

Cedar-Riverside Neighborhood Parking Study

City of Minneapolis

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Introduction

The Cedar-Riverside neighborhood is bounded by the Mississippi River on the north and east sides, Interstate 94 on the south side, and Interstate 35W on the west side. Three somewhat distinct areas exist within the neighborhood. The Cedar Avenue area has a variety of businesses lining Cedar Avenue between Third and Seventh Streets South (Figure 1: Cedar-Riverside Parking Study Neighborhood Areas Map). The East Riverside area, located between 20th Avenue and the Mississippi River, houses Augsburg College and portions of the University of Minnesota and Fairview Hospital. The Seven Corners Area, at the intersection of Washington Avenue South and 15th Avenue South, also offers a variety of dining and shopping opportunities as well as the Metrodome Holiday Inn Hotel.

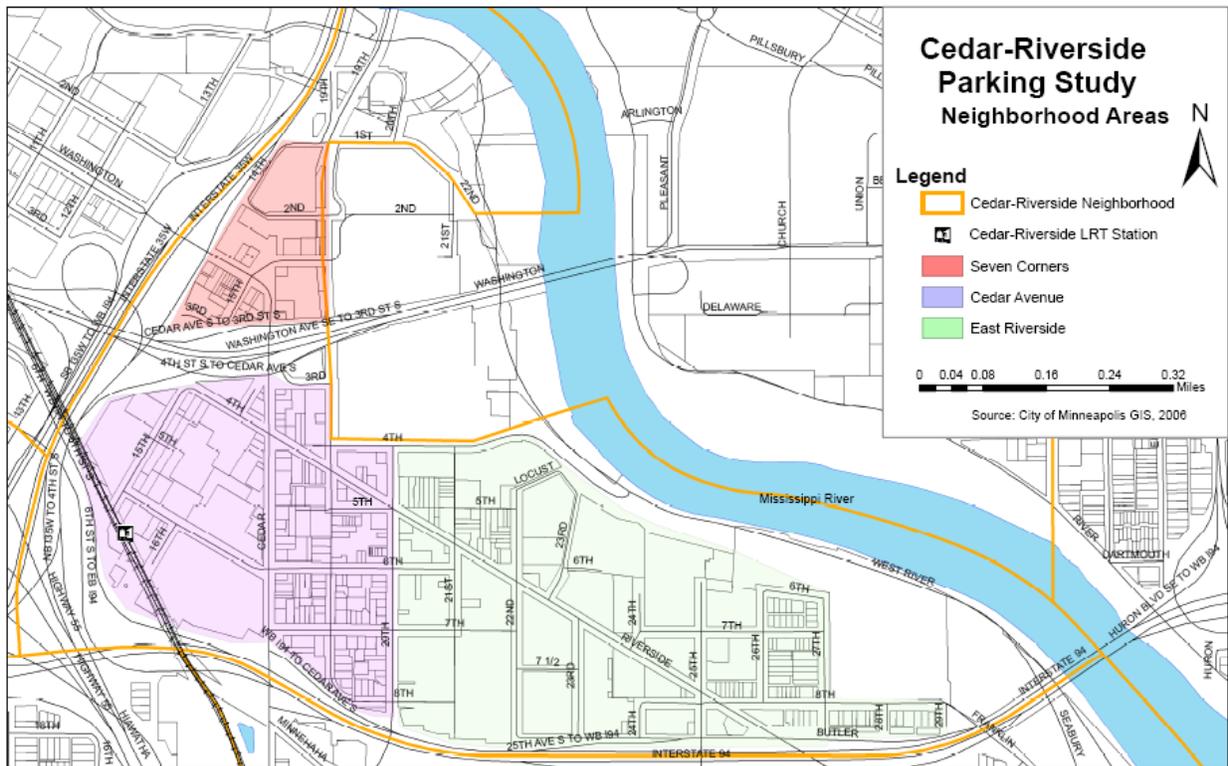


Figure 1: Cedar-Riverside Parking Study Neighborhood Areas

The City of Minneapolis owns three parking lots and one parking ramp in the neighborhood. Additional parking is available at meters, on-street within residential areas, at privately-owned parking lots and ramp, and business-specific parking available for customers and employees of particular businesses.

This parking study is part of a larger planning process that will create a long-term vision for land use and development in the neighborhood. The purpose of this study is to identify current parking requirements for existing commercial and institutional land uses, document shared parking arrangements, identify key issues related to neighborhood parking conditions and concerns, project additional parking requirements, identify existing and proposed transit lines, and inventory existing bicycle facilities.

Methodology

Previous Parking Data Collection

During late 2005, a group of City of Minneapolis business development and planning staff met to discuss parking in the Cedar-Riverside neighborhood. The total number of parking spaces in the neighborhood was estimated as well as parking lot, parking ramp, and meter usage rates. The group also discussed neighborhood parking issues and next steps before the city prepares the Cedar-Riverside Small Area Plan.

Business Survey

Beginning March 17, 2006, 118 businesses were called, emailed, or visited requesting answers to a parking survey (Figure 2: Business Survey Respondents Map) (See Appendix A for Cedar-Riverside Parking Study Interviews). Knowledgeable business employees, managers, and owners answered the following parking questions:

1. How do people come to this business?
2. When do people come to this business?
3. Where do customers/employees park if they drive to this business?
4. Does the building/business have parking spaces on the property?
5. Do you share your parking spaces with any other business?
6. Do you have a joint/shared parking agreement with any other business?
7. Do you have a leased parking agreement?
8. What issues do you have related to neighborhood parking conditions and concerns?
9. Does your business validate parking? If so, for which lots?
10. Does your business offer any employee alternative transportation incentives?

Seventy-four (63 percent) businesses answered the survey and 44 (37 percent) did not because: they were too busy; did not want to answer the questions; or never answered the phone. An assortment of business types answered the survey providing a variety of views about the neighborhood's parking situation (Chart 1) (See Appendix B for a list of Surveyed Businesses by Type). Restaurants and retail businesses represent the largest pool of survey respondents. In addition, a variety of business types did not answer the survey (Chart 2).

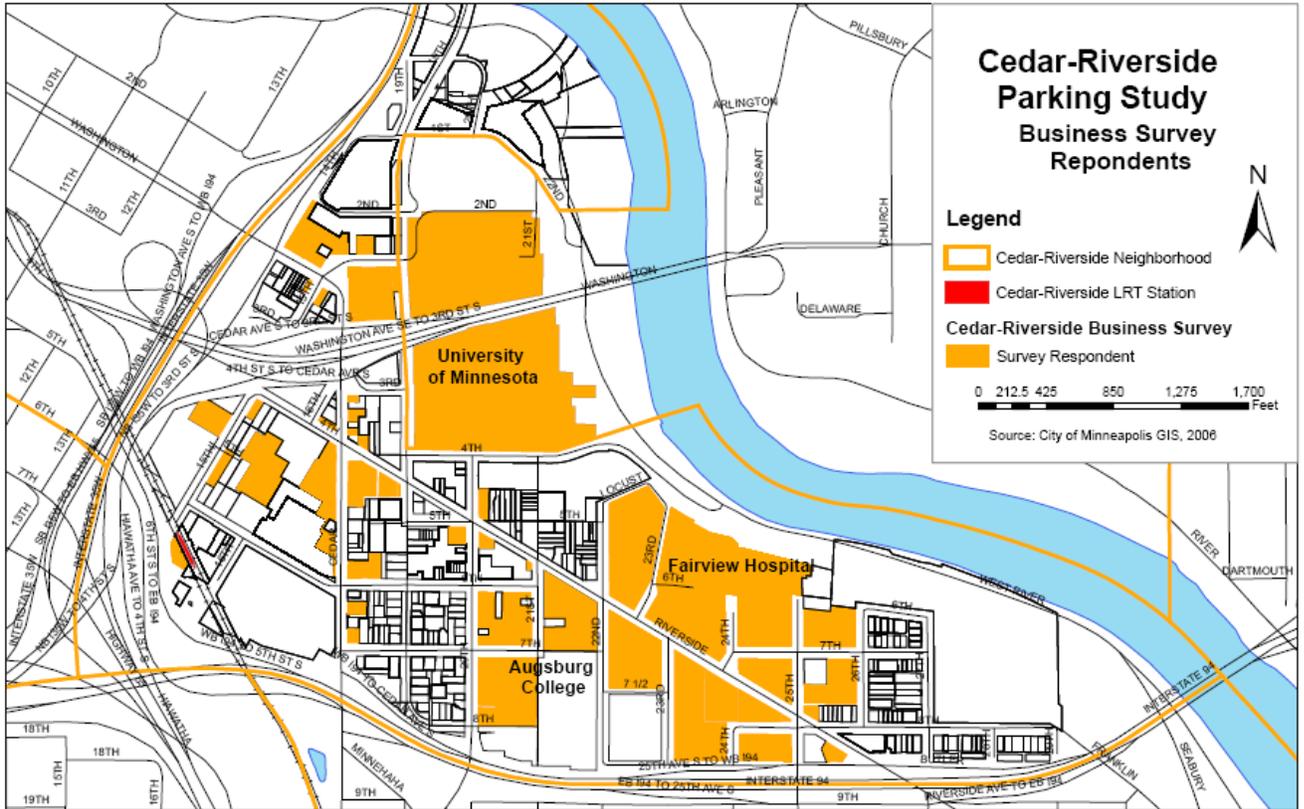
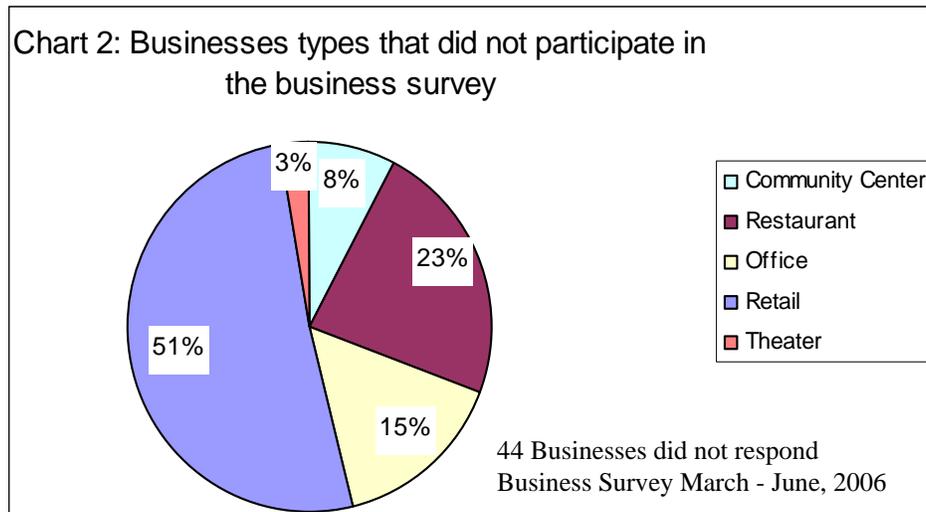
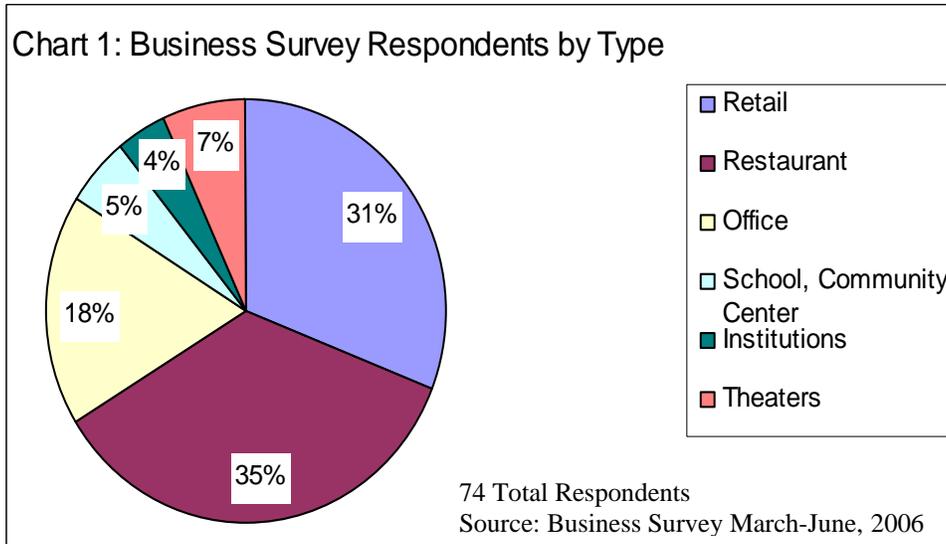


Figure 2: Business Survey Respondents



Most surveys lasted three to six minutes. Some respondents gave lengthier answers lasting up to 20 minutes. In only three instances, a language gap hindered the survey process. These survey respondents answered one question or expressed their parking concerns in the neighborhood.

Intercept Survey

An intercept survey was conducted on April 4 and 7, 2006, along Cedar Avenue South between Third and Seventh Streets. There is a perception this area lacks parking. It contains the neighborhood’s three City of Minneapolis parking lots with the potential for development. The

survey took place in the morning between 9 and 10 a.m. when businesses just open, around the noon hour between 11 a.m. and 12:30 p.m., in the afternoon between 2:30 and 4:15 p.m., and around the dinner hour between 5:20 and 6:20 p.m. One hundred and three people were interviewed as they walked along the street. The people were asked how they got to the neighborhood, where they parked if they drove, and if parking issues affected their mode of travel to the neighborhood.

Literature Review

To better understand the neighborhood parking conditions, a variety of parking studies were reviewed from commercial districts near college campuses and general parking literature (Table 1).

Table 1
Parking Studies and Literature Reviewed

Community Parking Studies		
Location	Study	Year
Seattle, Washington	Comprehensive Neighborhood Parking Study	1999
Columbia, South Carolina	University Hill Neighborhood Association Traffic & Parking Study	2001
Seattle, Washington	University District	2002
Boulder, Colorado	University Hill Business plan	2004
Columbus, Ohio	University District Parking Plan	2004
Seattle, Washington	Making the Parking System Work	2005
Minneapolis, MN	Uptown Parking Study	2005
Fayetteville, Arkansas	Dickson Street Parking Deck Feasibility Study	2005
Seattle, Washington	City Presses bid to cut parking	2006
Parking Literature		
Author	Title	Year
Shoup	The Trouble with Minimum Parking Requirements	1999
Shoup	Roughly Right or Precisely Wrong	2002
Tumli & Millard-Gall	The Mythology of Parking	2004
Kent	Finding a Place for Parking	2005

Some neighborhoods face similar parking issues such as perceived lack of parking, difficulty managing parking needs for the variety of people in the neighborhood (business employees and customers, residents, students), and lack of parking in front of a business. Much

of the parking literature discussed the importance of maximizing existing parking spaces before building new spaces, reducing the number of required parking spaces, and making the neighborhood inviting and pedestrian friendly. The literature review contains information relevant to the Cedar-Riverside parking study (See Appendix C for Literature Review).

Results

Business Survey

Parking Supply

The Cedar-Riverside neighborhood has about 7,900 parking spaces (Table 2). Of those, about 28 percent are for general use. General use parking prices in this neighborhood range from \$1.00 per hour for meter parking to \$2.25 per hour for lot parking (Table 3). Approximately 72 percent of neighborhood parking consists of spaces designated for Augsburg College students, faculty, and staff; Cedar Towers and Riverside Plaza residents; University of Minnesota parking lots and ramps; Fairview Hospital parking lots and ramps; and critical street parking (Figure 3: Cedar-Riverside Parking Study Parking Supply Map). The neighborhood has two critical parking areas. Licensed drivers living at or operating a business within a critical parking area can apply for and receive a critical parking permit which allows the driver to park along the street for extended periods of time. Without critical parking permits, drivers are allowed to park on most critical parking streets for one or two hours.

Table 2
Cedar-Riverside Parking Supply

Parking Location	General Use	Institutional or Residential
Cedar Avenue Area		
City of Minneapolis Lot A	92	
City of Minneapolis Lot B	74	
City of Minneapolis Lot C	65	
Privately owned Lot 122 for public use (5th and Cedar)	36	
Riverside Plaza lots and ramps for residents only		758
Cedar Towers lots and ramps for residents only		211
U of MN Ramp (19th Ave)		521
Business parking stalls for business customers/employees	130	
Meters	106	
Free Street Parking	186	
Critical Street Parking		142
Total	689	1632
Estimated Code-Required Parking ¹	941	
Surplus/Shortage Parking (Total - Code)	-252	
Seven Corners Area		
Privately owned 1501 Washington/Corner Bar Lot for public use	71	
Privately owned at 242 15th Ave Lot for public use	65	
Privately owned at 1417 Washington Lot for public use	17	
City of Minneapolis 7-Corners Ramp	796	
U of MN Law School Lot		202
Business parking stalls for business customers/employees	67	
Meters	43	
Free Street Parking	0	
Critical Street Parking		0
Total	1059	202
Estimated Code-Required Parking ¹	492	
Surplus/Shortage Parking (Total - Code)	567	
East Riverside Area		
U of MN Ramp (20th Ave)		700
U of MN Lot (5th St S & Riverside replacement)		126
Fairview Hospital Lot		300
Fairview Hospital Ramps		2059
Augsburg College Parking Lots and Ramps (not all)		315
Business parking stalls for business customers/employees	93	
Meters	178	
Free Street Parking	192	
Critical Street Parking		342
Total	463	3842
Estimated Code-Required Parking ¹	146	
Surplus/Shortage Parking (Total - Code)	317	
Cedar-Riverside Neighborhood Total Parking		
Totals	2211	5676
% of Total Parking	28	72
Surplus/Shortage Parking (Total - Code)	632	

Source: City of Minneapolis, Business Survey, Total Park, Imperial Parking, 2006

¹ Does not include estimated code-required parking for institutional and residential property

Table 3
Cedar-Riverside Neighborhood Parking Rates

Cedar Avenue			East Riverside			Seven Corners		
Location	Hours	Dollars	Location	Hours	Dollars	Location	Hours	Dollars
19th Ramps	0 - 1	2.50	20th Ave	0 - 1	2.50	Seven Corners	0 - 1	1.00
University of Minnesota -	1 - 2	5.00	Ramps & Lot 86,	1 - 2	5.00	Corners	1 - 2	2.00
521 spaces (312 contract)	2 - 3	7.00	University of Minnesota -	2 - 3	7.00	Ramp - 792 spaces	2 - 3	3.00
	3 - 4	8.00	University of Minnesota -	3 - 4	8.00		3 - 4	4.00
	4 - 5	9.00	Minnesota -	4 - 5	9.00		4 - 5	5.00
	5 - 6	10.00	Ramp: 700 spaces (400 contract);	5 - 6	10.00		5 - 12	6.00
	6 - 7	11.00	Lot: 126 spaces	6 - 7	11.00	1501	6 a.m. - 6 p.m.	3.00
	7 - 8	12.00	Enter after 5 p.m. & exit before 7 a.m. Mon-Fri or	7 - 8	12.00	Washington Ave S - 71	6 p.m. - 6 a.m.	3.00
City of Minneapolis	0 - 2	2.00	University of Minnesota	Enter after 5 p.m. & exit before 7 a.m. Mon-Fri or	5.00	242 15th Ave S - 65	Validation for Corner Bar Customers	
Lots A - 92 spaces	0 - 2	2.00	Medical Center	Without Validation		242 15th Ave S - 65	6 a.m. - 6 p.m.	3.00
	2 - 4	4.00	Ramps - 2347	Validation	1.00	Ave S - 65	6 p.m. - 6 a.m.	3.00
	Daily Maximum	6.00	spaces	Validation	3.00	1417 & 1419	6 a.m. - 6 p.m.	2.50
	Weekends	2.00		1 - 1 1/2	3.00	Washington Meters	6 p.m. - 6 a.m.	2.50
	Evenings	2.00		1 1/2 - 3	4.00	Rate	1/2 hour free for near businesses	
City of Minneapolis	First 1/2 hour	1.00		3 - 6	5.00	Time Limit	43	
Lot B - 74 spaces	Each hour	2.25		6 - 12	6.00	Hr Enforcement	2 8-6 Daily	
	Daily Maximum	18.00		12 - 24	7.00			
	6 p.m. - 6 a.m.	4.00			30.00			
	Weekends	4.00						
City of Minneapolis	0 - 2	2.00						
Lot C - 65 spaces	2 - 4	4.00						
	4 - 8	8.00						
	8 - 12	12.00						
	6 p.m. to 12 a.m.	3.00						
	Weekends	3.00						
Lot 122 - 36 spaces	Daily (12 hours)	3.50						
	5 p.m. - 6 a.m.	3.50						
	Weekends	3.50						
Meters		106						
Rate	Time Limit	Hr Enforcement						
1.00		1 8-6 Daily						

Source: City of Minneapolis, Imperial Parking, University of Minnesota, Fairview Hospital, 2006

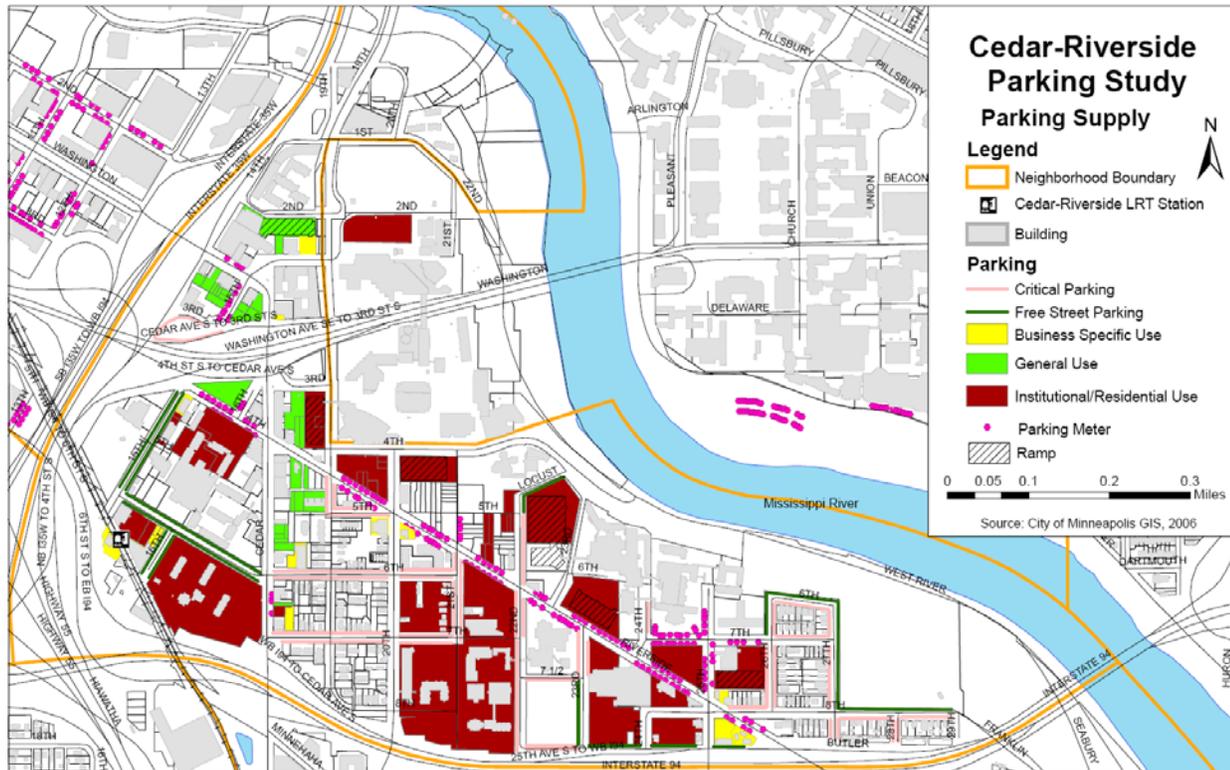


Figure 3: Cedar-Riverside Parking Supply

Only 34 of the 74 businesses interviewed, or 46 percent, have parking spaces specifically for their business's use. The remaining 40 surveyed businesses rely on general use parking for employee and customer use. Results from the business survey indicate many of the business parking spaces are for employee use.

Seventeen of the 74 businesses surveyed (23 percent) share their parking with other businesses. The City of Minneapolis' Pedestrian Oriented Overlay district encourages shared parking. Shared parking in this neighborhood does not fit the traditional definition of shared parking. Shared parking in Cedar-Riverside consists of businesses sharing parking concurrently throughout the day instead of opposite times of the day. A traditional shared parking example is a parking lot used by a bank during the day and a bar at night. Some examples of existing shared parking in the neighborhood are:

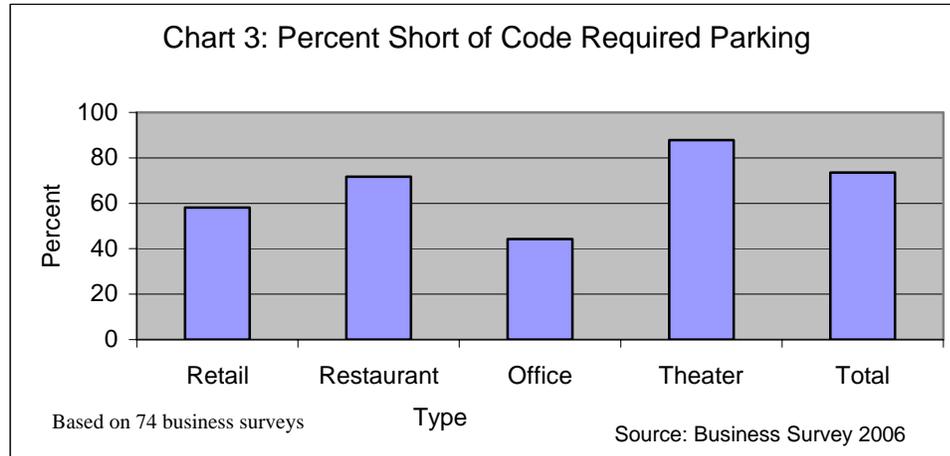
- Starbucks and Bruegger's Bagels share a parking lot

- North Country Co-op shares a few of their parking spaces with the other offices in the building
- Chipotle and Noodles & Co share a small parking lot
- Campus Travel and Riverside Florist share a few parking spaces

Zoning Parking Requirements

The City of Minneapolis zoning ordinance has parking requirements for each type of business. Many of the retail businesses in Cedar-Riverside are smaller than 4,000 square feet and therefore require a minimum of four parking spaces. Retail businesses larger than 4,000 square feet need one space for every 300 square feet over 4,000 square feet (code requires a minimum four parking spaces for all retail uses). The parking ordinance requires restaurants and theaters have enough parking spaces for 30 percent of their seating capacity.

Using the City of Minneapolis PropertyInfo Web Site to determine building/business square feet and business survey information, about 1,360 parking spaces should exist in the neighborhood to meet the code requirements for the businesses that answered the survey, (not including institutional surveyed businesses) (See Appendix D for Cedar-Riverside Business Parking Survey Results). As presented earlier, only 290 parking spaces are dedicated for business-specific use. Comparing the business-specific parking from the 74 business survey respondents with the code-required parking estimates, theaters and restaurants lack the greatest amount of code-required parking for their patrons', customers', or employees' use (Chart 3).



An additional 340 code-required parking spaces were estimated for the 44 businesses that did not answer the survey. The University of Minnesota, Augsburg College, Fairview Hospital, the Grand Marc commercial and residential property, Brian Coyle Community Center, and the Oromo Community of Minnesota had conditional use permits determine their parking requirements.

The Cedar Avenue area has a parking shortage while East Riverside Avenue and the Seven Corners Area have surplus parking (Table 4). Overall, the Cedar-Riverside neighborhood contains a surplus of parking.

Table 4
Cedar-Riverside Parking Supply ¹

	General Use	Institutional or Residential	Estimated Code-required	(Shortage) or Surplus ³
Cedar Avenue Commercial Area	689	1632	941	(252)
East Riverside Avenue	463	3842	146	317
Seven Corners	1059	202	492	567
Total Cedar-Riverside Parking	2211	5676	1579	632

Source: City of Minneapolis, Business Survey, Total Park, Imperial Parking, 2006

¹ Information from Table 2

² Does not include estimated code-required parking for institutional and residential property

³ General Use - Estimated Code-required = (shortage) or surplus

Many buildings in the Cedar-Riverside neighborhood are from the early 1900s when car parking was not an issue. Most of these buildings have no parking for their business tenants and

which contributes to the parking shortage in portions of the neighborhood. Businesses in this neighborhood have grandfather rights allowing the business to have less than code-required parking. Within the Cedar-Riverside neighborhood, nine parking variances for businesses were granted by the City of Minneapolis reducing the number of code-required parking these businesses must provide. *Maybe delete b/c I could be missing some information*

Parking Usage

Parking usage rates during weekday daytime hours range from 22 to 99 percent occupancy (Table 5). Some rates are best guest estimates by parking management staff. The free street parking in the neighborhood is typically full, based on observations in the neighborhood during daytime hours.

Table 5

Weekday Daytime Parking Usage Rates	%
City of Minneapolis Lot A ¹	fairly full
City of Minneapolis Lot B ²	54
City of Minneapolis Lot C ³	80
City of Minneapolis Seven Corners Ramp ⁴	80
Privately owned Lot 122 for public use (5th and Cedar)	
Privately owned 1501 Washington/Corner Bar Lot for public use ⁵	28
Privately owned at 242 15th Ave Lot for public use	
Privately owned at 1417 Washington Lot for public use	
U of MN Ramp (19th Ave)	75
U of MN Ramp (20th Ave)	90
U of MN Lot (5th St S & Riverside replacement)	100
Free Street Parking ⁶	90
Meter Parking Average (2005) (meters enforced 8-6)	23-53

Source: Imperial Parking, University of Minnesota, City of Minneapolis, Total Park

¹ based on Imperial Parking Estimate for during school year

² Based on the number of total contract spaces

³ Daytime Parking Usage Estimate includes total contract spaces (April 1, 2006 - July 28, 2006 & Sept, 2006)

⁴ Transient and lease numbers represented at 8-10% less than when the U of M is in session

⁵ Lot almost full when all office space leased

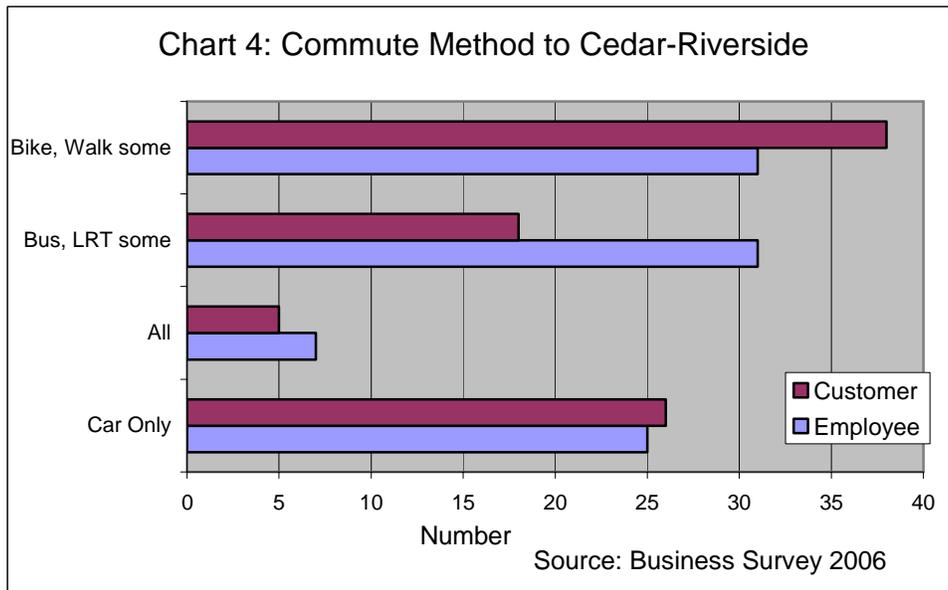
⁶ Estimate based on during the day bike rides through the neighborhood

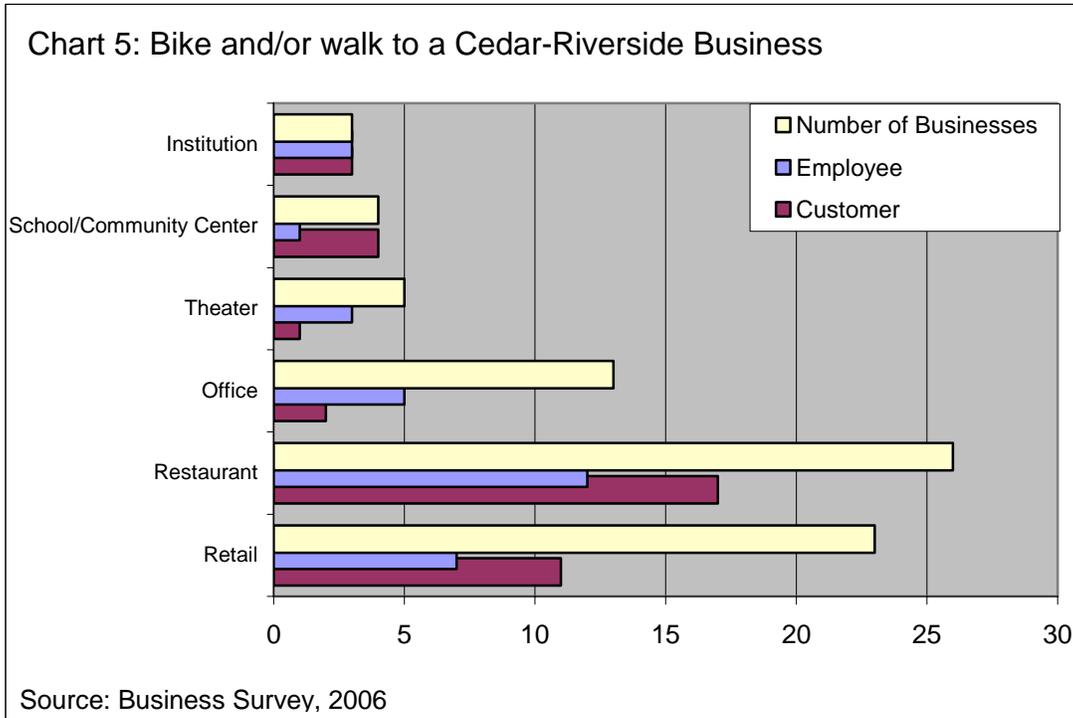
City of Minneapolis parking lot A and C experience fluctuations in usage depending on the time of day and day of the week. Parking lot usage data was available between April 1, 2006

and July 29, 2006. These parking lots have computer-operated systems collecting parking lot payments and data. A person operates parking lot B and therefore usage data was not available. Lot A and C experience high usages on Friday and Saturday evenings when theaters in the neighborhood play shows. The estimated usage rate on Table 5 includes contract parking spaces.

Employee and Customer Commute

Businesses in the Cedar-Riverside neighborhood attract customers using a variety of transit methods including car, bus, Hiawatha light rail transit (LRT), bike, walk, taxi, and shuttle (Chart 4). Just 26 businesses (35 percent) attract customers by car only and 25 businesses (34 percent) have employees commuting to work via car only. More than half the businesses attract walking and biking customers. Restaurants and retail attract the most customers by foot or bike, partly because the area’s close proximity to the University of Minnesota and Augsburg College (Chart 5). A total of 30 businesses bring in some customers by foot or bike while 37 businesses have some employees commuting to work via bike or foot.





Few businesses in the neighborhood validate parking (12). Even fewer offer alternative transportation incentives for their employees (8). A number of business survey respondents commented the parking validation system is confusing or they are too small to subsidize their employee's alternative transportation.

Business Comments

Businesses commented on the current parking situation in the neighborhood. Comments expressed during the business survey fit into six categories: current parking situation is fine, parking is too expensive, there is a lack of parking, crime happens in the parking lots, other, and none (Table 6). The most common complaint related to lack of parking. Lack of parking includes a lack of free parking, a lack of parking close to my business, or a lack of cheap parking. Eight survey respondents felt the current parking situation is fine and 11 did not have a comment. Seventeen provided "other" comments such as "no one takes the LRT because it is in a poor location," "I get too many parking tickets," "don't sell the city-owned lots," and "we

would like to see more creative development on the surface lots” (See Appendix E for Business Survey Parking Issues).

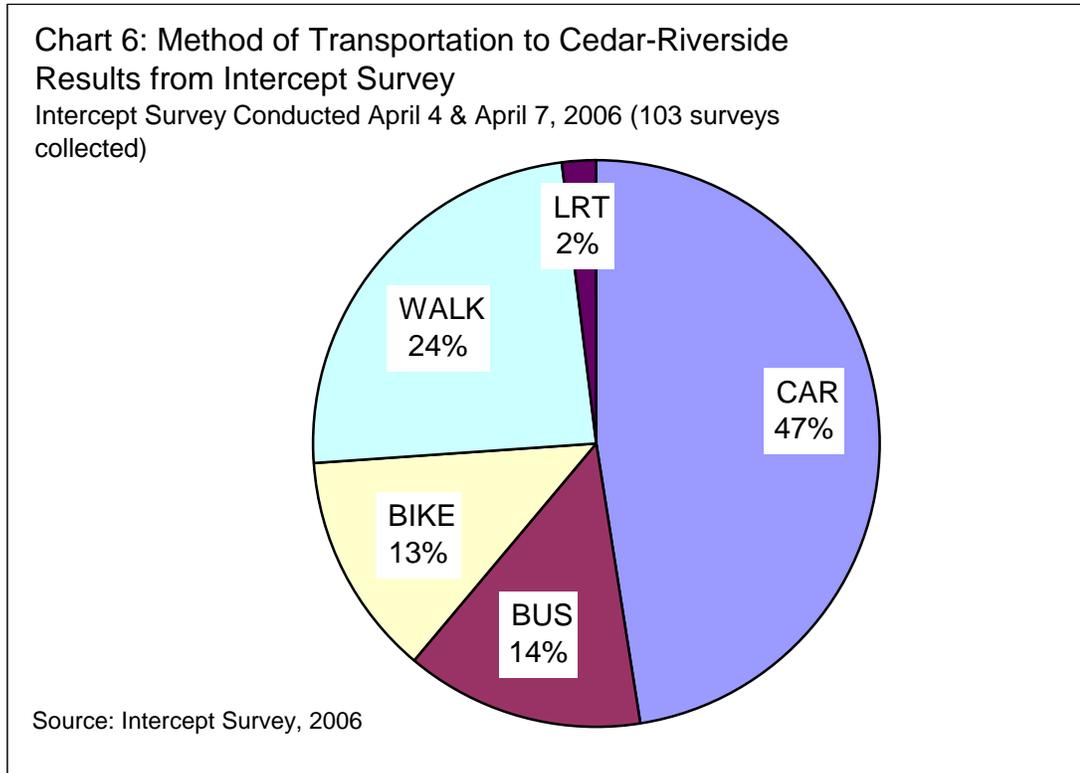
Table 6
Parking Comments

Lack	33
Other	16
None	11
Fine	7
Crime	4
Expensive	3
Total Comments	74

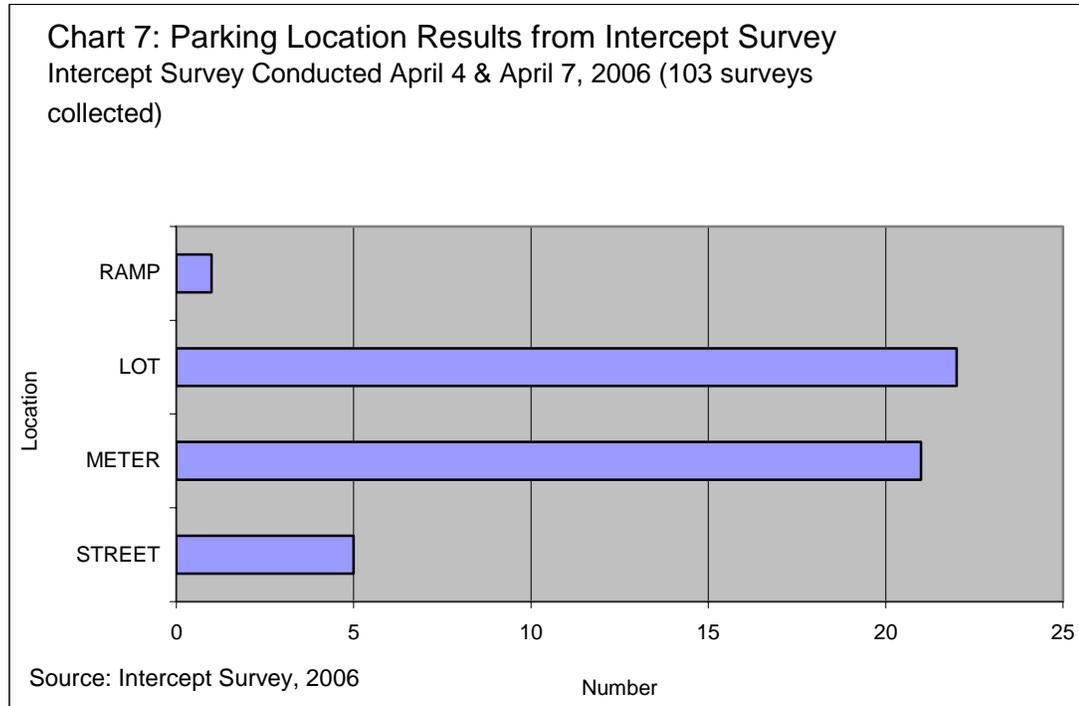
Source: Business Survey, 2006

Intercept Survey

The intercept survey took place along Cedar Avenue South between Third and Seventh Streets. Since this survey was conducted in a specific section of the neighborhood, it does not represent the travel patterns of customers throughout the entire neighborhood. The majority of people interviewed during the intercept survey come to the neighborhood via car (Chart 6). Several people walked, biked, and rode the bus. Few people took the LRT to the neighborhood, perhaps due to its location, lack of lighting near and around the station, and safety of pathways to the LRT station. One business owner commented on the poor location of the LRT.



The majority of people driving to the neighborhood parked in a lot or at a meter. Only one person indicated they parked in a ramp and five parked on the street (Chart 9). Parking lots and meters are easier to access from most businesses compared with the ramps for patrons along Cedar Avenue between Third and Seventh Streets South.



Finally, most people indicated parking is not an issue that impacts their mode of travel to the neighborhood (Table 7). Most people coming to the neighborhood by car were not affected by parking issues. A greater percentage of bus commuters were impacted by neighborhood parking issues. Fifteen respondents said they live close or do not have a car and therefore the current parking situation in the neighborhood does not impact their method of travel to the neighborhood.

Table 7
 Parking issues affected mode of travel to the neighborhood

	Yes		No		No live close		Sometimes		Total
	#	% of mode	#	% of mode	#	% of mode	#	% of mode	
Car	11	23	37	77	1	2	0	0	48
Walk	3	21	11	79	11	79	0	0	14
Bike	2	15	11	85	0	0	0	0	13
Bus	7	64	2	18	3	27	2	18	11
LRT	2	100	0	0	0	0	0	0	2
Total	25	24	61	59	15	15	2	2	103

Source: Intercept Survey, 2006

Public Transportation

Six bus routes and the Hiawatha LRT currently stop in the Cedar-Riverside Neighborhood (Figure 4: Cedar-Riverside Parking Study Bus Route, Bus Stop, and LRT Station Map). Routes 2, 3, 7, 16, 19, and 50 stop at various locations throughout the neighborhood. The proposed Central Corridor LRT would also stop on the West Bank. The Central Corridor LRT is projected to carry 43,000 riders per day by 2030 (Metropolitan Council, 2006).

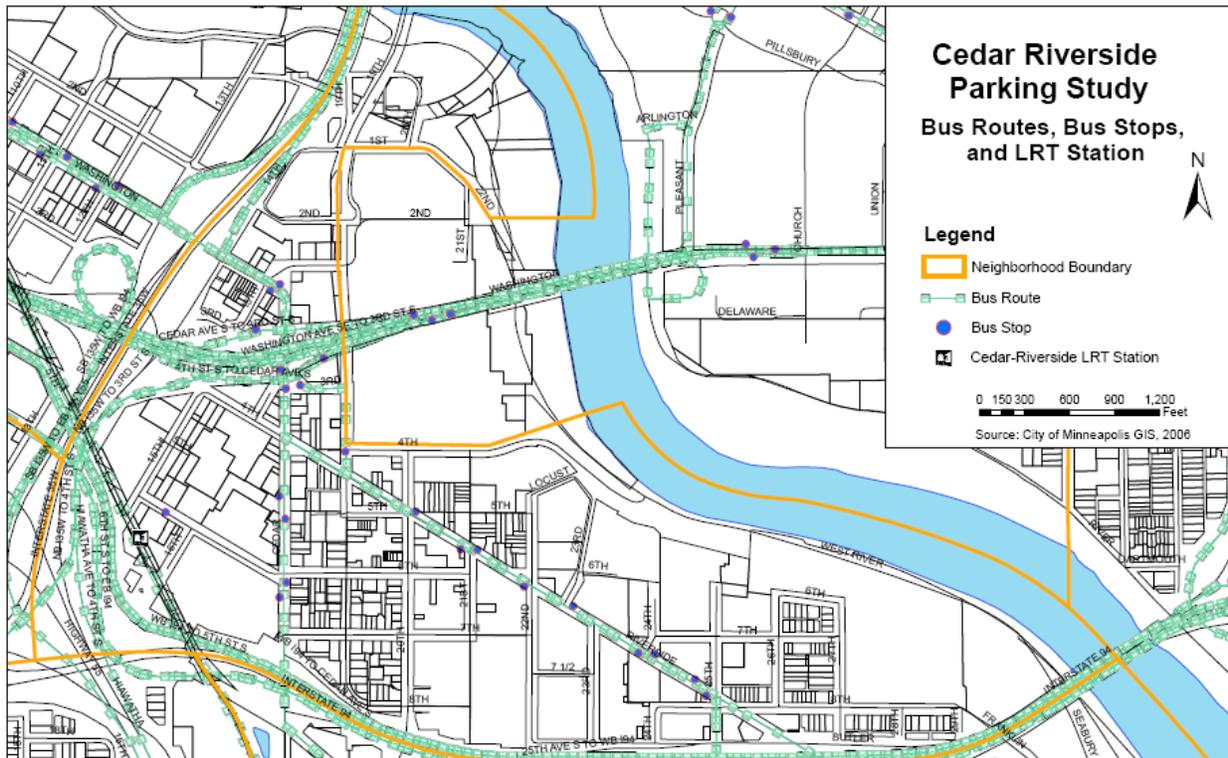


Figure 4: Cedar-Riverside Parking Study Bus Routes, Bus Stops, and LRT Station

Routes 2, 7, and 19 board the most people each day (See Appendix F for Metro Transit Route On/Off Boardings). Metro Transit estimated 20,377 people boarded the Hiawatha LRT line each weekday in February, 2006. Approximately 3.7 percent of LRT passengers board at the Cedar-Riverside Station; therefore 833 people boarded the Hiawatha LRT at Cedar-Riverside each weekday. By comparison, the Nicollet Mall station sees 12 percent of the LRT riders and

the Bloomington Corporate Center sees less than 1 percent (MetroTransit, 2006). According to Metro Transit ridership counts taken between 1999 and 2001 for bus routes, 2,200 people boarded bus 2, 3, 7, 16, 19, 20, or 50 within the Cedar-Riverside neighborhood each weekday. This is a low estimate for current ridership considering the bus boarding information was collected five to seven years ago (Dillery, 2006). The University of Minnesota's UPASS program increased transit ridership to the University. The University of Minnesota reported a 112.5 percent increase in UPASS usage between 2000, (8,000 UPASS's sold) when the program started, and fall 2005 (17,000 UPASS's sold) (Cinco, 2006).

Metro Transit predicts transit trips in the neighborhood will remain very constant unless there are major changes in development patterns in the neighborhood. Higher gas prices will have a limited impact on auto trips in the neighborhood since many residents in the neighborhood already walk or take transit and taxi. Adding more businesses in Cedar-Riverside could attract a higher percentage of trips by auto if they are the kind of business that attracts a larger percentage of suburban residents versus local residents. In addition, if more student housing is built, Metro Transit does not predict much change in the current mode split, because residents would most likely walk and bike to school. Transit ridership would increase slightly given the strong UPASS program and excellent service to reach distant parts of the campus (Dillery, 2006).

Future Expansion Potentially Impacting Parking

The University of Minnesota's Carlson School of Business plans to expand their building to increase the size of their undergraduate program by 50 percent. The Carlson School currently serves 1,700 students with a fall 2005 incoming class size of 315. Increasing the size of the student population at the Carlson School will likely increase parking demand in the

neighborhood (Carlson School Expansion, 2005). According to a Spring 2005 Transportation Study by the University of Minnesota, 32 percent of people come to the university in a single occupant vehicle, 30 percent walk, 24 percent bus, 7 percent bike, and 7 percent carpool (Cinco, 2006).

Augsburg College also has expansion plans which include a new science center and renovations of the existing Science Hall, expanding athletic facilities, and a Gateway building along Riverside Avenue accommodating retail space, student housing, and an administration area (Augsburg College, 2006). The City of Minneapolis' Public Works and Planning Departments approved Augsburg College's transportation demand management plan in November, 2005 for the planned expansion (Department of Community Planning and Economic Development, 2005).

Bike Racks and Lanes

The neighborhood has approximately seven bike racks located mostly along Cedar Avenue within the neighborhood, not including bike racks on the University of Minnesota or Augsburg College campuses (Figure 5: Cedar-Riverside Parking Study Bike Rack and Lane Map). A bike lane exists along 20th Avenue between Riverside and Ninth Street and along Sixth Street between 20th and 15th Avenues connecting bicyclists to the Hiawatha LRT station. During the intercept survey and bike rides through the neighborhood, several bikes were locked to parking meters and fences even when a bike rack was a few feet away. The bike rack near the Hard Times Café and Viking Bar saw the most usage during trips to the neighborhood.

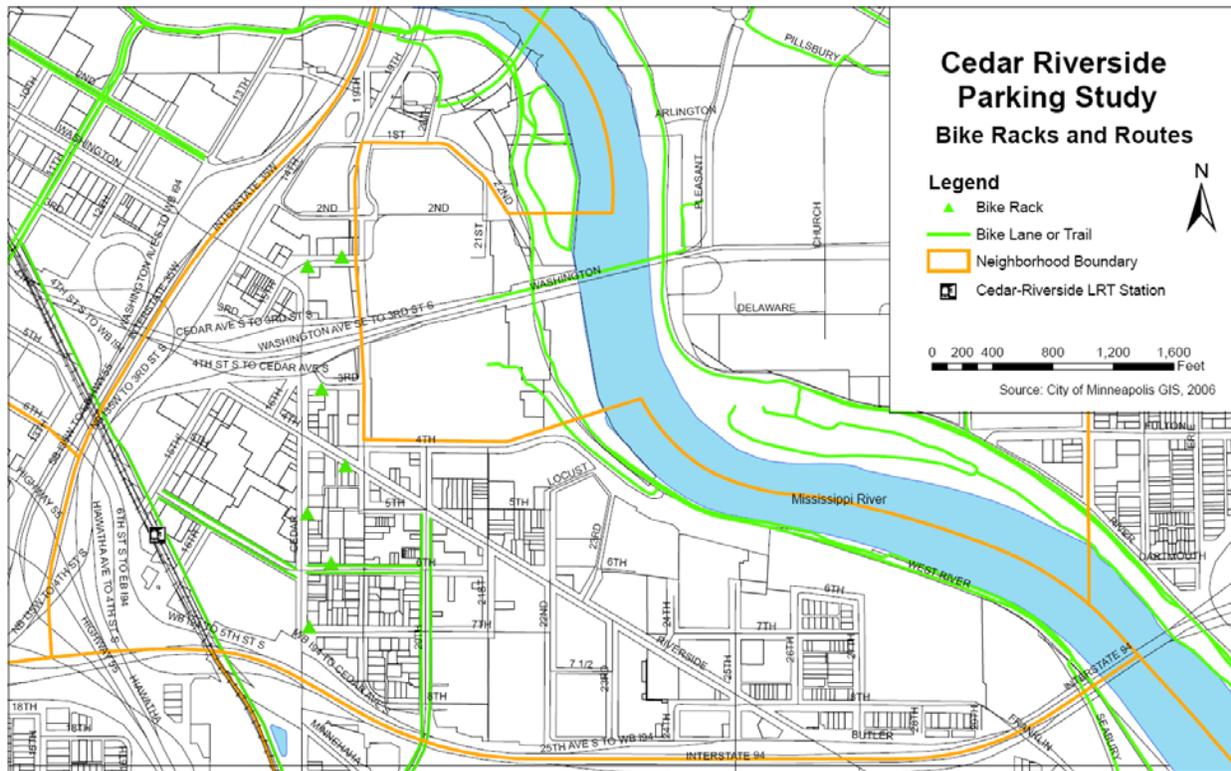


Figure 5: Cedar-Riverside Parking Study Bike Racks and Routes

Recommendations

- Add critical parking or meters to Sixth Street between 15th and Cedar Avenues and along 15th Avenue between Sixth and Fourth Streets.
 - Some business survey respondents complained residents of the Cedar Towers and Riverside Plaza park along this street instead of purchasing contract spots designated for residential tenants. This street is typically full of vehicles and limited space is available for customers shopping at businesses along Cedar Avenue.
 - Other potential users of these free parking spaces include University of Minnesota and Augsburg college students. These institutions increase the strain on the neighborhood's parking supply as students seek the cheapest parking available.

- To create new critical parking areas, four findings must be met: area detrimentally impacted by parking of commuter, student, customer or visitor vehicles; area does not have sufficient off-street vehicular parking for the use of residents; vehicle noise, pollution or congestion will create unacceptable hardships on the residents of the area if present parking continues; and health, safety and welfare of residents of the area and city as a whole will be promoted by a system of preferential parking (Critical Parking, 2006). It might be difficult for the neighborhood to meet the above findings and therefore parking meters might be a more viable option.
- Critical parking would benefit the residents of Cedar Towers and Riverside Plaza by ensuring they have a parking spot and that students or LRT commuters do not use this street for free parking. Cedar Avenue customers benefit if they are able to find free parking spaces while employees would not benefit because of the restricted parking time limit.
- Meters might work well for customers coming to shop along Cedar Avenue; however most likely will not benefit employees who need longer term parking.
- Encourage more shared parking (Kent, 2005) (City of Seattle, 2005).
 - Parking can be shared when businesses' peak demand periods differ.
 - Of the businesses surveyed, 33 reported having some parking of their own. Only 14 share their parking with other businesses. One potential business that could share parking with other businesses is Freewheel Bike. They have approximately 19 spaces of their own for employees and customer use only. During peak season, Freewheel is open Monday – Friday 10 a.m. to 9 p.m., Saturday from 9

a.m. to 6 p.m., and Sunday from 11 a.m. to 5 p.m. Freewheel is located near some bars such as Triple Rock which say they need more parking. Triple Rock's busy time is after 10 p.m. Freewheel is busy in the morning and after normal work hours during the spring, summer, and fall, while winter is slow.

- Grandma's Restaurant in the Seven Corners area has 20 parking spaces used for employee parking. Grandma's opens at 11 during the summer and 11:30 during the winter. This parking could potentially be shared with Heavenly Daze, located across the street. Heavenly Daze is a coffee shop typically busiest during the early morning. A few spots of the Grandma's spaces could be used by Heavenly Daze customers until 10:00 a.m.
- The neighborhood features five theaters (Theater in the Round, Southern Theater, Mixed Blood, Cedar Cultural Center, and Bedlam Theater). These theaters require an estimated 401 code-required parking spaces. However they only have 49 spaces between the five of them, typically used by employees. Theaters usually only need their parking during productions and entertainment for patrons (typically Thursday through Saturday night and Sunday afternoon). The neighborhood would benefit from a shared parking agreement between the theaters and any additional parking lot space not occupied during productions. The University of Minnesota 19th Avenue parking ramp see high usage during the day and evening. This ramp is close to Cedar Cultural Center, Mixed Blood Theater, Theater in the Round, and Bedlam Theater. These theaters are typically busy when the University does not have class (Friday and Saturday night and Sunday afternoon). The Cedar Cultural Center, Mixed Blood Theater, and

Theater in the Round Web Sites already mention that parking is available at the University of Minnesota 19th Avenue parking ramp.

- An agreement would be necessary between the businesses sharing parking. The agreement would need to identify how the parking lot would be maintained, how security would be handled, and what sort of incentive the businesses sharing the parking would receive.
- Sharing parking makes better use of existing parking. Adding parking is expensive.
- Improve pedestrian amenities. Make Cedar-Riverside a neighborhood people want to come to and a place where people are not affected by the lack or price of parking (Tumlih & Millard-Gall, 2004) (Kent, 2005) (City and Regional Planning Urban Project and Policy Studio, Ohio State University, 2004).
 - Currently there is a perception that crime in the neighborhood needs to be reduced. Crime in the neighborhood might restrict when people want to ride the bus or LRT, particularly late at night, and limit how far people are willing to walk to their cars.
- Encourage employees to carpool or use transit to commute to work.
 - Of the 74 businesses surveyed, 38 have employees that bike, bus, walk, or take the LRT, 25 have employees that only drive, and 61 have some employees that drive to work. Some employees said it is difficult to find parking near their workplace. The neighborhood is well served by transit. Reducing the number of employees parking would free up parking spaces for customers.

- Riding the bus or LRT is not always feasible for all employees. Some employees need their car to make multiple trips throughout the day or need their car for trips after work.
- Create a parking validation map, indicate parking lots that validate parking on the Cedar-Riverside Business Association Map or create a program similar to downtown Minneapolis' "Do the Town Parking," which provides free parking for customers spending \$20 at a participating business.
 - Create a map similar to the University District in Seattle, Washington illustrating the location of parking lots that accept validation tokens. Businesses validating parking for their customers receive free, small advertising spaces at the parking lots to let customers know what businesses validate parking (City of Seattle, 2005). Validating parking allows businesses to pay for parking spaces used only by their customers instead of paying for their own parking lots with spaces that might rarely be used.
 - Create a "Do the Town Parking" program by installing signage indicating parking lots accepting validation and putting stickers in participating business windows (Downtown Minneapolis Council, 2005).
 - Two businesses surveyed commented the parking validation system is confusing.

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Appendix

Appendix A: Business Survey

Cedar-Riverside Parking Study Business Survey

Interview introduction:

Hello, my name is Andrea Petersen and I am an intern with the City of Minneapolis CPED conducting a parking study on the Cedar-Riverside Neighborhood. Would you mind if I asked you a few questions to assist with this study? This study will collect data and identify issues in the Cedar-Riverside Neighborhood related to parking. The study is also part of a larger planning process that will create a long-term vision for land use and development in the Cedar-Riverside neighborhood. If you have further questions related to the larger planning process you can contact Beth Elliot, Downtown Planner at (612) 673-2442.

Interview

Name/title:

Date & time:

Business Name:

Address:

Questions:

11. How do people come to this business?
 - a. Employees - Car? Bus? LRT? Bike? Walk? other?
 - b. Customers - Car? Bus? LRT? Bike? Walk? other?
12. When do people come to this business?
 - a. During the day? Morning? Night? All times of day?
 - b. When (time) is parking for your business in highest demand?
13. Where do other customers/employees park if they drive to this business?
 - a. Employees - Meters? city owned lots? street parking? other?
 - b. Customers - Meters? city owned lots? street parking? other?
14. Does the building/business have parking spaces on the property?
 - a. If so, how many legal spaces?
 - b. If so, who uses the spaces? Employees, customers?

- c. If so, do users have to pay to use those spaces?
 - d. Is this parking adequate for your business's needs?
15. Do you share your parking spaces with any other business?
- a. If so, how many and with who?
16. Do you have a joint/shared parking agreement with any other business?
- a. If so, with who, where is this parking, how many spaces is the agreement for, what time of day are the spaces available for your use?
17. Do you have a leased parking agreement?
- a. If so, where?
 - b. If so, for how many spaces?
 - c. If so, does the agreement have an expiration date?
18. What issues do you have related to neighborhood parking conditions and concerns?
19. Does your business validate parking? If so, for which lots?
20. Does your business offer any employee alternative transportation incentives?

Appendix B: Surveyed Businesses by Type

Appendix B

Surveyed Businesses by Type

Retail	Restaurant, bar, coffee shop	Office	Theater
North Country Co-op	Grandma's Saloon & Deli	West Bank Community Coalition	Theater in the Round
Associated Bank	Sgt. Preston's Saloon	KFAI Fresh Air Radio	Southern Theater
Mayday Bookstore	Chipotle	AMS & Associates Tax Services	Mixed Blood Theater
Accent Salon - Aveda Concept Salon	Heavenly Daze Coffee	Mutual Management	Cedar Cultural Center
Midwest Mountaineering	Noodles & Co	Community of St. Martin	Bedlam Theater
Thrifty Outfitters	Quiznos	Trinity Lutheran Congregation	5
People's Center Medical Clinic	Viking Bar	MCE Tax Services	
People's Center Veterinary Clinic	Lucky Dragon	Jewell Electric	
Intercontinental Video	Hard Times Café	LOTTSA Financial Services, Inc	
Freewheel Bike	K-Wok	LOTTSA Tax and Accounting Services	
Cedar Riverside Liquor Store	Jimmy John's	Architectural Associates	
Campus Travel Center	Triple Rock Social Club	Norma Nelson Graphics	
Riverside Florist	Mediterranean Deli	Ralph Rapson & Associates	
Holiday Inn Metrodome	Starbucks	13	
Depth of Field	Bruegger's Bagels		
Cedar Dollar Store	Davanni's Pizza & Hoagies		
West Bank Grocery	Town Hall Grill & Brewery	<u>School, Community Center</u>	<u>Institutions</u>
Winner Gas	Red Sea Bar & Restaurant	Cedar Riverside Community School	Augsburg College
Banadir Barber Shop	Bullwinkle's Saloon	Oromo Community of Minnesota	University of Minnesota
Kaah Express Inc.	Keefer Court Food	Brian Coyle Community Center	<u>U of M Fairview Hospital</u>
Hub Bike Co-op	Kilimanjaro Café	Children's Home Society Child Care	3
Harry's Travel Electronics & Shipping	Chai's	4	
Global Village	Mapps Coffee & Teas		
	23 The Wienery		
	Corner Bar		
	St. Martin's Table		
	26		

Appendix C: Literature Review

Appendix D: Business Survey Results

Appendix E: Survey Comments

Appendix F: Metro Transit Route On/Off Boardings

