

Stadium Village Market Study Key Findings 08/16/2011

Retail Key Findings

- Retail demand greatly exceeds supply in Stadium Village
- A little over 100,000 square feet of existing retail in Study Area
- Current retail offerings are heavily concentrated in restaurants, bars and other food establishments (~70%)
- Spending power of Study Area residents, workers, and visitors could support an additional 50,000 square feet of retail today
- Forecasted growth in the Study Area and impact of LRT could increase supportable retail by an additional 20,000 to 30,000 square feet through 2020
- Vast majority of retail is dependent on pedestrian accessibility
- Preserve key areas for retail growth (ground floor spaces in highest trafficked areas)
- Key categories for growth will include restaurants, apparel, electronics/communications, and grocery
- Expanding retail offerings will be as important an “amenity” as improvements to public realm
- Due to land and space constraints within Stadium Village some retailers may capitalize on demand by operating in station areas one or two stops from Stadium Village

Office Key Findings

- Office demand in Stadium Village is heavily dependent on the University or the State of Minnesota and not on the office needs of the broader open market
- Nearly all of the multitenant office space in Stadium Village is filled by the University or the State
- Broader office market conditions are currently weak which will delay absorption of new market-driven office space in Stadium Village
- The 29th Avenue, Westgate, and Raymond Avenue stations are much stronger office submarkets because of highway accessibility and visibility
- Forecasted growth in Metro area office-based jobs suggests that new office development in Stadium Village could reach 40,000 square feet provided available supply decreases in other competitive submarkets
- Calculated office demand does not include the University of Minnesota's expansion plans
- Office demand will be strongest from users with local markets, such as lawyers, financial planners, dentists, chiropractors, etc.

Industrial Key Findings

- Remnants of industrial uses are along Huron Blvd and 27th Avenue, though significantly more industrial exists further east and north outside of the Stadium Village study area
- Very little job growth is forecast for industrial-based jobs in the next 10 years
- Calculated demand for industrial space is nominal (<2,500 square feet)
- Industrial uses typically do not locate near LRT stops because rents support higher uses
- The University may spur some forms of industrial uses that function more like office spaces (e.g., laboratories, high-tech manufacturing, etc.)

Housing Key Findings

- The market for student housing is very strong, and is currently outbidding most other uses for available sites
- There are over 250 student housing units currently planned, proposed, or under construction in Stadium Village
- Although University enrollment has plateaued, demand for student housing remains high and no one can predict when saturation will occur until it shows up as rising vacancy rates
- A University District Alliance study found demand for 2,300 non-student housing units through 2020 among the neighborhoods surrounding the University, including Stadium Village
- More amenities in Stadium Village, especially retail choices, will increase demand for housing

2020 Land Use Demand Estimates

Land Use	Demand (Sq Ft/Units)	Demand (Acres)	Potential Acreage Ripe for Redevelopment
Retail	70,000-80,000	3.2-3.7	16.38
Office	20,000-40,000	1.8-2.4	Same as Retail
Industrial	2,500	<1	n/a
Residential	750 units	12.5	19.23
Total	--	17.5-18.6	35.61

Stadium Village Development Issues and Opportunities Key Findings 08/16/2011

Area 1 Key Findings

- The intersection at University Avenue, Washington Avenue, Huron Boulevard and 23rd Avenue has the potential to be a landmark location due to development opportunities, visibility and future University plaza
- There may be an opportunity to intensify development by pushing parking north of 4th Street which will also preserve scarce retail opportunities.
- Stronger retail linkages between Area 1 and Washington Avenue will strengthen both areas

Area 2 Key Findings

- Also located at potential landmark location corners
- Area east of Huron has key retail anchor potential
- Superior visibility with some access challenge

Area 3 Key Findings

- Pedestrian dominated retail
- Some limited opportunities for infill or intensification
- Adequate parking spaces overall, but shortage of quick turnover or street parking for customers

Area 4 Key Findings

- Will continue to see student housing pressure unless demand is relieved elsewhere
- Area west of Ontario could be attractive for non-student housing, in addition to student housing
- Standards should be reviewed to ensure that new multi-family meets the City's and neighborhood's intent regarding size of buildings, buffering between uses, etc.

Area 5 Key Findings

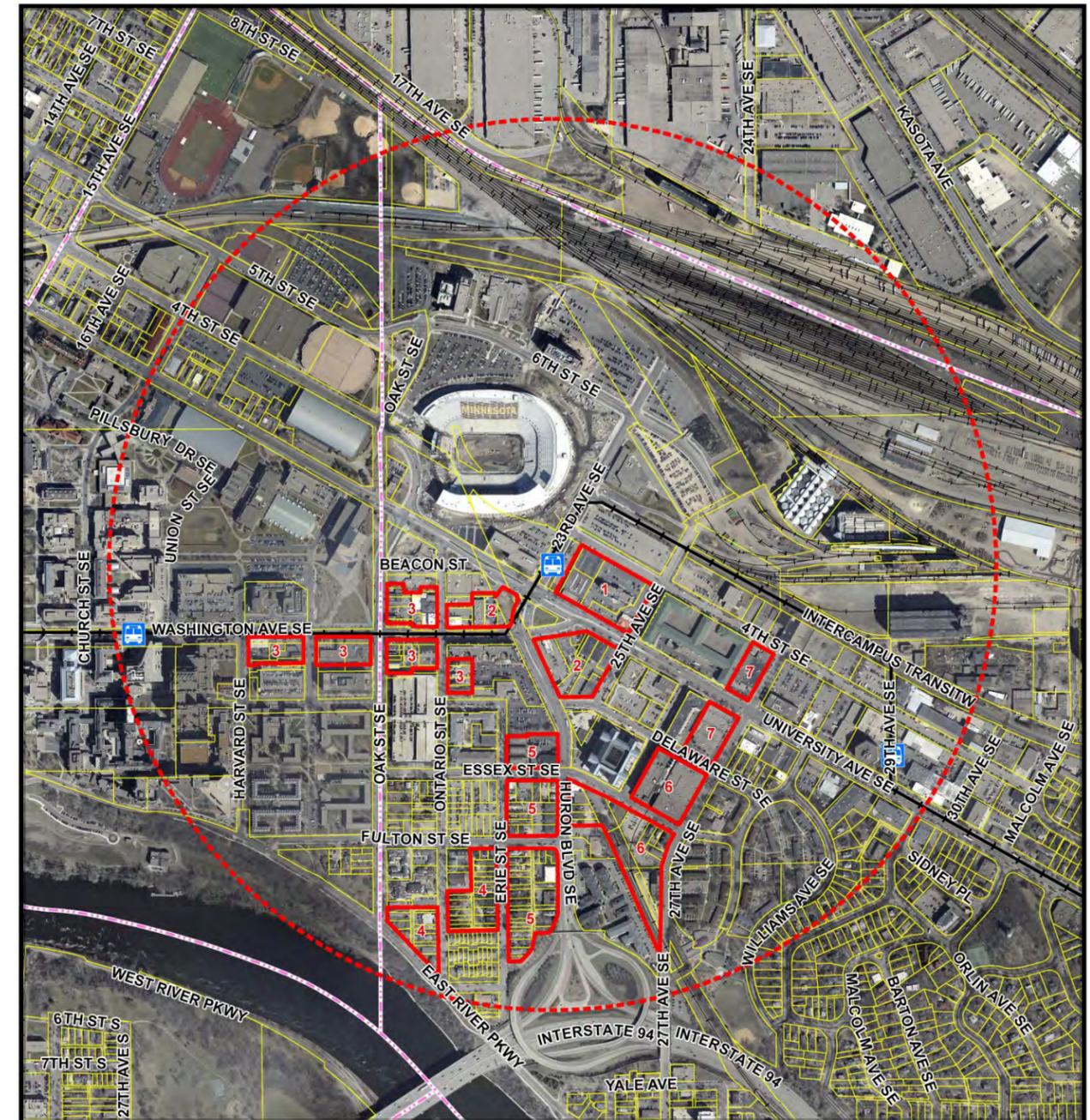
- Will also continue to see student housing pressure unless demand is relieved elsewhere
- Could also see additional pressure from a developer wanting to redevelop a site on Huron Boulevard with added depth either for student housing or housing that takes advantage of highway & river proximity
- This development pressure could be delayed until the Class B & C apartment buildings in this area begin to see vacancy due to newer, higher amenity construction

Area 6 Key Findings

- This remnant of the industrial history for this area is increasingly beginning to feel out of place as non-industrial development pushes eastward
- This is the largest potential redevelopment site in the Stadium Village area. However, it lacks non-residential attributes and is one of the more remote sites in the study area.

Area 7 Key Findings

- These two sites would be attractive due to their simplified ownership pattern and University Avenue access/visibility
- Development pressure could come in the form of intensification/change of use or redevelopment
- Depending on the timing of surrounding development, the character of these parcels could relate to either the Stadium Village or the 29th Avenue transit oriented development areas



Stadium Village Planning Area



800 0 800 Feet

- Central Corridor LRT Stations
- Focus Areas
- Half Mile from Stadium Village Station
- Central Corridor LRT line
- Neighborhood Boundary

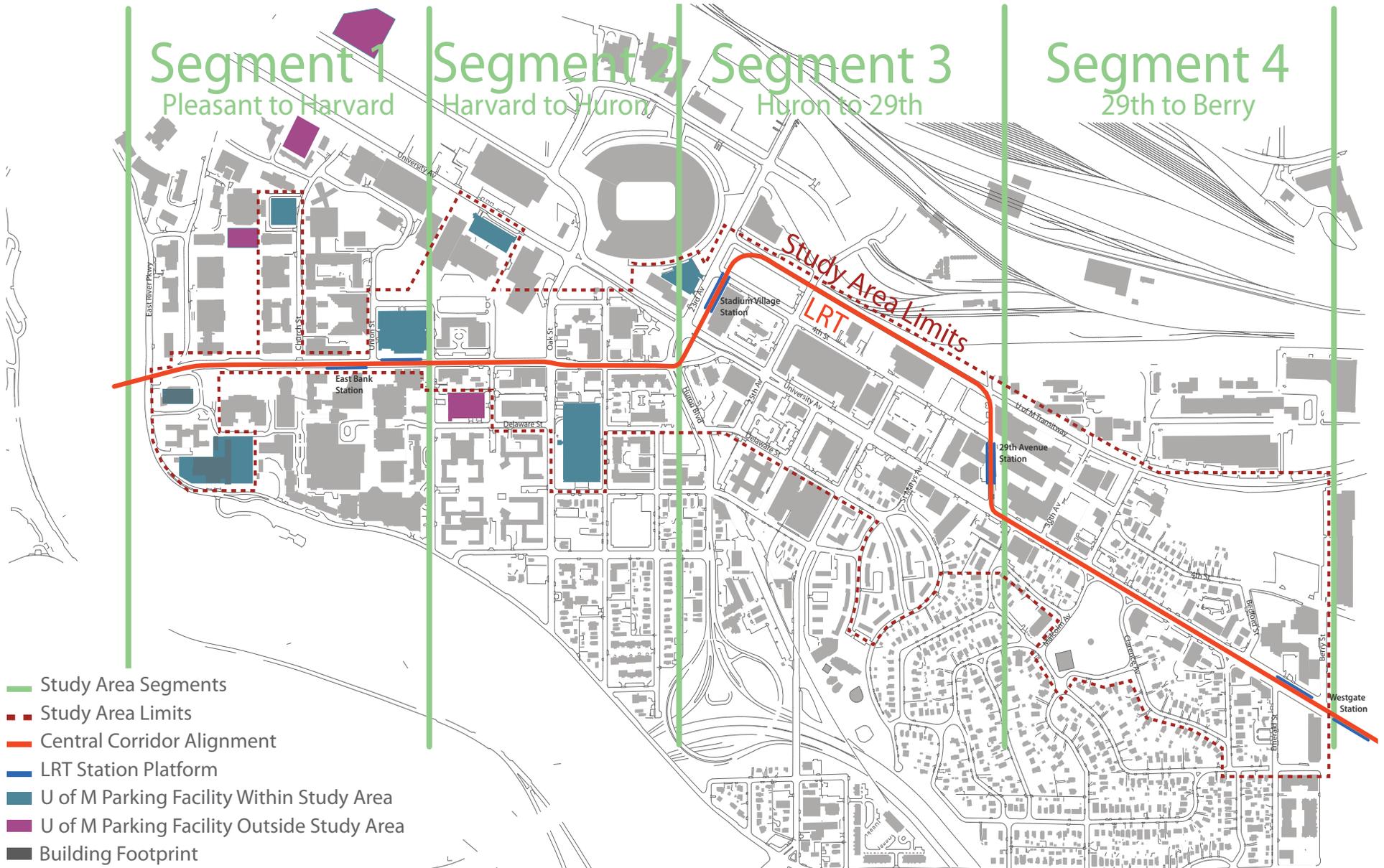
August 15, 2011



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Study Area

Study Area Segments



- Study Area Segments
- - - Study Area Limits
- Central Corridor Alignment
- LRT Station Platform
- U of M Parking Facility Within Study Area
- U of M Parking Facility Outside Study Area
- Building Footprint

Parking Supply Inventory

Map 1: Parking Inventory Pleasant to Harvard

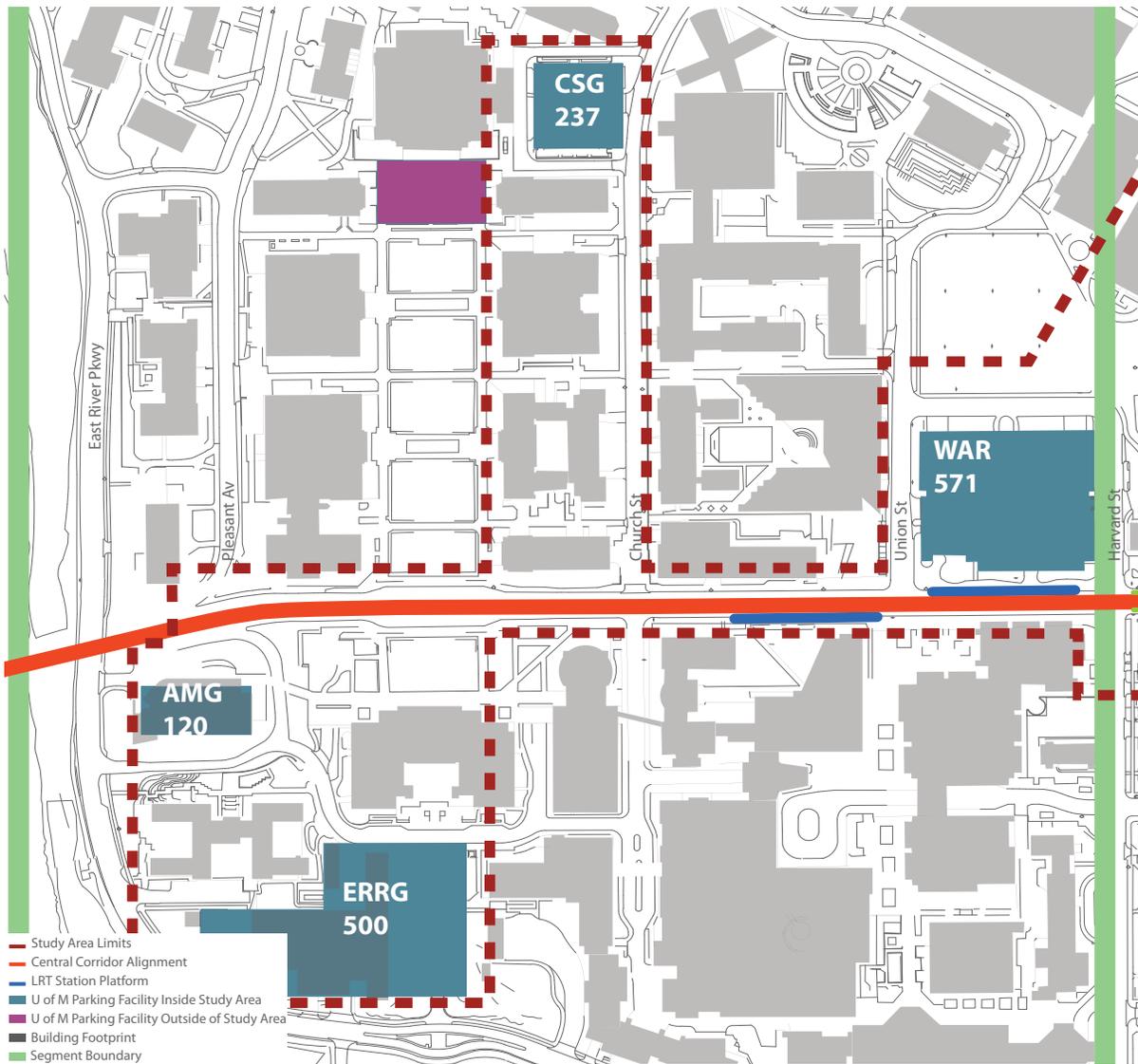


Table 1: Segment 1 Parking Supply Inventory

LOCATION	ON-STREET		OFF-STREET	
	EXISTING	POST-LRT	EXISTING	POST LRT
North side of Washington: Pleasant to Church	0	0	237	237
South side of Washington: Pleasant to Church	0	0	620	620
North side of Washington: Church to Union	0	0	0	0
South side of Washington: Church to Union	0	0	0	0
North side of Washington: Union to Harvard	0	0	571	571
South side of Washington: Union to Harvard	0	0	0	0
TOTAL	0	0	1428	1428

Source: Biko Associates Inc., May 18, 2011

Map 2: Parking Inventory Harvard to Huron

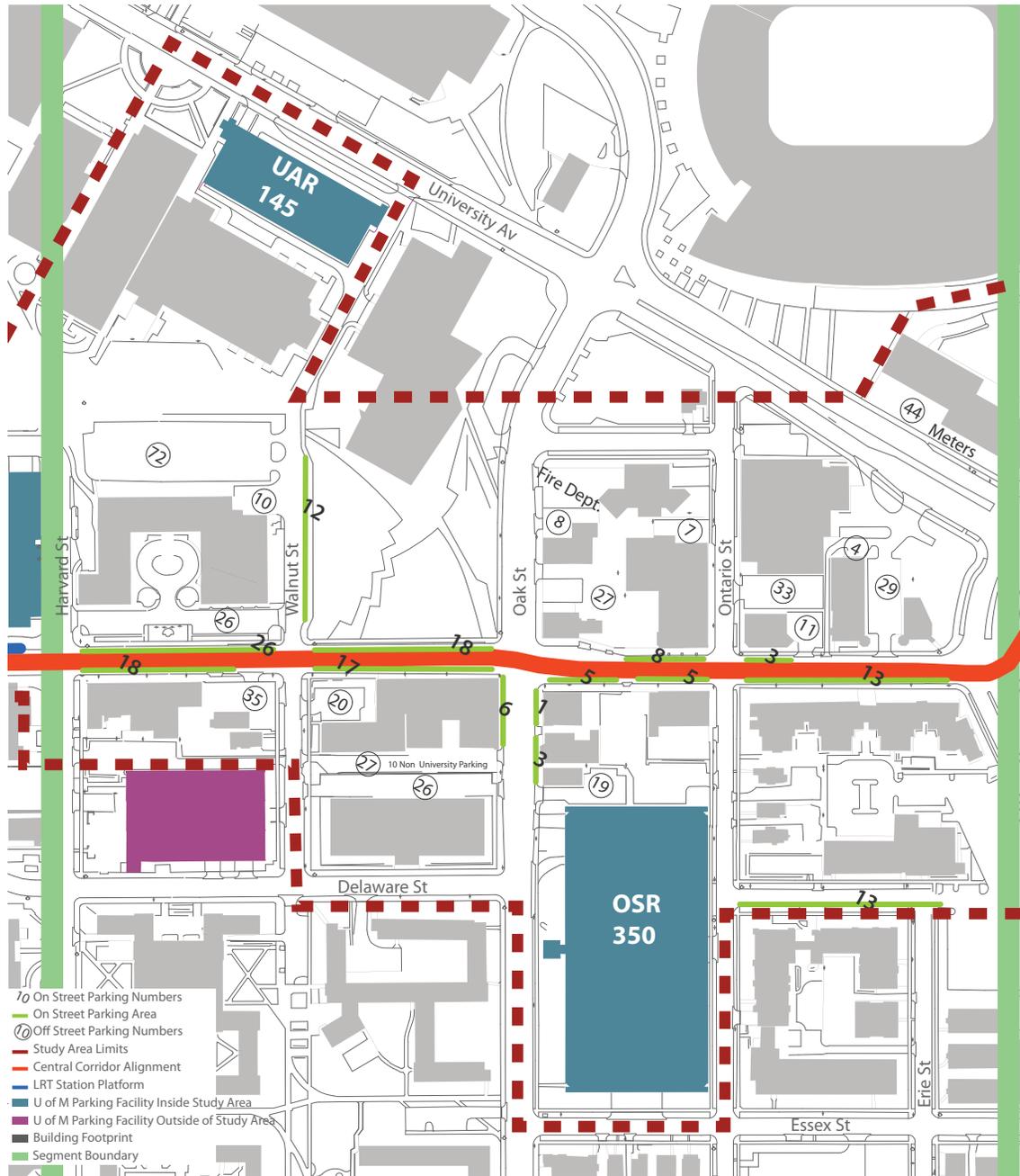


Table 2: Segment 2 Parking Supply Inventory

LOCATION	ON-STREET		OFF-STREET	
	EXISTING	POST-LRT	EXISTING	POST LRT
North side of Washington: Harvard to Walnut	26	0	253	253
South side of Washington: Harvard to Walnut	18	0	35	35
North side of Washington: Walnut to Oak	18	0	0	0
South side of Washington: Walnut to Oak	17	0	74	74
North side of Washington: Oak to Ontario	8	0	42	42
South side of Washington: Oak to Ontario	10	0	369	369
North side of Washington: Ontario to Huron	3	0	77	77
South side of Washington: Ontario to Huron	13	0	0	0
East side of Oak: Washington to Delaware	4	4	-	-
West side of Oak: Washington to Delaware	6	6	-	-
East side of Walnut: Washington to Beacon	12	12	-	-
TOTAL	135	22	850	850

Source: Biko Associates Inc., May 18, 2011

Map 3: Parking Inventory Huron Street to 29th Avenue

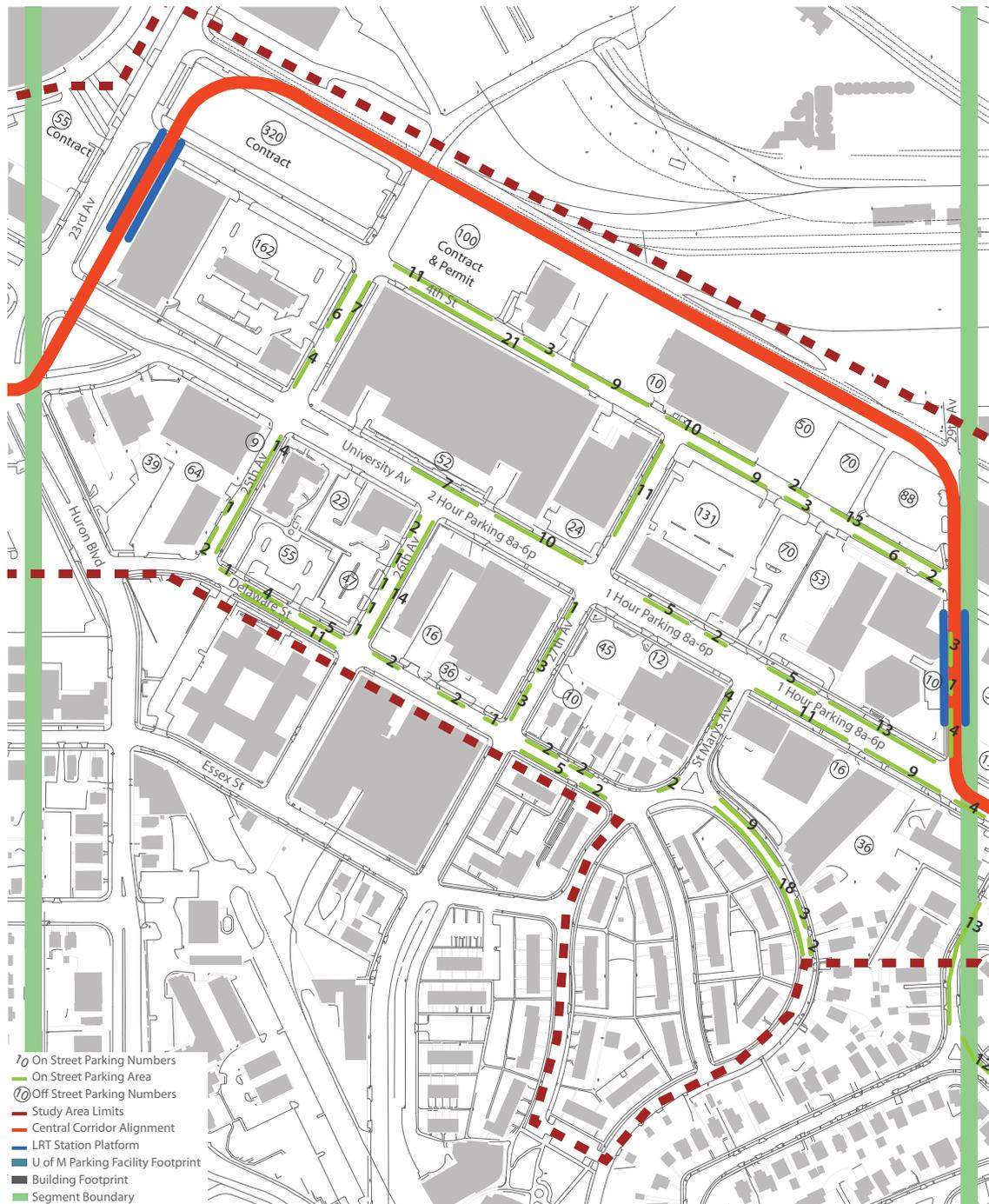


Table 3: Segment 3 Parking Supply Inventory

LOCATION	ON-STREET		OFF-STREET	
	EXISTING	POST LRT	EXISTING	POST LRT
North side of University: 23rd to 25th	0	0	482	482
South side of University: Huron to 25th	0	0	112	112
North side of University: 25th to 27th	17	17	186	186
South side of University: 25th to 26th	0	0	124	124
South side of University: 26th to 27th	0	0	52	52
North side of University: 27th to 29th	25	25	822	822
South side of University: 27th to St. Marys	0	0	67	67
Southside of University: St. Marys to Arthur	24	24	48	48
East side of 25th Avenue: 4th to University	7	7	-	-
West side of 25th Avenue: 4th to University	6	6	-	-
East side of 25th Avenue: University to Delaware	14	14	-	-
West side of 25th Avenue: University to Delaware	3	3	-	-
North side of 4th Street: 25th to 27th	23	23	-	-
South side of 4th Street: 25th to 27th	21	21	-	-
North side of 4th Street: 27th to 29th	25	25	-	-
South side of 4th Street: 27th to 29th	20	20	-	-
East side of 26th Avenue: University to Delaware	14	14	-	-
West side of 26th Avenue: University to Delaware	6	6	-	-
West side of 27th Avenue: University to Delaware	7	7	-	-
West side of 27th Avenue: University to 4th	11	11	-	-
St. Marys Avenue:	6	6	-	-
West side of 29th Avenue: University to 4th	8	0	-	-
TOTAL	237	229	1893	1893

Map 4: Parking Inventory 29th Avenue to Berry Street

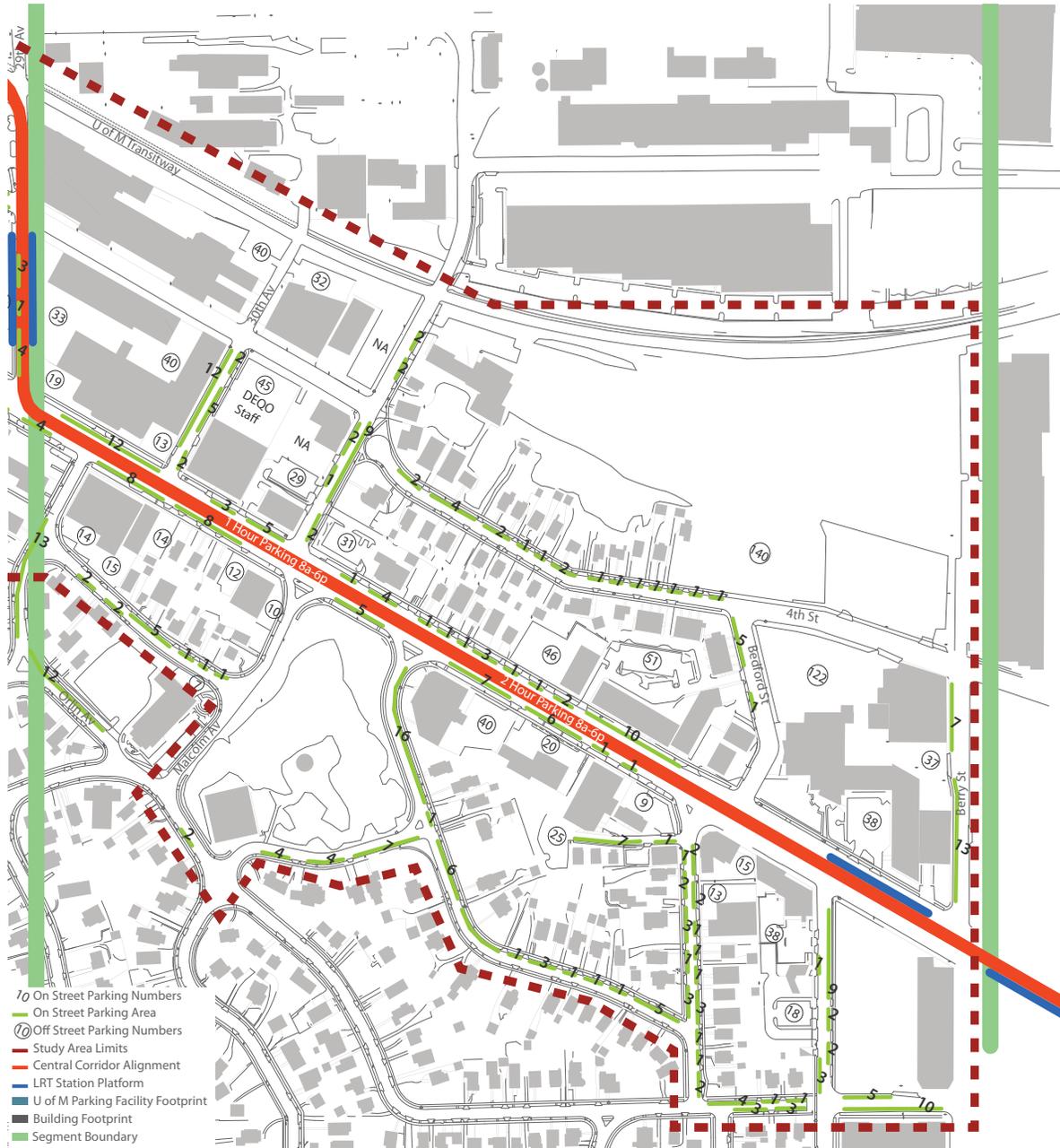


Table 4: Segment 4 Parking Supply Inventory

LOCATION	ON-STREET		OFF-STREET	
	EXISTING	POST-LRT	EXISTING	POST LRT
North side of University: 29th to Arthur	3	0	52	0
South side of University: 29th to Arthur	4	0	0	0
North side of University: Arthur to 30th	9	0	93	93
South side of University: Arthur to 30th	8	0	29	29
North side of University: 30th to Malcolm	8	0	106	106
South side of University: 30th to Malcolm	8	0	36	36
North side of University: Malcolm to Clarence	6	0	31	31
South side of University: Malcolm to Clarence	5	0	0	0
North side of University: Clarence to Bedford	19	5	97	97
South side of University: Clarence to Bedford	15	10	94	94
North side of University: Bedford to Eustis	0	0	122	122
South side of University: Bedford to Eustis	0	0	84	84
North side of University: Eustis to Berry	0	0	75	75
South side of University: Eustis to Berry	0	0	0	0
TOTAL	85	15	819	767

Source: Biko Associates Inc.

June 2011

Parking Supply Inventory Observations

The supply of parking within the study area that is available is 5,447 spaces. These can be broken out into 457 on-street parking spaces and 4,990 off-street parking stalls. The off-street parking supply includes:

- Hourly parking for transients in University of Minnesota parking facilities
- Free customer parking associated with a retail/commercial building or industrial facility
- Paid public parking where anyone can park on a time limited basis; fees are paid in a “Pay Box” on the honor system
- Private and/or contract parking where stalls are reserved for approved users

Table 5 further quantifies these types, by study area segment.

Table 5:
Description of Study Area Parking Supply by Study Area Segment

LOCATION IN STUDY AREA	OFF-STREET PARKING					TOTAL ON-STREET PARKING	TOTAL BY STUDY AREA SEGMENT
	UNIVERSITY OF MINNESOTA TRANSIENT PARKING	FREE CUSTOMER PARKING	PAID PUBLIC PARKING	PRIVATE CONTRACT PARKING	TOTAL OFF-STREET PARKING		
Segment 1	1428	0	0	0	1428	0	1428
Segment 2	495	147	105	103	850	135	985
Segment 3	55	191	133	1514	1893	237	2130
Segment 4	0	158	0	646	819	85	904
TOTAL BY TYPE OF PARKING	1978	496	238	2263	4990	457	5447

Source: Biko Associates Inc. June 2011

Table 6 details the total supply of 6393 parking stalls within University of Minnesota parking facilities that permit transient parking. As shown in Table 6, approximately 30 percent of total stalls in these facilities are reserved for transient parkers, who pay an hourly rate.

**Table 6:
University Parking Supply in Facilities that Permit Transient Parking**

UNIVERSITY OF MINNESOTA PARKING FACILITY	STUDY AREA SEGMENT	CONTRACT SPACES	TRANSIENT SPACES	TOTAL SPACES AVAILABLE IN FACILITY
Church Street Garage	1	0	237	237
Washington Avenue Ramp	1	723	571	1294
East River Road Garage	1	1419	500	1919
Art Museum Garage	1	3	120	123
University Avenue Ramp	2	385	145	530
Oak Street Ramp	2	1837	350	2187
Gopher Lot	3	48	55	103
TOTAL SPACES		4415	1978	6393

Source: Biko Associates Inc. June 2011

A major concern is the impact LRT will have on the existing parking supply. In response, none of the off-street supply will be impacted except for 52 off-street stalls located at the Prospect Park Business Center, on the northeast corner of 29th/University Avenue. All other off-street facilities will continue to provide the same supply they provide today. Access to/from some of these facilities will be impacted, however, because the LRT alignment can only be crossed at signalized (controlled) intersections. This will eliminate left-turn and U-turn movements that are used now for accessibility between the adjacent street system and many of the parking facilities. Therefore, accessing the parking facilities will, in some situations result in circuitous traffic flow patterns.

In addition to impacting 52 off-street parking stalls, LRT implementation will affect the supply of on-street parking. Analysis showed that 42 percent of the study areas's on-street parking supply will be affected by LRT implementation. Table 7, on the next page shows this in further detail.

**Table 7:
Parking Supply Lost to LRT Implementation**

LOCATION IN THE STUDY AREA	ON-STREET				OFF-STREET			
	EXISTING SUPPLY	SUPPLY POST-LRT	SUPPLY LOST TO LRT	PERCENTAGE LOST TO LRT	EXISTING SUPPLY	SUPPLY POST-LRT	SUPPLY LOST TO LRT	PERCENTAGE LOST TO LRT
Segment 1	0	0	0	0%	1428	1428	0	0%
Segment 2	135	22	113	84%	850	850	0	0%
Segment 3	237	229	8	4%	1893	1893	0	0%
Segment 4	85	15	70	82%	819	767	52	6%
Total	457	266	191	42%	4990	4938	52	1%

Source: Biko Associates Inc. June 2011

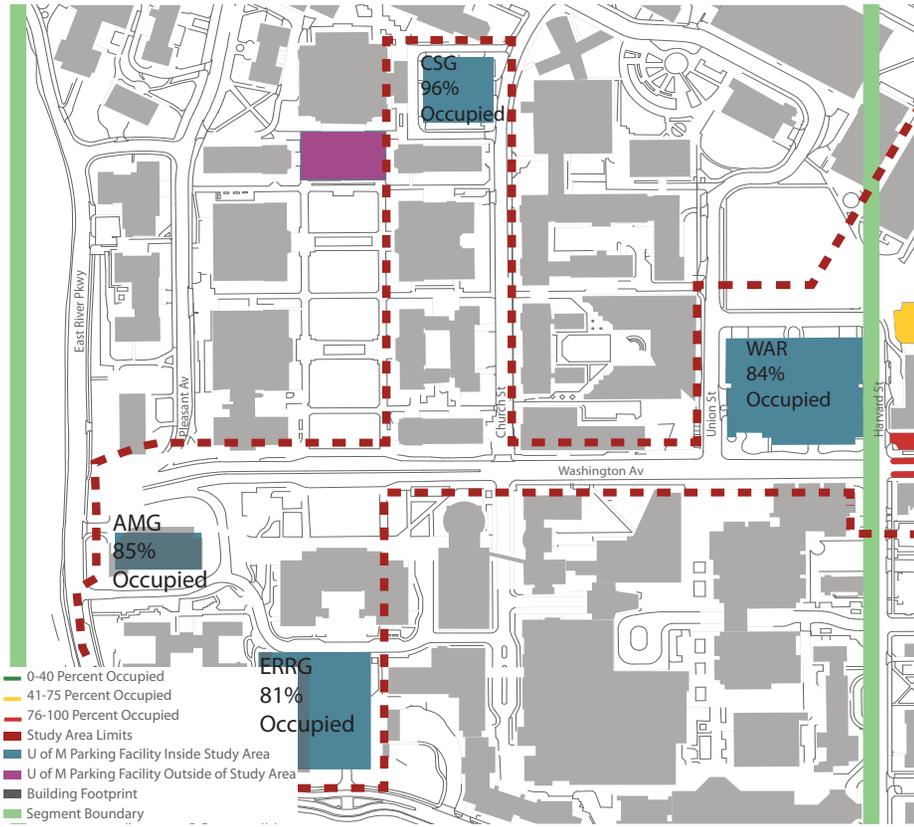
Parking Supply Utilization

**Table 8
Parking Supply Utilization Inventory Schedule**

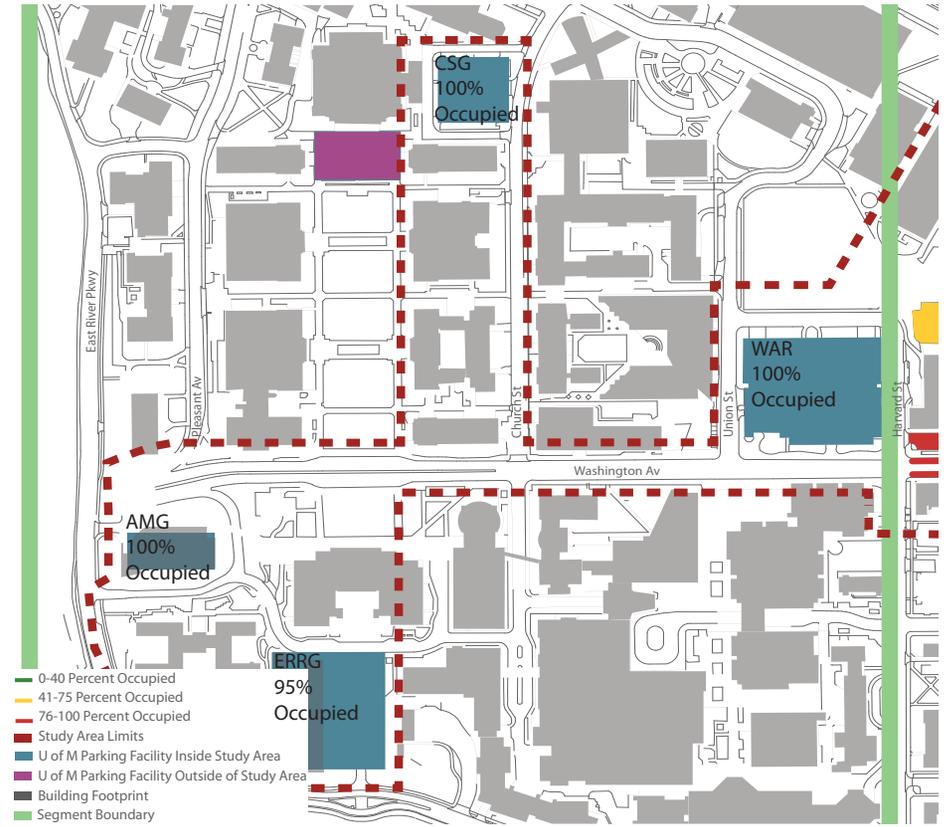
DAY/DATE	SPECIAL CONDITION OR ACTIVITY	AM	MIDDAY	PM
WEDNESDAY, MARCH 9	No precipitation. 33 degrees. Over 9 inches of snow accumulation <ul style="list-style-type: none"> MMF All-Staff Meeting from 8:30 AM - 10:30 AM Community Health Charities from 5 PM - 8 PM 	8 - 10	1 - 3	5 - 7
THURSDAY, MARCH 10	<ul style="list-style-type: none"> Hazardous driving conditions due to snow accumulation along curbs. No precipitation. 33 degrees. MSHL Boys' Hockey from 6 AM to 3 PM College of Veterinary Medicine Conference from 8 AM to 5 PM NCAA Zone E Diving from 1 AM to 3 PM Van Vleck Dinner from 5 PM to 8:30 PM 	8 - 10	1 - 3	5 - 7
TUESDAY, MARCH 15	Hazardous driving conditions due to snow accumulation along curbs. No precipitation. 38 degrees. No special events scheduled	8 - 10	1 - 3	5 - 7
WEDNESDAY, MARCH 23	Very hazardous driving conditions due to snowfall/ice and increased traffic volume. Over 10 inches of snow accumulation; narrowed outside general traffic lane and parking lane. 30 degrees. <ul style="list-style-type: none"> Football Alumni Event from 7 AM to 8 AM MSHSL Boys' Basketball from 10 AM to 10 PM 	No count	3 - 5	7 - 9
THURSDAY, MARCH 24	Very Hazardous driving conditions due to snowfall/ice and increased traffic volume. Over 12 inches of snow accumulation; narrowed outside general traffic lane and parking lane. 28 degrees. <ul style="list-style-type: none"> MSHSL Boys' Basketball from 11 AM to 7 PM NCAA Mens' Swimming Championships from 12 PM to 9 PM NCAA Division 3 Hockey Banquet from 5 PM to 8 PM Creative Writing Program Event from 6:30 PM to 9:45 PM 	No count	3 - 5	7 - 9

Non-event days: No scheduled events or only minor events scheduled
 Event days: Major events scheduled

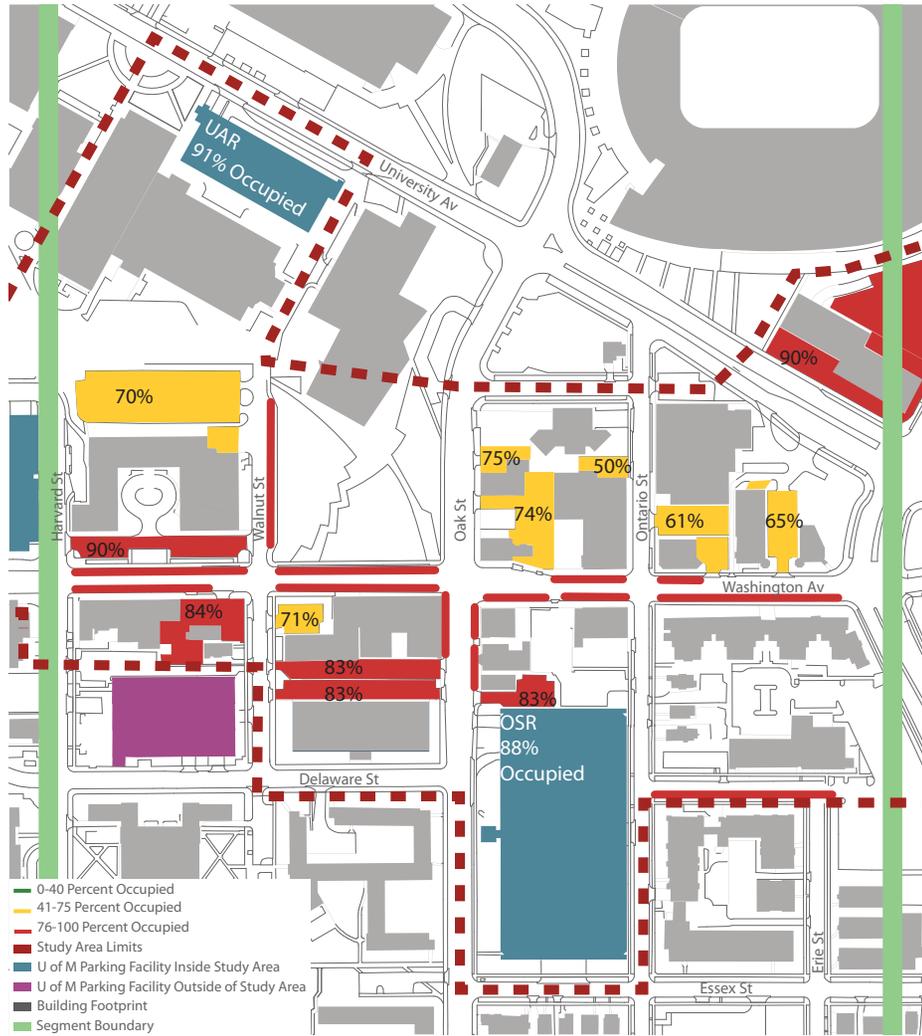
Average Non-Event Parking Utilization - Segment 1



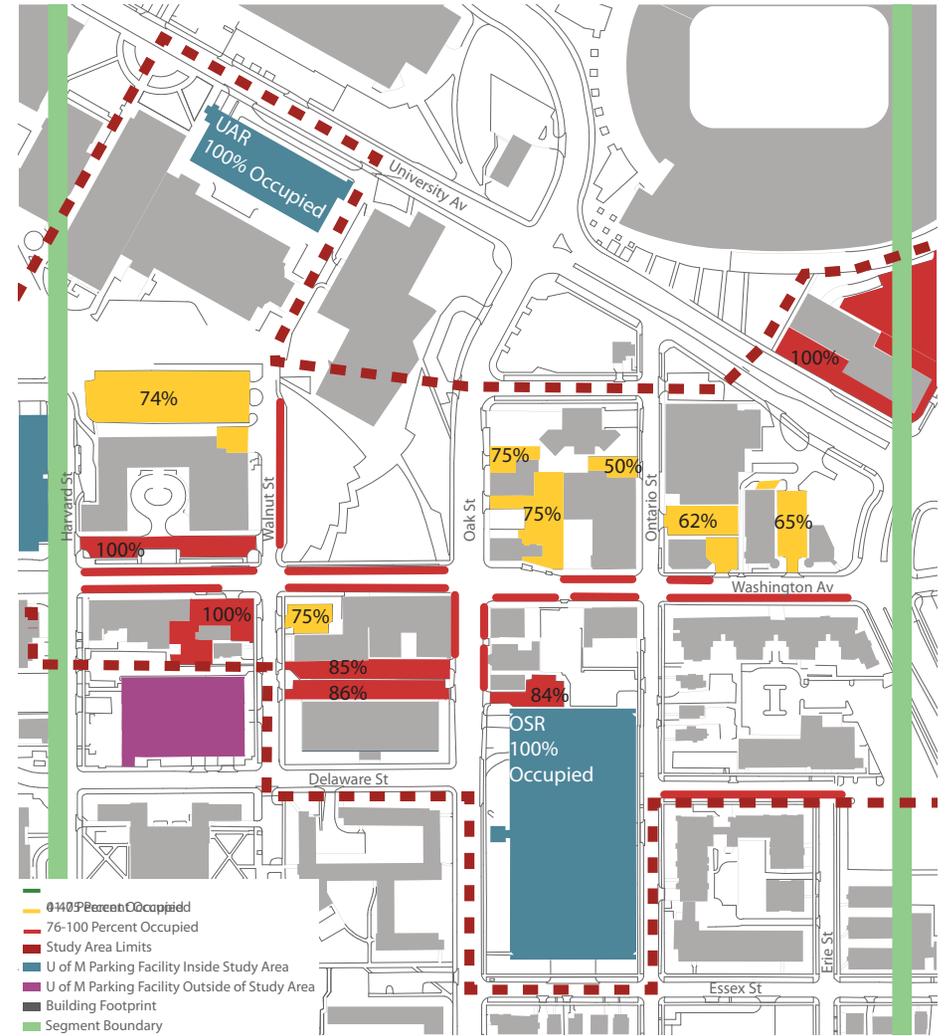
Average Event Parking Utilization - Segment 1



Average Non-Event Parking Utilization - Segment 2



Average Event Parking Utilization - Segment 2



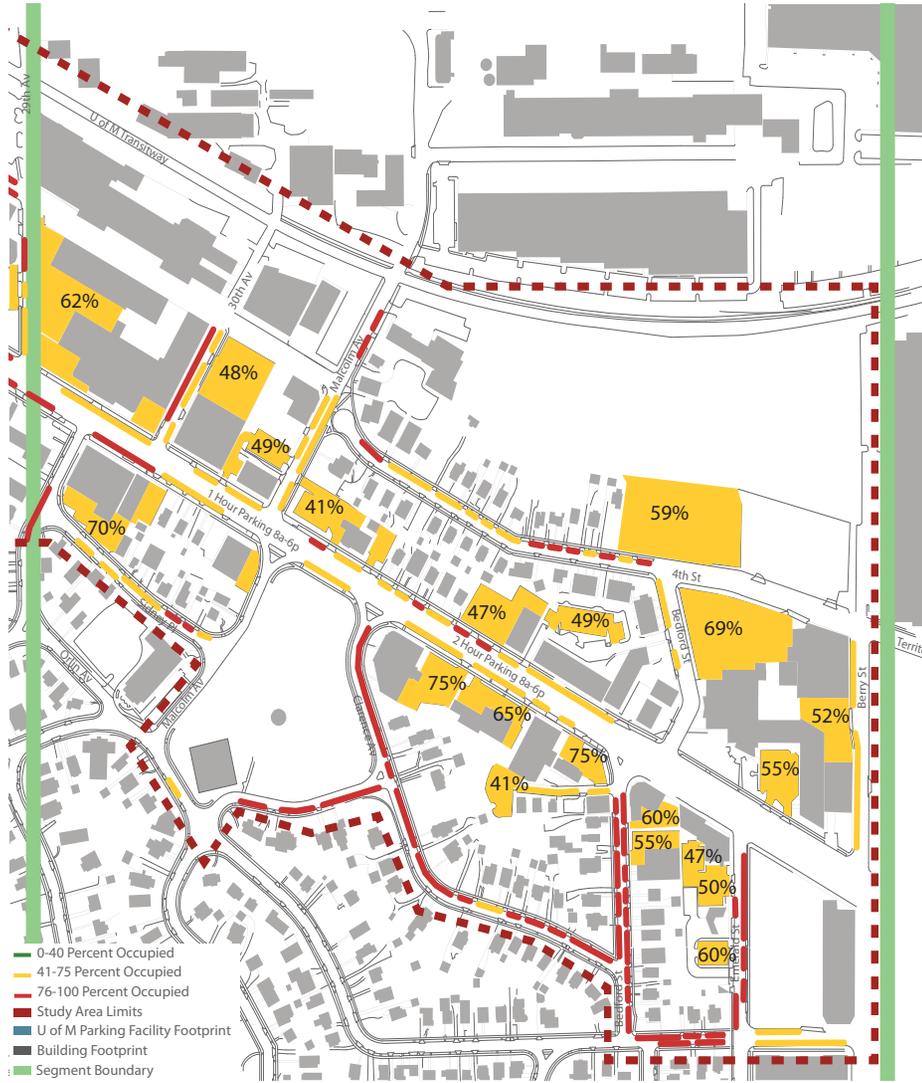
Average Non Event Parking Utilization - Segment 3



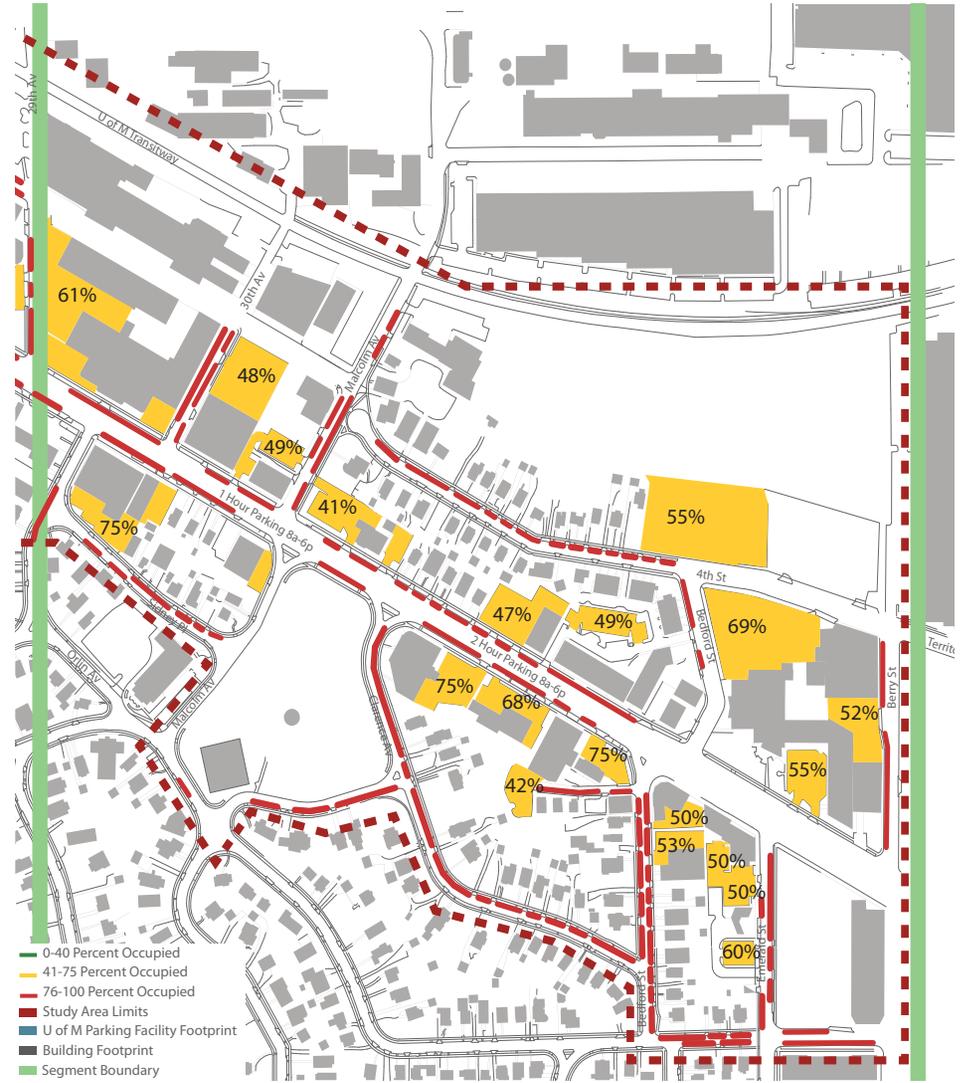
Average Event Day Parking Utilization - Segment 3



Average Non-Event Parking Utilization - Segment 4



Average Event Day Parking Utilization - Segment 4



Parking Utilization Observations

The non-event day inventories showed that on-street parking utilization is consistent high throughout the study area within Segments 2 and 3. It is only in Segment 4 where on-street parking utilization is somewhat sporadic.

The inventories conducted on event days showed that all Segments 2, 3, and 4 have very high levels of on-street parking utilization. The off-street parking utilization matrix shown adjacent does not include University of Minnesota parking facilities that provide stalls for transient parkers, which are, as reported, between 81 percent and 96 percent occupied on non-event days and 100 percent full on event days. The matrix reports parking utilization in: a) off-street parking facilities that are not owned by the University and b) two University-owned contract lots that only allow non-contract parking on event days.

As shown, most of the lots described in the matrix have excess capacity, both on non-event days and event days. This is because most of the parking lots included in the matrix are associated with a building or land use, and parking is only allowed for patrons of the businesses that are associated with the parking lots. Within Segment 3 there are three exceptions:

- Two University of Minnesota contract lots, along 4th street, near 23rd Avenue, that allow event day parking
- The Days Inn Hotel, which allows non-hotel patrons to park on event days

On-Street Parking Utilization Matrix

	SEGMENT 1 PLEASANT TO HARVARD	SEGMENT 2 HARVARD TO 23RD	SEGMENT 3 23RD TO 29TH	SEGMENT 4 29TH TO BERRY
NON-EVENT DAY PARKING UTILIZATION	NA			
EVENT DAY PARKING UTILIZATION	NA			

- 0 to 40 percent occupied; up to 60 percent excess capacity
- 41 to 75 percent occupied; between 25 and 59 percent excess capacity
- 76 to 100 percent occupied; up to 24 percent excess capacity

Off-Street Parking Utilization Matrix

	SEGMENT 1 PLEASANT TO HARVARD	SEGMENT 2 HARVARD TO 23RD	SEGMENT 3 23RD TO 29TH	SEGMENT 4 29TH TO BERRY
NON-EVENT DAY PARKING UTILIZATION	NA			
EVENT DAY PARKING UTILIZATION	NA			

- 0 to 40 percent occupied; up to 60 percent excess capacity
- 41 to 75 percent occupied; between 25 and 59 percent excess capacity
- 76 to 100 percent occupied; up to 24 percent excess capacity

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Refined Parking Solutions

Introduction:

Parking measures listed in the previous “toolbox” were reviewed to determine their applicability in the study area under two scenarios:

1. The short-term where LRT will have been implemented, but not enough time will have passed for the study area to be redeveloped with a large number of Transit-Oriented Developments (TODs)
2. The long-term where LRT will have been implemented, and, with the passage of time, TOD redevelopment will have occurred and transformed the study area.

Under the short-term scenario, the LRT will be operating, and its mode share will be significant. At the same time, only a small percentage of anticipated redevelopment will have occurred, existing businesses will not have had enough time to re-orient their operating models to serve transit riders, and a large percentage of trips to/from the Stadium Village study area will continue to be accomplished in private autos. Thus, the area’s supply of parking will still be a major issue.

Under the long-term scenario, these conditions will have changed. Plans under development in the Stadium Village Station Area Plan will have guided the area to a stronger transit-oriented position. Some of today’s single use buildings will have been replaced with multi-use buildings, the pedestrian and bicycle environments will have been enhanced, and businesses will have re-oriented their operating models and product lines to better serve transit- and pedestrian-oriented markets. Under this scenario, the need for parking will be less important than it will be in the short-term but, because of the study area’s regional appeal, will still be a necessary component of the area’s infrastructure.

Short-Term Solutions:

Parking solutions for the short-term are described below by study area segment.

Segment 1:

- Install wayfinding signage to direct parkers to available “transient” stalls in the University’s four ramps.
- Install changeable message boards to notify parkers of available parking stalls in the ramps.

Segment 2:

- Install wayfinding signage to direct parkers to available “transient” stalls in the University’s two ramps and other surface lots.
- Install changeable message boards to notify parkers of available parking stalls in the ramps.
- Develop a district parking association, acquire the auto repair shop on the southwest corner of Washington Avenue/Walnut Street, and develop as a pay-public, surface parking lot.
- Construct a second level of parking over the surface parking lot on the north side of the Radisson Hotel.

Segment 3:

- Enforce City’s ordinance on extended parking on 4th Street and tow violators
- Improve 4th Street with new curb, gutter, pavement, and pedestrian scale lighting
- Install parking meters along 4th Street
- The parking supply around Glendale Townhomes appears to be sufficient for weekday demand during both the AM and PM. Remove time restrictions on on-street parking on streets adjacent to Glenwood Townhomes. If impacts of removing restrictions prevent residents from finding available parking, consider:
 - a) establishing a Critical Parking Area
 - b) directing motorists away from area with signage to other public parking locations.

Segment 4:

- Enforce City's ordinance on extended parking on 4th Street and tow violators.
- Improve 4th Street with new curb, gutter, pavement, and pedestrian scale lighting.
- Install meters along 4th Street
- If metering along 4th Street in Segments 3 and 4 isn't approved, mark on-street stalls with consistent dimensions to maximize the number of available stalls.



Current Parking spaces along 4th Street with unutilized space between parked cars

- Allow parking along 29th, 30th and Malcolm Avenues, between University Avenue and 4th Street.

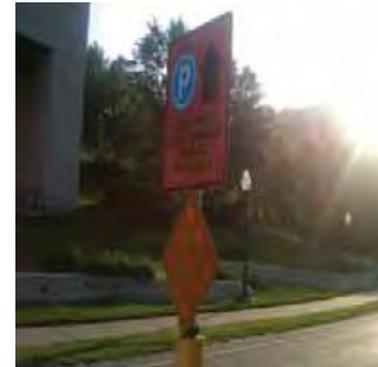


Example of parking along a north south cross street in Segment 4

- Monitor impacts in Prospect Park. If problems become worse, establish a Critical Parking Area.
- Develop shared parking at Alliance Clinic (Fraser) lot and/or Spire lot.
- Construct a new lot at the intersection of Malcolm and 5th Street near the vacant lot and old Ottertail Lumber Building.
- Allow metered parking on east side of Malcolm between University Avenue and 5th Street (the temporary Transitway detour)

Overall Short-Term Solutions:

- Implement a remote parking program in parking facilities, north, east, south, and west of the study area. Remote parking facilities should have excess capacity and should be located along transit routes that serve the study area.
- Develop a consistent, universal construction (orange) signage directing motorists to public parking locations. Locate at each cross street along University to guide to parking destinations.



Current Construction Orange signange designating the locations of parking facilities

- Develop a web page identifying public parkign (on and off street) available and direct customers to page with information at businesses.
- Provide parking assistance to public via a "311" system.
- Because a Pedestrian Oriented Overlay District is in effect in Segment 4, the city's Interim Use Permit for Temporary Parking Lots will have to be implemented. The interm use permit would not be allowed for a general "commercial" parking lot, but only for a parking lot that serves the needs of a particular use in the immediate area.

- Businesses with off-street lots should ensure lots are visibly striped and if possible restriped for optimization.



Three examples of businesses with off street lots which could be striped for standardized parking stalls

- University of Minnesota contract surface lots in Segments 2 and 3 should convert from contract parking during weekdays to public parking during weeknights
- Install additional metered spaces in area per City of Minneapolis Public Works recommendations.

Long-Term Solutions:

Segment 1:

- Add meters along west side of East River Road between Delaware and Arlington Streets
- Install permanent signage directing motorists traveling eastbound on University Avenue to University of Minnesota parking facilities (ERRG, AMG, CSG, WAR, and OSG).

Segment 2:

- Depending on demonstrated need, develop the surface lot on the corner of Washington/Walnut as a multi-level parking facility for public use. Further in the future when the block on the south side of Washington Avenue (between Harvard and Walnut Streets) is redeveloped, integrate off-street parking with the redevelopment as either:
 - a) underground parking beneath the new buildings
 - b) parking behind a liner of retail shops that front on Washington Avenue.
- Allow parking on east side of Ontario (currently one-way northbound) between Fulton and Essex.
- Allow parking on the north side of Essex (currently one-way eastbound) between Ontario and Huron.



Essex Street

Segment 3:

- Acquire underutilized uses for redevelopment and develop surface parking lots that would be associated with a block's redevelopment. Candidate redevelopment areas might include;
 - a) selected sites on the block defined by Beacon Street, Ontario Street, Washington Avenue, and Oak Street
 - b) uses that front on Oak Street in the southeast quadrant of the intersection of Washington Avenue and Oak Street.
 - c) the block defined by Washington Avenue, 25th Avenue, Delaware Street, and Huron Boulevard
- Allow metered parking on east side of Arthur Avenue between Sidney and University
- Allow metered parking on 27th Avenue between University Avenue and 4th Street.

Segment 4:

- Acquire properties (duplex and multi-family residences) between Malcolm and Bedford for redevelopment and include parking to serve the redevelopment.
- Consistent with mixed-use TOD redevelopment in Segment 4, develop centralized district parking facilities that are integrated within the TOD. The physical design/layout of the integrated parking facilities should permit all uses convenient, efficient, and safe access.

Overall Long-Term Solutions:

- Install universal "P" signs at each cross street along University and side streets directing motorists to public parking.
- Identify all lots providing public parking with clearly visible universal "P" sign designations.