

5.0 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.

6.0 Case Studies

Introduction:

This section of the Stadium Village/University Avenue Parking and Transportation Study presents case studies that demonstrate how parking solutions outlined in the previous section might be implemented. It should be mentioned that the parking solutions that are presented as case studies are conceptual treatments, and private property owners whose properties are included were not consulted during the development of the parking solution concepts.

Also addressed in this final report section are:

- Examples of how improved signage might be used in the study area to assist motorists as they attempt to access off-street parking supplies in the study area.
- Traffic circulation improvements.

Seven Case Studies:

Seven case studies were prepared for this report. The seven case studies are described below. They are located on the parking solutions locator map on the next page and fully illustrated on pages 44 through 50.

Case Study 1: Conceptual development of a second level of parking over an existing surface lot.

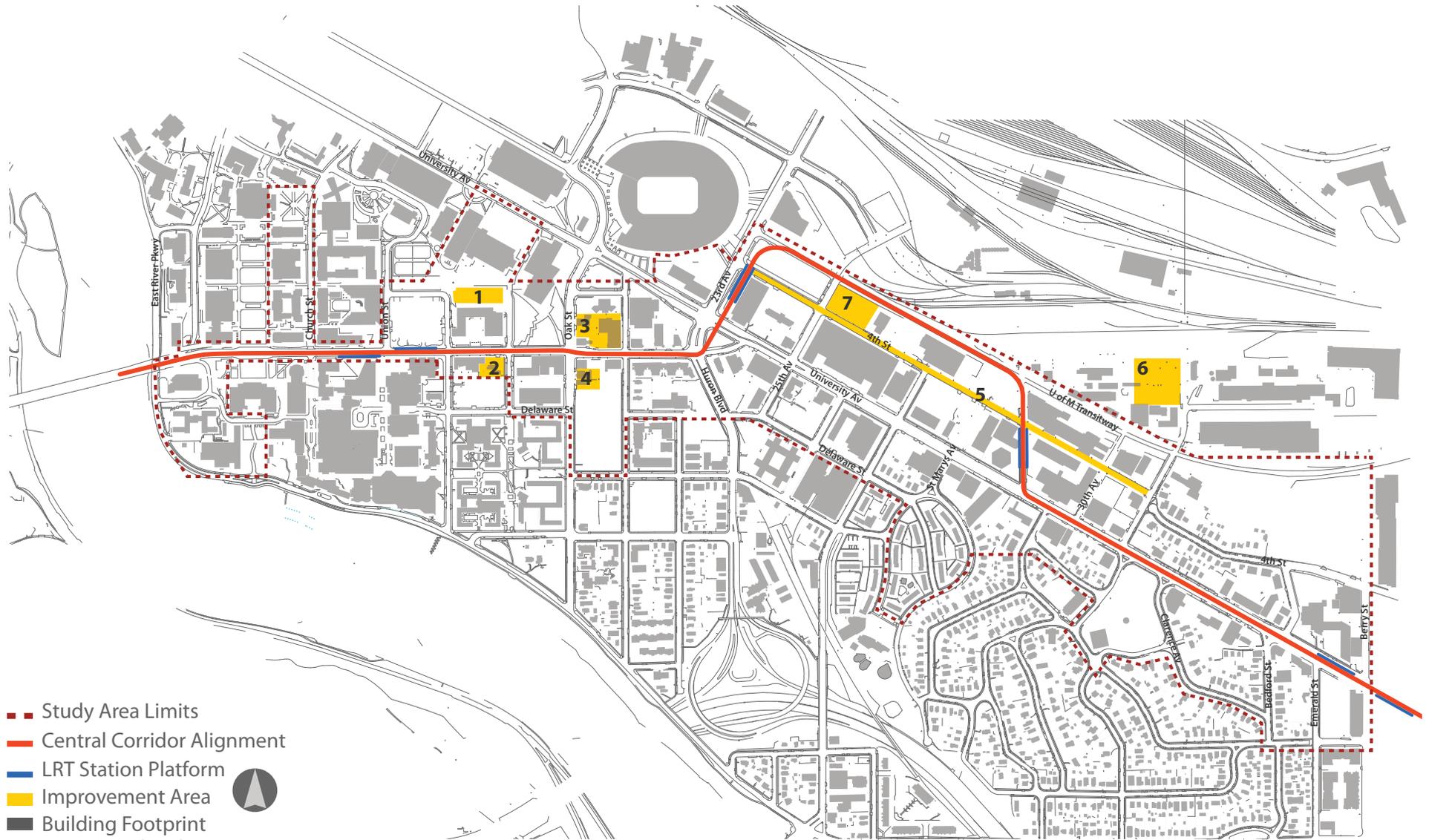
The existing surface lot on the north side of the Radisson Hotel has a supply of 72 stalls. A conceptual treatment was prepared to demonstrate how a second level of parking might be constructed over the surface parking lot to provide a total of 177 stalls. This development is conceptualized for the short-term.

Case Study 2: Conceptual development of a parking district for businesses in Segment 2, between Harvard and Huron Streets.

Businesses that are adjacent or in close proximity to each other can form parking districts. By City Code, the parking facility (surface lot, ramp, or underground garage) would be owned, operated and maintained by the city, and costs the city would incur would be paid by the businesses through parking receipts and an assessment. The assessment for each business in the district would be pro-rated based on: a) the distance between the parking facility and the business and b) the calculated parking generation for the business (which would be dependent on the type and size of the business).

Under the conceptual treatment, which was developed as a short-term solution, businesses along Washington Avenue would first agree to develop a parking district. As an example, Mercil's Auto Repair Shop and a multi-family residence in the southwest corner the Washington Avenue/Walnut Street intersection would be acquired by the city. The city would also demolish and clear the site and construct a surface parking lot with 54 stalls. Customers parking in the lot would pay a fee for parking, and these receipts would go to the city. Because the receipts alone would not likely cover the city's costs, businesses in the parking district would be assessed to cover any shortfalls (on an annual basis).

Solution Examples Locator Map



- Study Area Limits
- Central Corridor Alignment
- LRT Station Platform
- Improvement Area
- ▲
- Building Footprint
- 1: Conceptual Parking Ramp
- 2: Conceptual District Parking
- 3: Conceptual Mixed Use Redevelopment North of Washington
- 4: Conceptual Redevelopment on Oak South of Washington
- 5: Conceptual Enhanced Traffic, Parking, and Pedestrian Experience on 4th Street SE
- 6: Conceptual Parking Lot at the intersection of 5th Street and Malcolm Avenue
- 7: Conceptual Improvements at an Existing Parking Lot

Case Study 3: Conceptual mixed use redevelopment on an underutilized parcel north of Washington Avenue between Oak and Ontario Streets.

Under a long-term condition where redevelopment within the study area will have begun in earnest, existing uses on the parcel described above will be viewed as prime redevelopment sites. The concept developed for this report includes two mixed use buildings with a 50-stall surface lot and a 38 stall underground garage. The mix of uses was conceptualized to include 19,800 square feet of ground level retail (in the two buildings) and 40 dwelling units on the second and third floors of the two buildings.

As illustrated, access to/from the surface parking lot would be at a driveway on Oak Street, and access to/from the underground garage would be at a driveway on Ontario Street.

Case Study 4: Conceptual mixed use redevelopment on an underutilized parcel south of Washington Avenue between Oak and Ontario Streets.

The conceptual treatment for this parcel would be implemented under a long-term scenario. A surface parking lot behind the new building would be accessible from a driveway on Oak Street and would provide 24 stalls. It is conceptualized that the mixed use building would include 6,480 square feet of retail on the ground floor and 12 dwelling units on the second floor and third floors.

Case Study 5: Conceptual streetscape improvements along 4th Street between 23rd Avenue and Malcolm Avenue.

This conceptual improvement would be recommended for immediate implementation. Fourth Street exists today as a street without sidewalks, curbs, well-defined parking areas, and other amenities that contribute to a safer and more pleasant traffic, parking, and pedestrian environment. Fourth Street today operates as a back door in the study area but, with implementation of LRT along the south side of the University of Minnesota Transitway, will become a more prominent street where parkers displaced from University Avenue will find an available supply of on-street parking spaces.

As illustrated the recommended concept includes:

- Sidewalks
- Boulevards
- Street trees
- Pedestrian scale and traffic-oriented street lighting
- Parallel parking to replace nose-in angle parking
- Parking meters

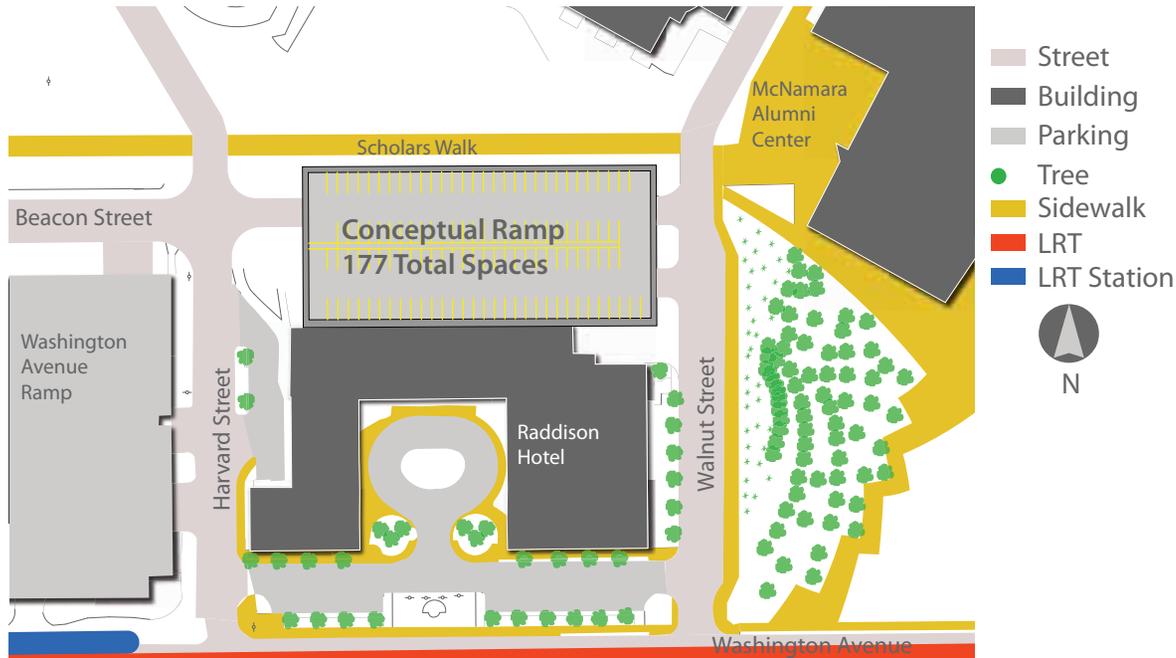
Case Study 6: Conceptual development of a new surface parking lot.

There aren't many opportunities to develop new parking lots in the study area. One such opportunity does exist at the intersection of 5th Street and Malcolm Street in Segment 4. Although this location is somewhat removed from major destinations along University Avenue, it is a location where parking demand displaced from University Avenue could be met. It is recommended that because of its distance from University Avenue, this parking lot should not be developed until need (unmet demand) has clearly been demonstrated. As illustrated, 149 stalls could be developed at this location.

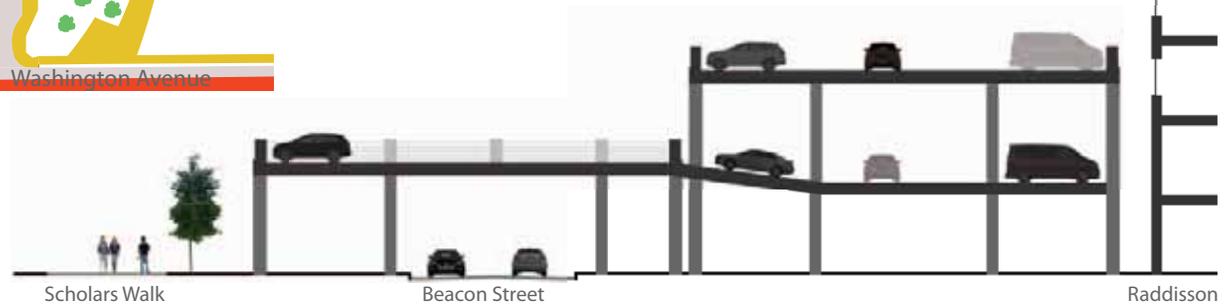
Case Study 7: Conceptual improvements for an existing surface parking lot.

There is a significant number of surface parking lots in the study area that are in need of basic improvements including striping, landscaping, fencing, and lighting. A conceptual improvement for an existing surface lot was developed for the lot at the intersection of 4th Street and 25th Avenue. This privately owned lot exists today as an unpaved, gravel lot without striping. Patrons who use the lot deposit money in a "pay box" on an honor system. As illustrated, paving with asphalt, striping, landscaping, and lighting are recommended.

1. Conceptual Parking Ramp Behind the Raddisson Hotel



Conceptual Plan: Raddisson Parking Ramp

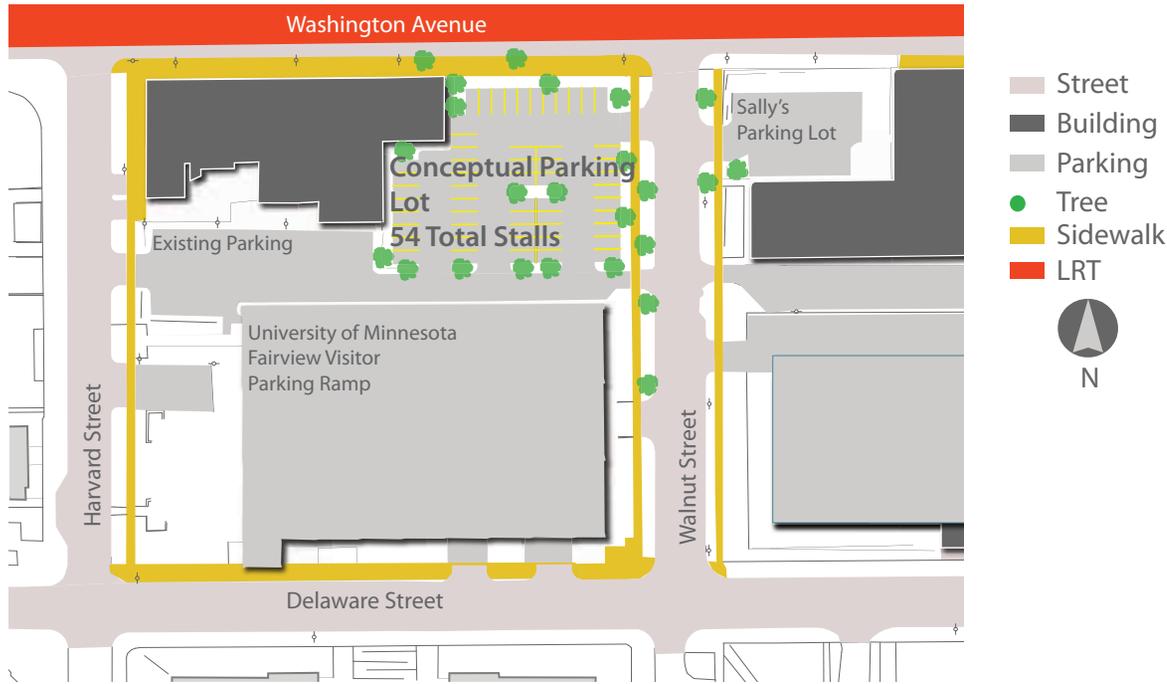


Conceptual Section: Looking East Through the Parking Ramp



Conceptual Section: Looking North Through the Parking Ramp

2. Conceptual Replacement of the Auto Repair Shop with District Parking

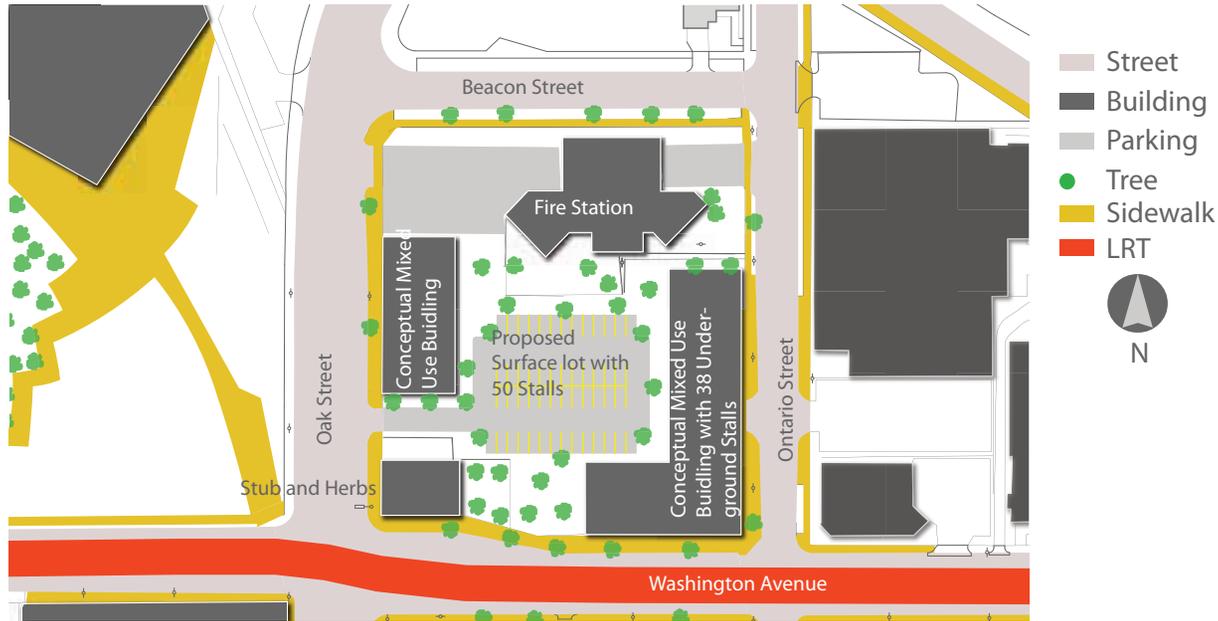


Conceptual Plan: Proposed District Parking Lot



Conceptual Elevation: Looking South at the District Parking Lot from Washington Avenue

3: Conceptual Infill Development Along Washington Between Ontario and Oak



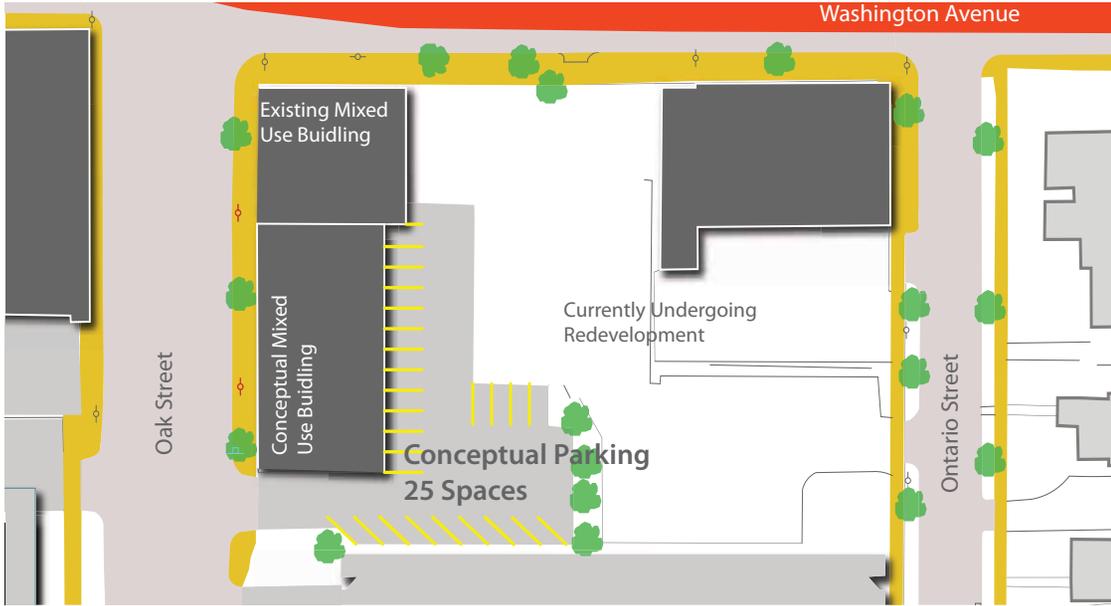
Conceptual Plan: Infill Development



Washington Avenue
Underground Parking Entrance

Conceptual Elevation: Looking West from Ontario at the Proposed Mixed Use Building

4: Conceptual Redevelopment of Buildings South of Washington on Oak



- Street
 - Building
 - Parking
 - Tree
 - Sidewalk
 - LRT
- 
- N

Conceptual Plan: Redevelopment on Oak

5. Conceptual Streetscape Enhancements along 4th Street





Existing Section: Looking West on 4th Street SE



Conceptual Section: Looking West on 4th Street SE

6: Conceptual Parking Lot at Malcom and 5th



Conceptual Plan: Parking Lot on Malcolm

7: Conceptual Improvements to an Existing Parking Lot



Before: Parking Lot North of 4th at 25th Avenue



After: Parking Lot North of 4th at 25th Avenue

Strategic Signage Installations

As mentioned, the LRT alignment will require motorists to accomplish left-turn and U-turn movements at signalized intersections. These turning movements will be prohibited at all other locations along the alignment. As a result, new travel patterns will be established in order to access parking lots and garages within the study area. As discussed in the previous report section, the installation of informational signage can assist motorists by indicating the safest and most convenient travel routes.

The following maps identify safe and convenient travel routes for traffic accessing University of Minnesota parking garages in study area Segments 1, 2, 3, and 4. The routes have been identified to direct motorists to the signalized intersections, which will be the only locations where left-turns and U-turns can be accomplished.

Strategic Placement of Signage To Direct Traffic to Available U of MN and Public Parking Facilities



- 1: Exit here for public parking and access to Stadium Village businesses
- 2: Turn right for access to the Weisman Art Museum and Church Street Garages. Turn left for access to Washington Avenue businesses/ U of MN Hospitals, Washington Avenue Ramp, and the East River Road Garage
- 3: Turn right for access to the Church Street Garage
- 4: Turn right for access to the Church Street Garage
- 5: Turn left for access to the Washington Avenue Ramp
- 6: Turn left for access to the Oak Street Ramp, Gopher Lot and Washington Avenue Businesses
- 7: Turn right for access to the Gopher Lot

Strategic Placement of Signage To Direct Traffic to Available U of MN and Public Parking Facilities



- 1: Turn here for public parking along 4th Street SE
- 2: Turn here for access to off street parking at 5th Street SE and Malcolm Avenue SE

- Building
- Other Parking
- U of MN Parking Facility
- Sign Location
- Suggested Path