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**WAYZATA CITY COUNCIL
WORKSHOP MEETING MINUTES
September 20, 2016**

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Mayor Willcox called the workshop meeting to order at 5:15 pm in the Community Room at Wayzata City Hall. Council Members present: McCarthy, Mullin, and Tyacke. Council Member Anderson arrived at 5:30 pm. Also present: City Manager Dahl, Director of Planning & Building Thomson, and City Attorney Schelzel.

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5:15 PM 253 Lake Street Development Concept

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Director of Planning & Building Thomson stated that Brad Hoyt requested a workshop with the City Council on a redevelopment concept for property at 253 Lake Street East. Mr. Hoyt's architect, Neil Weber, submitted a site plan and floor plan concepts for a building. The building would include 8,400 square feet of retail commercial space and 14 residential units. Mr. Thomson noted that the concept plans submitted do not include any information on the building elevations and other project details that would be required as part of a development application, but the owner is requesting feedback on the concept presented.

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The group reviewed the concepts and asked general questions regarding the design and scale of the building depicted in the concepts, as the concepts presented did not depict this information. The Council indicated that they would welcome redevelopment of the existing site, however, they did not have a comfort level with any redevelopment proposal that varied significantly from the provisions of City code.

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5:45 PM Mobility District and Parking Policy

Mayor Willcox introduced the next topic of a new City Mobility District and Parking Policy. Joining the Council was Michael McLaughlin of UrbanWorks.

City Manager Dahl stated that 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. In this time, redevelopment of existing properties along Lake Street has significantly increased commercial and recreational activity in the area. Due to this increase of 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 long contemplated Mill Street Parking Ramp, which will provide parking that is needed for existing and pending development agreements the City has with properties in the area, and also provide additional parking for future growth and needs.

Mr. Dahl stated that 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, nor will it cover future capital costs for parking-related improvements outside of the Mill Street facility.

Mr. Dahl reported that the objective of this discussion is to receive and review 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, which could be used to cover future parking capital costs; and
2. Special Services District (or "Mobility District"), which could be used to cover O+M costs.

Mr. Dahl informed the group that 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 tools 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.

1 Mr. Dahl said the next steps would be to approve and adopt a Payment-in-lieu-of-Parking Policy at a
2 future Council Meeting, and hire a consultant to assist in setting up the Special Services District.
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4 Michael McLaughlin, of UrbanWorks, introduced himself and discussed his firm and its experience with
5 setting up Special Services Districts throughout the Metro Area. He then went into detail about the state
6 statutes that allow cities to create a Special Services District, what the process is, and how the services it
7 could provide could help meet the district parking objectives outlined in the SRF report, including to:
8 cover maintenance and operations costs for the new ramp, cover wayfinding and signage costs, help
9 marketing and other parking/downtown related expenses. Mr. Dahl indicated that he would work with
10 Mr. McLaughlin on submitting a proposal to the City Council to engage UrbanWorks to help facilitate the
11 establishment of the district.
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13 Mr. Schelzel reviewed a draft Payment-in-lieu-of Parking Policy.
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15 Local property owner, Charlie Schoen, asked questions related to the policy.
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17 Council consensus was to see a few adjustments made to the draft policy, and then bring an updated draft
18 policy back in a workshop setting for further review and discussion.
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20 The workshop meeting was adjourned at 6:50 pm.
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22 Respectfully submitted,
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24 *Becky Malone 10-04-2016*
25

26 Becky Malone
27 Deputy City Clerk