



BEST PRACTICES FOR RESILIENT CORRIDORS

COMBINING COMPLETE STREETS DESIGN AND LAND USE TO
CREATE RESILIENT STREET FRONTAGES

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Flexibility adapts to changing uses and demands

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Circulation supports uses and accommodates all modes

04

ESSENTIALS: PARKING MANAGEMENT

Parking supports, not dominates, corridor character

05

ESSENTIALS: PLACEMAKING

Establish a unique and differentiated sense of place for the corridor.

06

NEXT STEPS

How do we rethink the future of Wayzata Boulevard together?

VMWP INTRODUCTION

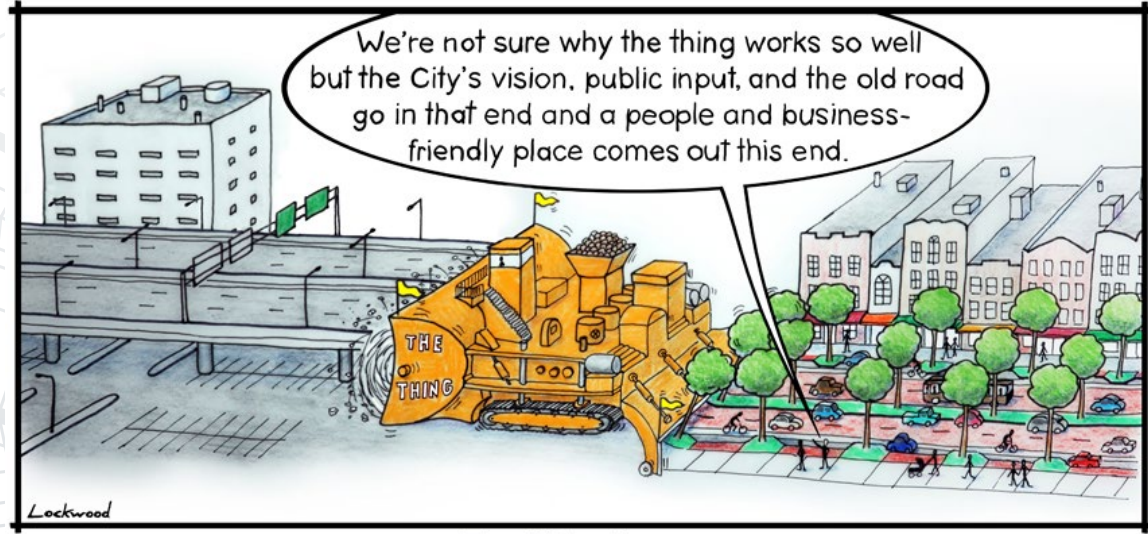


- VMWP has helped communities plan for change, and has designed market rate and affordable housing for over 30 years.
- We work collaboratively across our offices in Minneapolis, Denver, and San Francisco



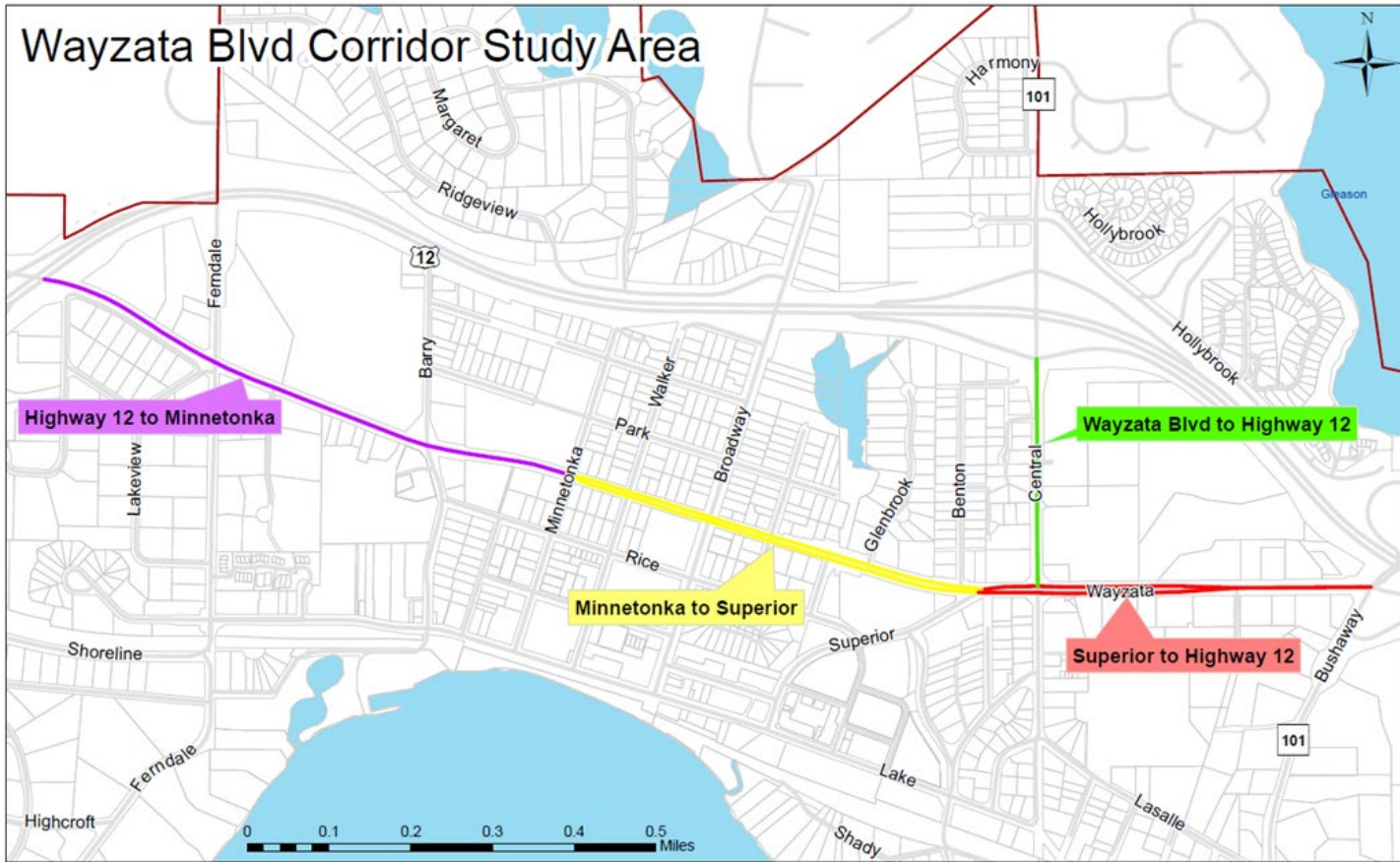
CORRIDOR TRANSFORMATION

OUR CHALLENGE



The Thing Is ...

Wayzata Blvd Corridor Study Area



Source: City of Wayzata Date: January 10, 2022

It Takes Many Hands to Build A Resilient Corridor



Complete Street Design

Streets accommodate mobility options in addition to vehicles and are designed to support mixed-use development



Placemaking

Street design, building design, and landscape design create a unique identity that encourages users to linger



Parking Management

Parking regulations allow for development continuity and parking is shared between uses.



Mixed-Use Regulation

Zoning allows flexibility in use and Density. Design Standards ensure quality.

KEY PRINCIPLES FOR RESILIENT CORRIDORS



ESTABLISH AN IDENTITY FOR THE CORRIDOR

A clear vision about what the purpose of the corridor is will make future decisions easier



BE SMART ABOUT PARKING

Minimize the impact of parking on the character of the corridor, but manage and size parking to provide just enough for customers used to convenience.



ELEVATE THE PEDESTRIAN EXPERIENCE

The only businesses entered in a vehicle are drive-thrus and gas stations. Improving the pedestrian experience makes businesses more competitive.



PLAN FOR A DIVERSITY OF HOUSING TYPES

Housing forms the customer base for corridor businesses. Avoid a monoculture to ensure intergenerational support.



DESIGN STICKY PLACES

When everything can be purchased online, commercial and mixed-use areas must be places you want to spend time.



ALLOW FOR FLEXIBILITY

Plan for the long term, but use interim strategies to evaluate success and refine the overall plan.



Putting It Together

The following slides illustrate how mixed-use development and changes to road design can combine to create a sense of place and enhance the corridor economy.

Image credit: [Steve Price/Urban Advantage](#)



Image credit: [Steve Price/Urban Advantage](#)

EXISTING SUBURBAN ARTERIAL

- Corridor designed to out of date state trunk highway standards
- Design for maximum vehicular throughput
- Minimal consideration for pedestrians, bicyclists, or other forms of access.
- *The existing vision for this corridor is to move vehicles (and wallets) as quickly out of town as possible.*

CORRIDOR REDESIGN: PHASE 1

- *The new vision for this corridor is to serve as an extension of the village beyond.*
- The sidewalk is separated from the street
- Highly visible crosswalks are added
- Landscaping is improved
- Implementation of a median separates traffic outside of turning pockets.



Image credit: [Steve Price/Urban Advantage](#)

CORRIDOR REDESIGN: PHASE 2

- Utilities are undergrounded to reduce visual clutter and make future development easier.
- Standardized decorative lighting is moved to the edge boulevard to improve visibility
- Pedestrian scale lighting is added



Image credit: [Steve Price/Urban Advantage](#)

CORRIDOR REDESIGN: PHASE 3

- Previous public investments are leveraged into private development through changes to zoning and land use.
- The city guides the form of the development through a zoning overlay and design standards
- Automotive oriented businesses are screened by liner buildings on the street edge.



CORRIDOR REDESIGN: PHASE 4

- Trees and spacing are designed to produce a continuous canopy as the landscape matures

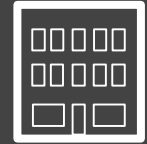


CORRIDOR REDESIGN: PHASE 5

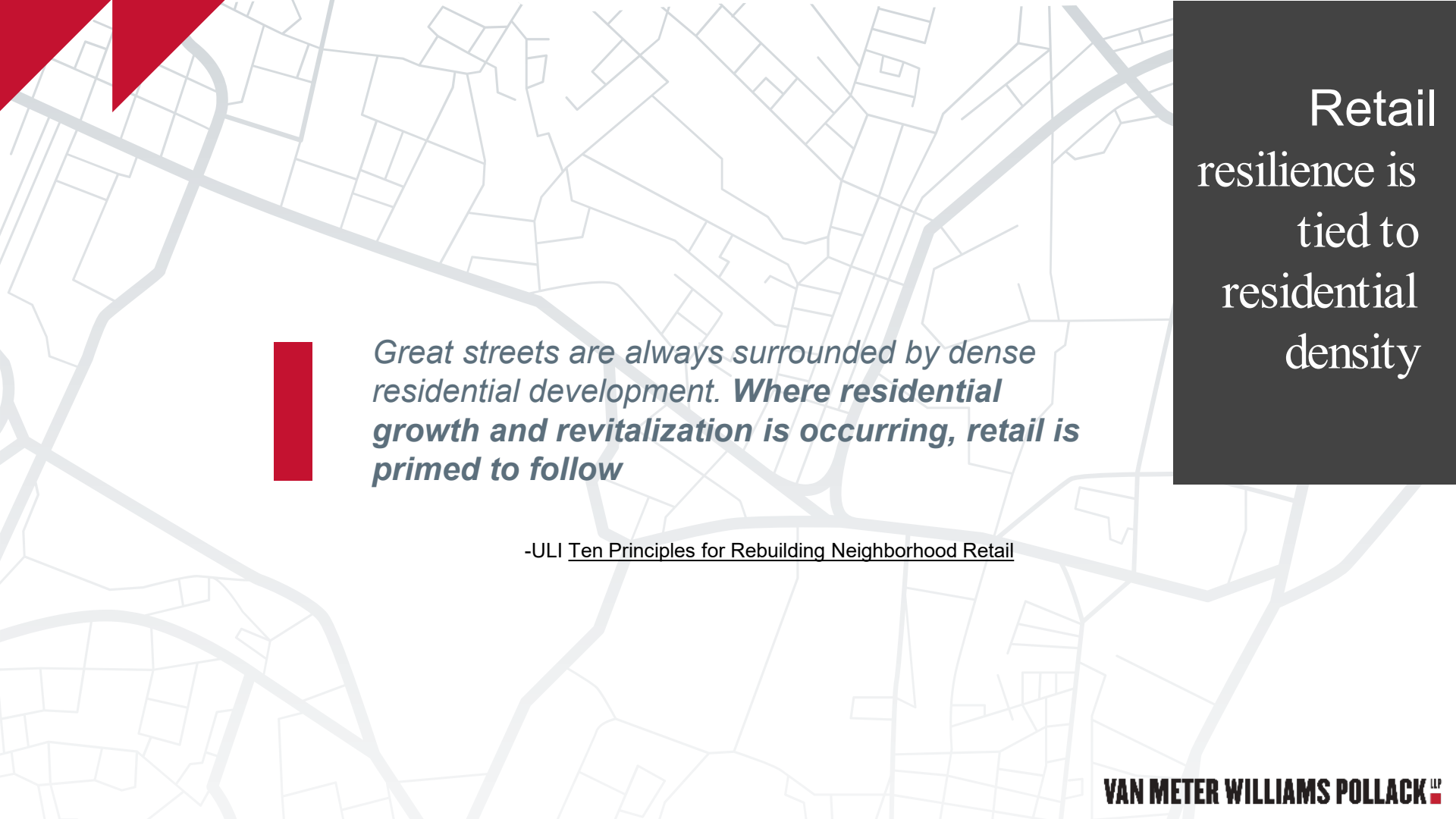
- Depending on the density and scale of development, increased transit access may become feasible on the corridor.



ESSENTIALS: MIXED DEVELOPMENT



02



Retail
resilience is
tied to
residential
density

Great streets are always surrounded by dense residential development. *Where residential growth and revitalization is occurring, retail is primed to follow*

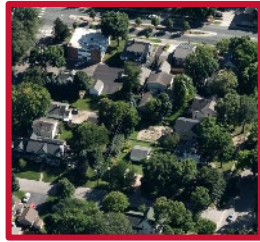
-ULI Ten Principles for Rebuilding Neighborhood Retail



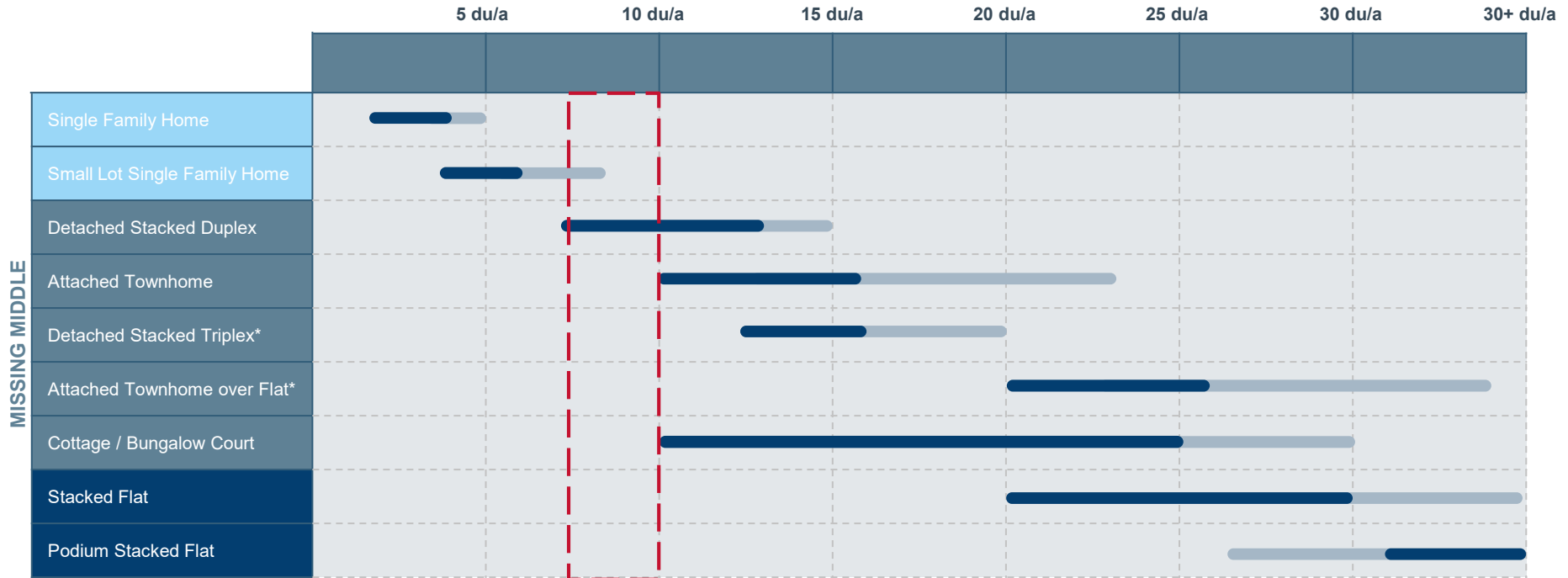
A Note on Density

Density ***does not necessarily equal height.*** Increased lot coverage or smaller unit sizes can produce the same density at lower heights.

Existing blocks adjacent to Wayzata
Boulevard in the Bluff District average
8-10 du/a



HOUSING DENSITY CONTIN



*May be infeasible due to 919.12 which requires any multiple family dwelling over two stories in height to be provided with elevator service.

MISSING MIDDLE HOUSING TYPOLOGIES



Detached (Stacked) Duplex

- Works on a range of parcel sizes
- Less expensive residential code compliance
- Surface or detached garage parked
- **7-16 du/a**



Attached Townhome

- Can be rental or owned in association
- Typically requires 1-2 acre site area
- Typically 2 residential stories over garage
- **10-24 du/a**



Detached (Stacked) Triplex

- More expensive building code compliance
- *Currently required by Wayzata COO to provide elevator
- Surface or detached garage parked. Parking can become an issue.
- **12-20 du/a**



Cottage / Bungalow Court

- Typically owned in association
- Requires 1+ acre parcels
- Detached garages can be co-located providing flexibility for difficult sites
- **10-30 du/a**

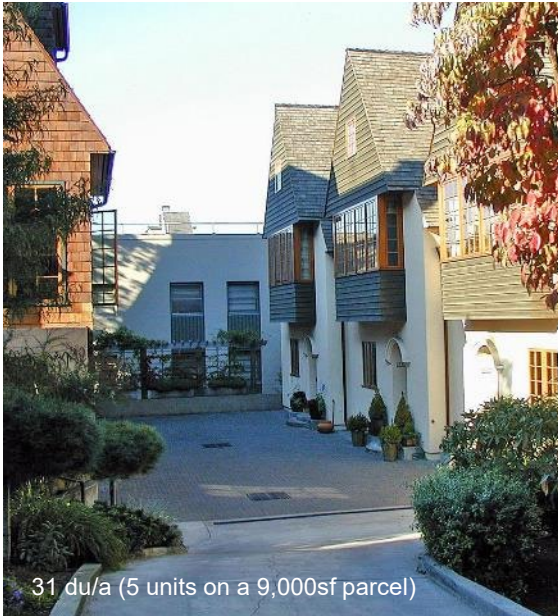


Attached Townhome Over Flat

- Either rental or hybrid rental/ownership
- Typically a 2 story townhome over a 1 story ground floor apartment
- Meets accessible visitability criteria
- **20-34 du/a**

A. DENSITY CAN BE SURPRISING

- Since density (dwelling units per acre) is relative to parcel area, *calculated density can be surprising*.
- Small lot development can fit seamlessly at densities much higher than large lot development.
- Density is dependent on unit sizes, with smaller unit sizes resulting in higher densities.



31 du/a (5 units on a 9,000sf parcel)



PLAN FOR A DIVERSITY OF HOUSING TYPES



B. MINIMUM DENSITIES ARE ALSO IMPORTANT

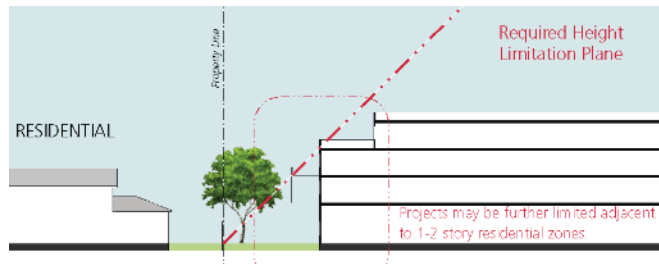
- **Minimum densities are needed for compact neighborhoods**
 - ◆ It is more difficult for a given catchment area of single family homes does to support robust and diverse retail, restaurants, and grocery stores than more dense development.
 - ◆ Minimum density ensures diverse housing choices to support multiple income levels and demographics.
 - ◆ Single family neighborhoods do not provide enough ridership for dependable transit opportunities.
- **Maximum lot sizes are also used to encourage subdivision of larger properties and produce compact, walkable neighborhoods.**



ESTABLISH AN IDENTITY FOR THE CORRIDOR



C. CREATE A SMOOTH SCALE TRANSITION FROM THE CORRIDOR TO ADJACENT NEIGHBORHOODS



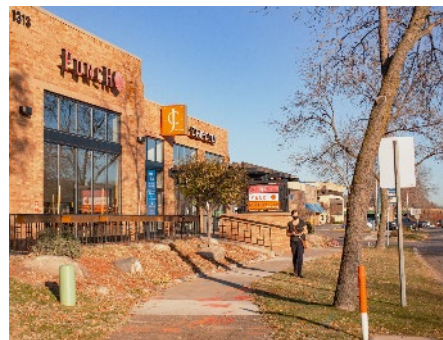
- It is best to encourage density and height at sites not directly bordered by small scale development
- View plane requirements, setbacks, and site setbacks from adjacent single family dwellings can ease the impact of denser corridor development



ELEVATE THE PEDESTRIAN
EXPERIENCE
ESTABLISH AN IDENTITY FOR
THE CORRIDOR



Status Quo



Transitional



Future?

D. USE BUILDINGS TO FRAME THE STREET EDGE



This building complies with minimal setback, but does not create a successful street edge.

- Buildings should be *oriented* to the street and located in proximity to the street edge.
- *The setback depth should relate to the street design and street width.*
- Buildings should provide retail and main lobby entries from the street and secondary entries from parking located behind the building



ESSENTIALS: COMPLETE STREET DESIGN

03

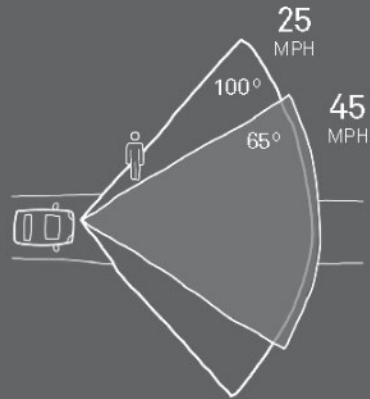


Street Design for Mixed Uses

 No matter how good your retail business plan is, you can't hit a wallet moving at 40 mph.

A. INCREASED SPEEDS REDUCE SAFETY

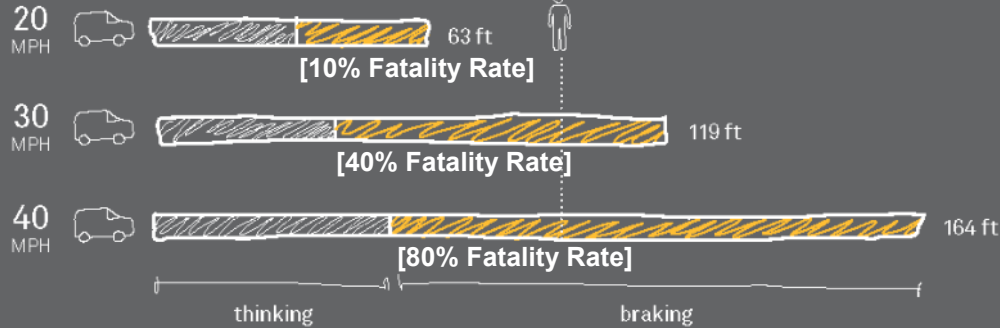
Drivers traveling at higher speeds have a narrower field of vision

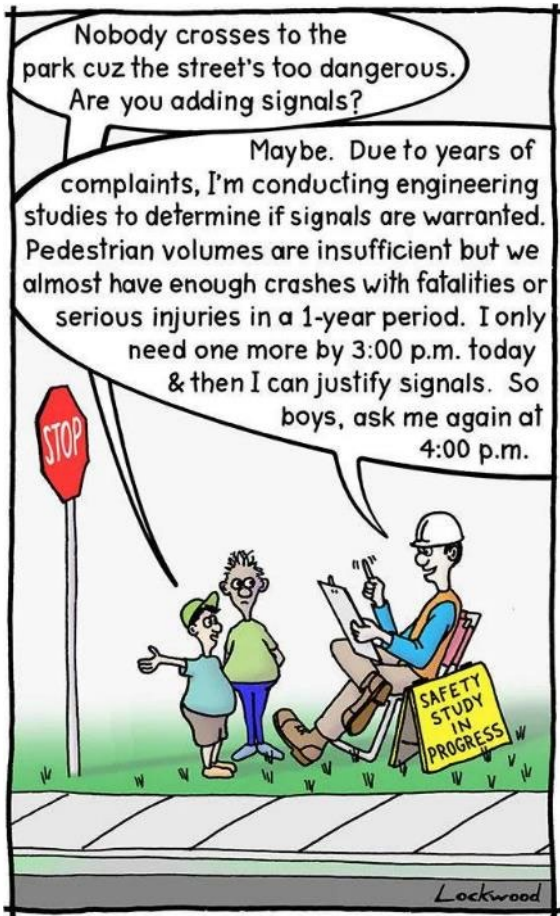


Drivers traveling at higher speeds **travel further** before they can react



Vehicles traveling at higher speeds have longer braking distances





Which comes first? A safe way to cross or lots of people crossing?

B. SAFETY SHOULD BE DESIGNED IN, NOT RE

- The starting point for safety should be *proven design strategies*, not analysis of existing conditions
- The use of 85th percentile design speeds encourage less safe corridor design and future speed increases



Traffic control or plea for help?



ALLOW FOR FLEXIBILITY

ELEVATE THE PEDESTRIAN EXPERIENCE



Dakota County, MN Demonstration Projects (SRF)



Interim Straw Wattle Tree Planting/Traffic Circle:
San Marcos, TX

C. MAKE WAYZATA BOULEVARD SAFER TODAY

- Although our goal is a *long-term vision for the corridor*, interim strategies can make the Boulevard safer for everyone *right now*.
- Pilot projects can be effective for *testing* strategies before they become permanent.
- Temporary interventions are *not a replacement* for permanent solutions

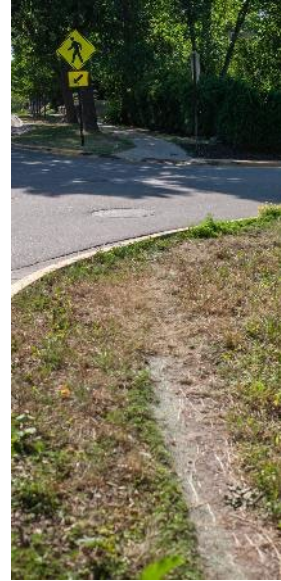


ELEVATE THE PEDESTRIAN EXPERIENCE



D. DESIGN THE STREET FOR ALL

- Design has greater influence on traffic speeds than enforcement
- Design features that reduce predictability create safer streets
 - ◆ Continuous tree cover
 - ◆ On-street parking
 - ◆ Changes in pavement surface
 - ◆ Bulb outs, medians, and neck downs to reduce crossing distance
 - ◆ Flashing pedestrian beacons

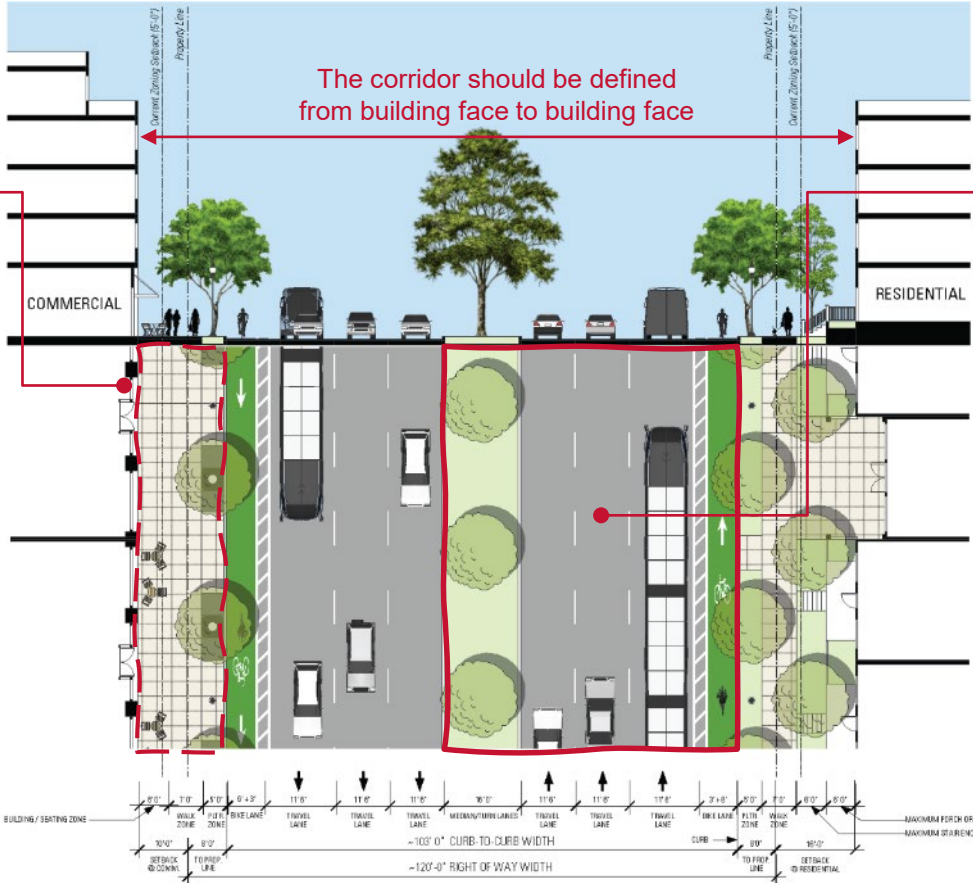


STREET DESIGN COMPONENTS



Back of Curb Zones include:

- Patios
- Walk Zone
- Tree Boulevard
- Stormwater Filtration
- Amenity Zones
- Raised cycletracks



The corridor should be defined from building face to building face

- Front of Curb Zones include:
- Street Parking
 - Separated Bike Lanes
 - Bus Lanes
 - Travel Lanes
 - Boulevard Median



ESSENTIALS: PARKING MANAGEMENT



04



Managing Parking

“Form Follows Parking”

-- *Architecture industry axiom*



ESTABLISH AN IDENTITY FOR THE CORRIDOR

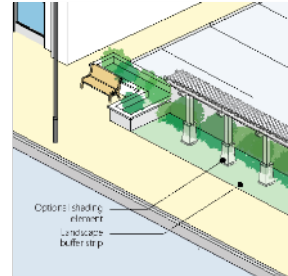


A. PARKING SHOULD SUPPORT THE CORRIDOR

- A consistent street experience is achieved by parking *behind* the building, per the Design Standards.
- There are trade offs between parking convenience, and a continuous and usable right of way.
- Rear parking access needs to be clearly and predictably identified.
- *Side yard parking* access is a compromise for grocery stores and other uses that require parking visibility.
- Where parking abuts sidewalks, parking should be significantly screened, per the Design Standards



Single aisle side yard parking provides a compromise for this grocery store oriented perpendicular to the street.





B. TAKE ADVANTAGE OF THE POTENTIAL OF MIXED-USE DEVELOPMENT

- Wayzata zoning allows on-site or off-site joint parking shared between uses.
- Encourage district parking for multi-block developments or corridor nodes on Wayzata Boulevard
- Wayzata already has district parking on Lake Street with the Mill Street Ramp and the Lake/Barry Lot

SHARED PARKING – Practices

Select base parking ratios

Use	MuniCode	Weekday ¹	Weekend ¹
Office	4.00	3.40	0.35
Retail	4.00	3.60	4.00
Restaurant	10.00	10.00	10.00
Condominium	1.50	1.85	1.85
Hotel	1.00	1.25	1.08

¹ Urban land institute, Institute of Transportation Engineers, Transportation Research Board, DESMAN

Adjust ratios for auto use demographics

Use	Captive		
	Auto Use	Weekday	Weekend
Office	80%	0%	0%
Retail	70%	40%	20%
Restaurant	80%	40%	20%
Condominium	70%	0%	0%
Hotel	50%	10%	0%

National Main Street Center
Center for Main Street Revitalization

Image credit: National Main Street Center

C. ONSTREET PARKING CAN ENCOURAGE ACCESS FOR ALL USERS

- Consistent on-street parking can serve as a buffer between the sidewalk and moving traffic.
- If desired, managed parking can encourage turnover to support corridor businesses.
 - ◆ Time limits or metering can encourage street space or public parking lot turnover
 - ◆ The optimal price for street parking encourages a handful of spaces to be available at any given time





ESSENTIALS: PLACEMAKING

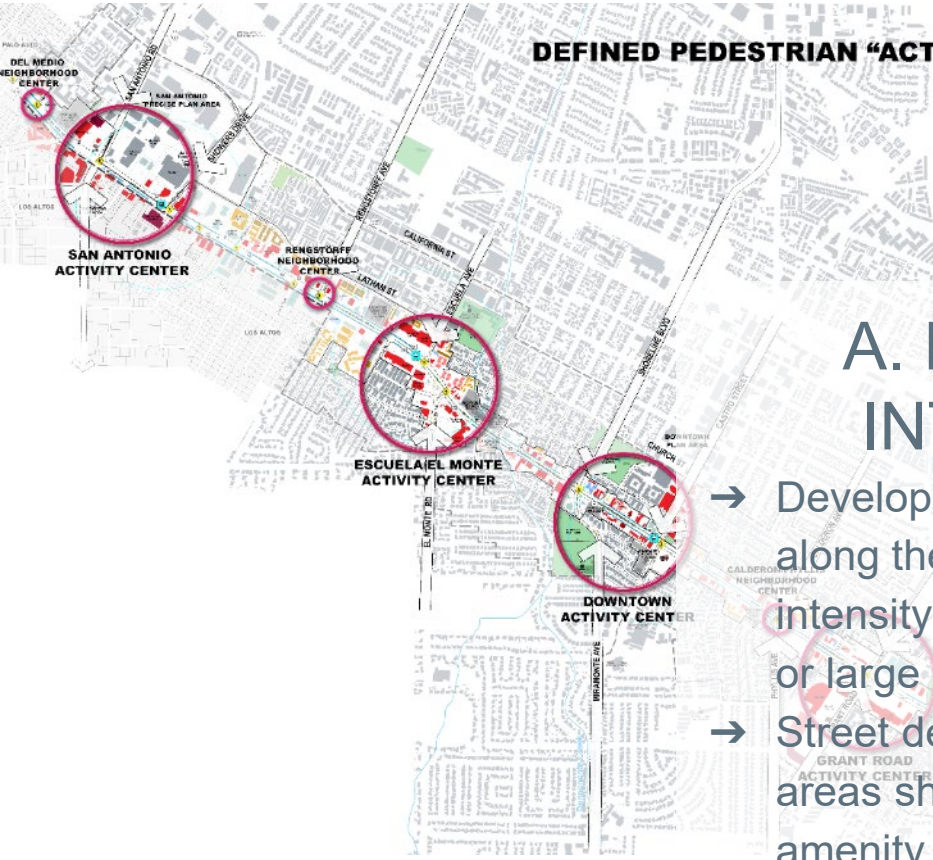


05



ESTABLISH AN IDENTITY FOR THE CORRIDOR

DEFINED PEDESTRIAN "ACTIVITY CENTERS"



A. BREAK THE CORRIDOR INTO NODES OF ACTIVITY

- Development intensity should vary along the corridor with higher intensity at significant intersections or large parcels
- Street design at higher intensity areas should provide for enhanced amenity areas such as pocket parks or plazas





ESTABLISH AN IDENTITY FOR THE CORRIDOR



B. DEFINE GATEWAYS



- Gateways can set the tone for the entire corridor or delineate different nodes.
- Gateways can be defined by
 - ◆ A single boundary element
 - ◆ Repetitive identification elements
 - ◆ Linear changes between segments
- Gateway elements are typically installed and maintained by the City or a Business District



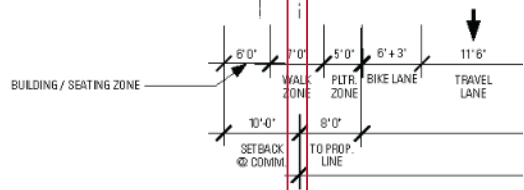
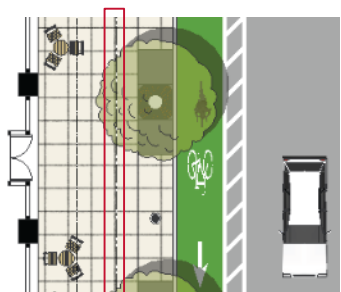


ELEVATE THE PEDESTRIAN EXPERIENCE

DESIGN STICKY PLACES



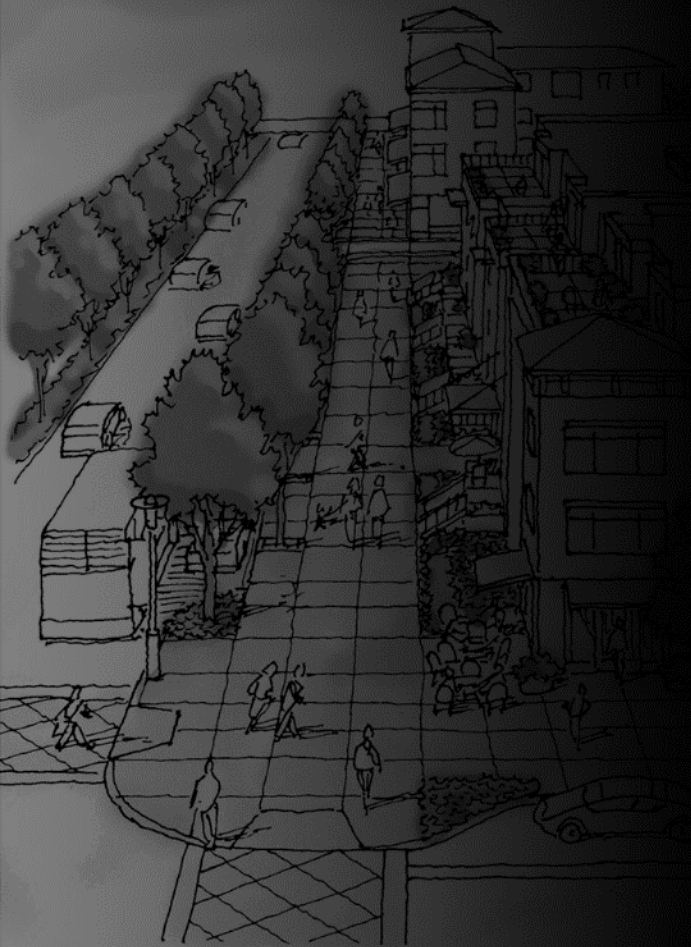
Saratoga Springs New York



C. PROVIDE SPACES FOR PE

- Corridor design can be a battle over feet and inches. Ensure room is provided *on public or private property* for street furniture, sidewalk cafes, and all the elements that make great places enjoyable.
- Front setbacks that engage the street with amenities and inviting entries contribute to the pedestrian experience.
- Amenity strips can be programmed by the city or the applicant
 - ◆ Minimum standards should be imposed, to clarify what is or is not allowed in the amenity zone
 - ◆ Maintenance can be the responsibility of the landowner through maintenance easements.

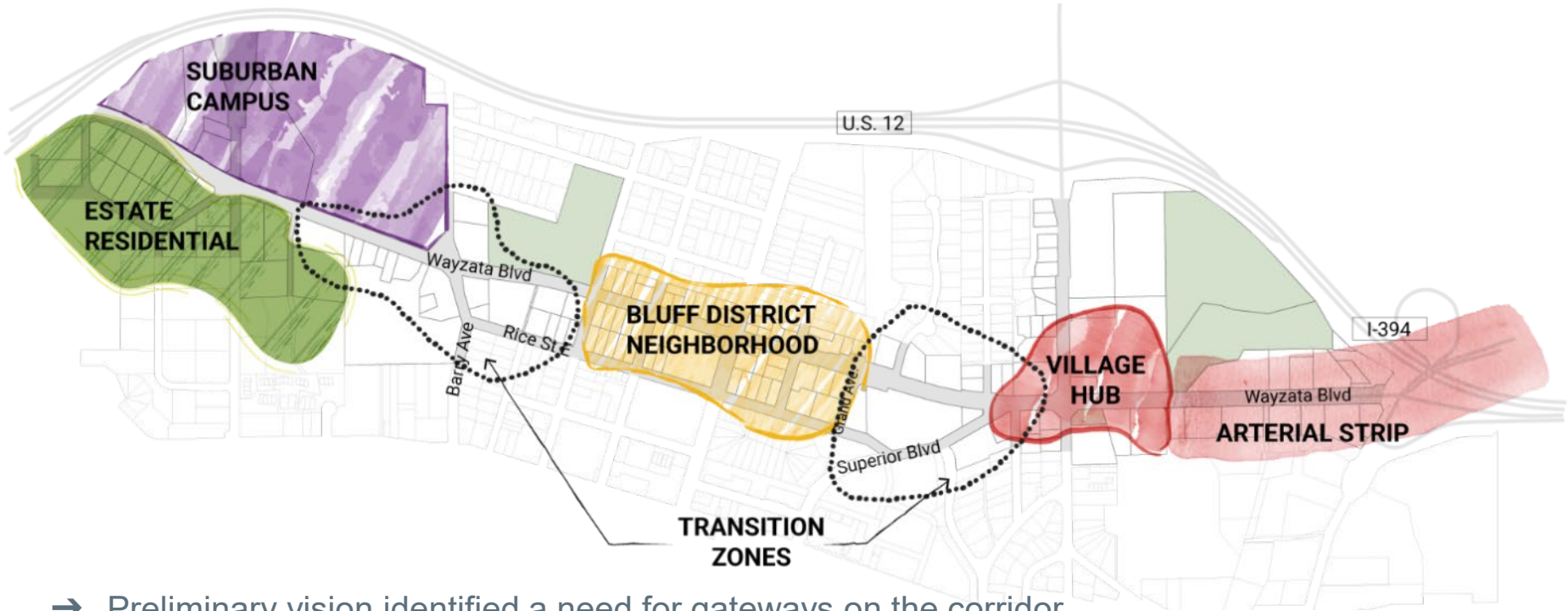




WHAT IS YOUR VISION
FOR WAYZATA
BOULEVARD?



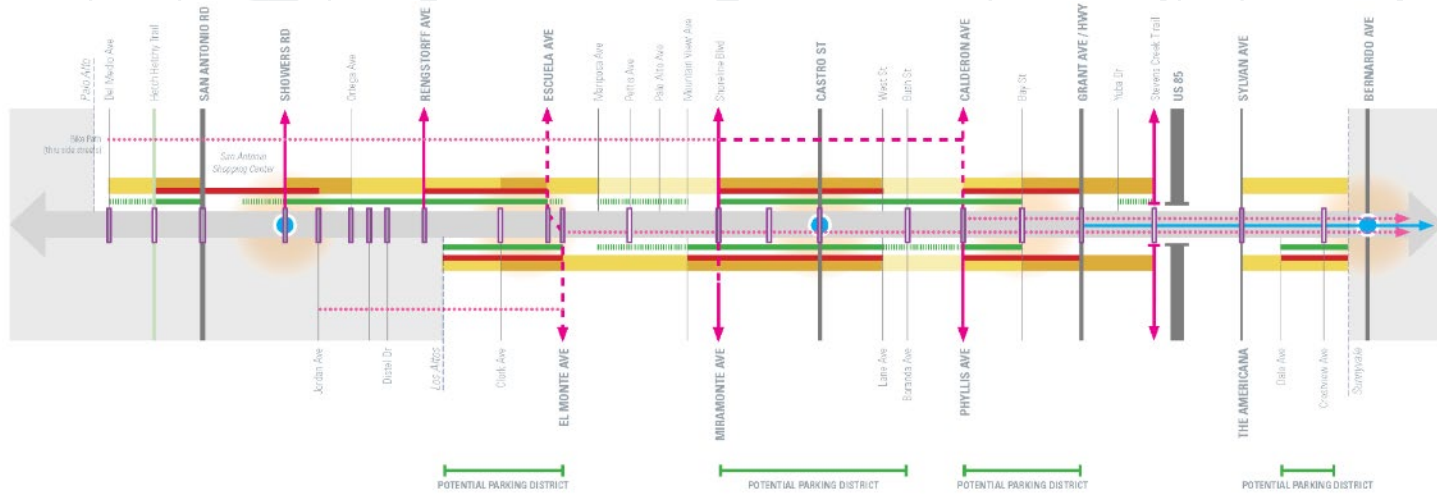
Wayzata Boulevard Character



- Preliminary vision identified a need for gateways on the corridor
- Our discussions have revealed different characters along the corridor
- **Where should gateways be located?**

NEXT STEPS

Define and Prioritize!



LEGEND

- 3 to 4-Story Mixed-Use
- 4-Story Mixed-Use
- 5-Story Mixed-Use
- Potential Commercial / Retail Frontage
- Potential Retail Node
- Potential Dedicated BRT Route
- Proposed BRT Stop
- Existing Street Parking To Remain
- Existing Street Parking To Be Removed
- Existing Dedicated Bikeway (Class I / II)
- Existing Recommended Bikeway (Class III)
- Potential Bikeway (Class II / III)
- Existing Signalized Crossing
- Potential Signalized Crossing

06