 2016

Security	\$	407
Electricity	\$	10,016
Natural Gas	\$	-
Water	\$	1,440
Phone/fiber	\$	1,440
Snowplowing	\$	13,500
Professional mgmt. fee	\$	3,000
Elevator maint.	\$	-
Lawn/landscaping care	\$	6,000
City staff time	\$	3,750
Insurance	\$	1,096
Miscellaneous	\$	1,565

Total budget	\$	42,213
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Total Budget	\$	42,213
Total (Garage) Stalls		313
Cost per Stall	\$	134.87

**Mill Street Parking Structure
Compound Interest Structural Maintenance
Sinking Fund Estimator 9/2016**

Estimated Maintenance Action

Compound Interest Formula= $FV=P(1+r)^{Ay}$

Future Structural Maintenance Expenditure	Garage Gross Sq. Ft	Assumed Structural Maintenance Cost Per Sq. Ft	Yearly Structural Maintenance fees	Annual CPI Inflation Rate	Year
\$13,308	93,100	\$0.14	\$13,307.71	2.10%	1
\$26,895	93,100	\$0.14	\$13,587.18	2.10%	2
\$40,767	93,100	\$0.14	\$13,872.51	2.10%	3
\$54,931	93,100	\$0.14	\$14,163.83	2.10%	4
\$69,392	93,100	\$0.14	\$14,461.27	2.10%	5
\$84,157	93,100	\$0.14	\$14,764.96	2.10%	6
\$99,232	93,100	\$0.14	\$15,075.02	2.10%	7
\$114,624	93,100	\$0.14	\$15,391.60	2.10%	8
\$130,339	93,100	\$0.14	\$15,714.82	2.10%	9
\$146,384	93,100	\$0.14	\$16,044.83	2.10%	10
\$162,765	93,100	\$0.14	\$16,381.77	2.10%	11
\$179,491	93,100	\$0.14	\$16,725.79	2.10%	12
\$196,568	93,100	\$0.14	\$17,077.03	2.10%	13
\$214,004	93,100	\$0.14	\$17,435.65	2.10%	14
\$231,806	93,100	\$0.14	\$17,801.80	2.10%	15
\$249,981	93,100	\$0.14	\$18,175.63	2.10%	16
\$268,539	93,100	\$0.14	\$18,557.32	2.10%	17
\$287,486	93,100	\$0.14	\$18,947.03	2.10%	18
\$306,831	93,100	\$0.14	\$19,344.91	2.10%	19
\$326,582	93,100	\$0.14	\$19,751.16	2.10%	20
\$346,748	93,100	\$0.14	\$20,165.93	2.10%	21
\$367,337	93,100	\$0.14	\$20,589.42	2.10%	22
\$388,359	93,100	\$0.14	\$21,021.79	2.10%	23
\$409,822	93,100	\$0.14	\$21,463.25	2.10%	24
\$431,736	93,100	\$0.14	\$21,913.98	2.10%	25
\$454,110	93,100	\$0.14	\$22,374.17	2.10%	26
\$476,954	93,100	\$0.14	\$22,844.03	2.10%	27
\$500,278	93,100	\$0.14	\$23,323.76	2.10%	28
\$524,092	93,100	\$0.14	\$23,813.56	2.10%	29
\$548,405	93,100	\$0.14	\$24,313.64	2.10%	30
\$573,230	93,100	\$0.14	\$24,824.23	2.10%	31
\$598,575	93,100	\$0.14	\$25,345.54	2.10%	32
\$624,453	93,100	\$0.14	\$25,877.79	2.10%	33
\$650,874	93,100	\$0.14	\$26,421.22	2.10%	34
\$2,483,798	93,100	\$0.14	\$35,343.81	2.10%	48
\$2,519,884	93,100	\$0.14	\$36,086.03	2.10%	49
\$2,556,728	93,100	\$0.14	\$36,843.83	2.10%	50