

LINDEN HILLS SMALL AREA PLAN

PARKING

The following briefs identify key City policy framework, past guidance from the Linden Hills Neighborhood Design Framework from 1997, survey and workshop themes, and analysis of existing conditions to provide a distilled set of issues for consideration in the small area planning process.

SUMMARY: CONSIDERATIONS TO BE EXPLORED IN THE SMALL AREA PLANNING PROCESS

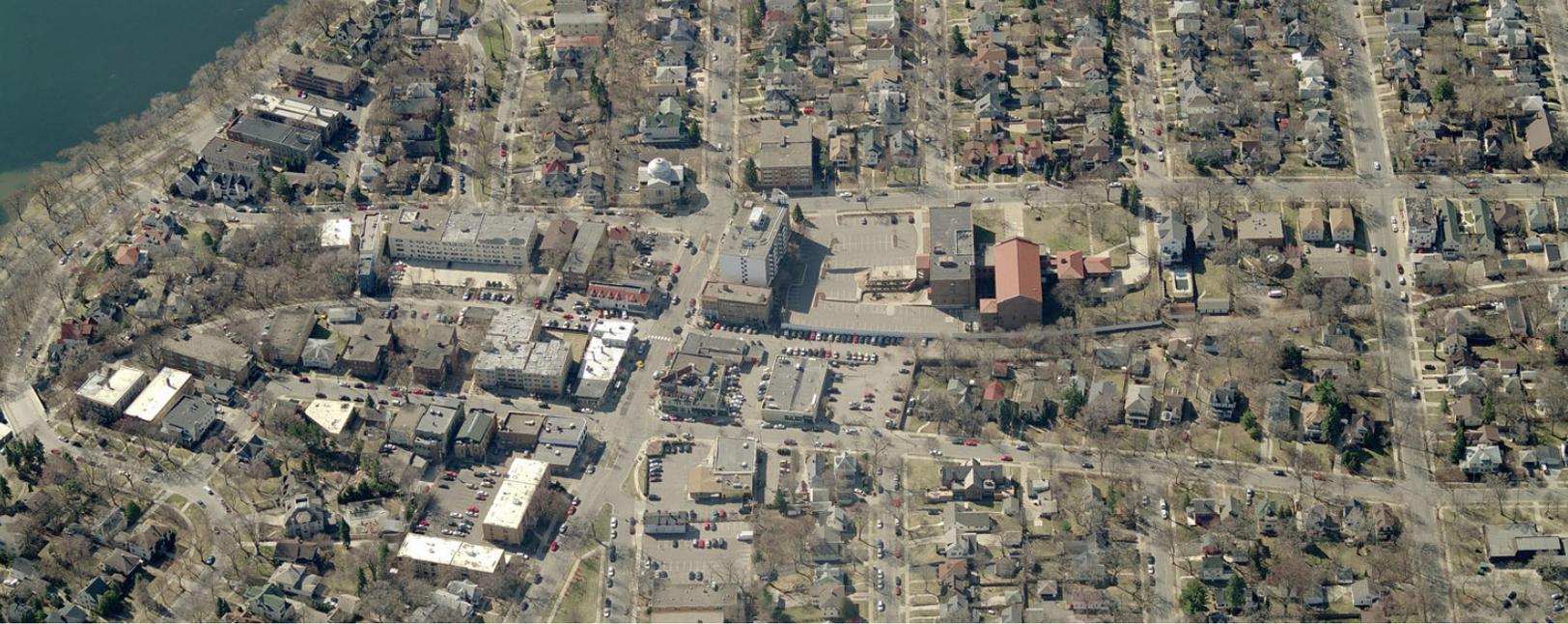
Linden Hills Business Association documentation from the 1950s reveal parking to have been an issue then and based on the recent survey and workshop results the issue remains today. The 1997 Design Framework for Linden Hills offers guidance on managing the supply of existing parking, encourage more supply through redevelopment opportunities, and managing the demand for parking through encouraging alternatives to driving. This guidance is consistent with the policies of the City's Comprehensive Plan.

While this guidance has been in place for 15 years it is not clear how well it has been implemented and thus its success cannot be fully evaluated. The small area planning process has revealed that much of the guidance from 1997 is consistent with the current feedback from the community.

The Linden Hills Overlay Zoning District, a special zoning district in Linden Hills, has a significantly larger parking requirement for restaurant uses than the rest of the City. As a result many restaurants and other businesses have had to lease additional parking spaces in available lots. This kind of parking solution, the shared use of privately owned parking lots, is a common tool used throughout Minneapolis and the nation to better manage the supply of parking. It does require a private property owner to allow the parking or lease the parking to other businesses. It also requires education and way finding to direct parkers to those available spaces. The effectiveness of the current shared parking situations needs to be further evaluated and discussed as part of this planning process.

The feedback from the community survey and workshop reveals a clear interest in new developments to be able to be self-sufficient when it comes to parking. This is bolstered by current City regulations that require parking for uses and residences. The 1997 Design Framework for Linden Hills goes further and suggests that some developments could include a larger supply of parking to add additional supply to the area. The small area planning process will evaluate the opportunities and discuss the cost and design issues that will arise from this. An important question to consider in this discussion is if development was proposed that included public parking would the community support that 'public benefit' through financial help or different design considerations for height, size, and development density to help cover that cost.

The analysis of existing conditions also revealed some traffic flow considerations around the parking adjacent to the former trolley right-of-way spanning from west of Upton Avenue to Xerxes Avenue. The current gate along the right-of-way divides the more business half of the block to the east and the more residential half of the block to the west. This current configuration creates some issues that need to be explored in the small area planning process.



OVERVIEW OF EXISTING CONDITIONS

Supply of parking

- 44th & France Node: 267 off street parking spaces; 129 on street parking spaces
- 44th & Beard Business Area: 25 off street parking spaces; 42 on street parking spaces
- 44th & Upton Node: 392 off street parking spaces; 83 on street parking spaces
- Cost to construct structured parking: \$20,000-30,000 a parking space

THE MINNEAPOLIS PLAN FOR SUSTAINABLE GROWTH

THE CITY OF MINNEAPOLIS'S COMPREHENSIVE PLAN

Applicable Policies on Parking

- 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.
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- 2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.
- 2.8.2 Design and implement incentives for shared parking and on-site car sharing programs, as well as carpooling and vanpooling.
- 2.8.3 Maximize the efficient use of off-street parking by developing district parking strategies in high density mixed-use areas such as Activity Centers and Growth Centers.
- 2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.

LINDEN HILLS NEIGHBORHOOD DESIGN FRAMEWORK - 1997

Applicable Guidance

- Off-site parking: permit off-site parking within 500 feet of most uses, if governed by a lease or development agreement for shared parking
- Surface parking replacement: The number of surface parking spaces in the neighborhood should generally not increase. Rather, some surface parking should be replaced over time with below-ground or structured parking, combined with a variety of other uses, such as new housing or offices.
- The term “shared parking” does not necessarily imply massive free-standing parking structures. Instead, parking can be combined with housing or other uses so that parking is largely hidden from the street.
- On-street parking: Continue to provide on-street parking to serve businesses, buffer pedestrians from traffic, and as a traffic-calming measure.
- Shared parking: Promote shared parking among existing uses as a way to maximize the use of existing parking and alleviate congestion. Shared parking could help to minimize internal traffic and encourage pedestrian activity (park once for several errands).
- Shared parking works best when the uses sharing the parking have different hours of operation, for example, church and retail or entertainment uses. The total amount of parking required for each use may be adjusted to reflect shared use of parking, using the formula provided in the zoning ordinance.
- Alternatives to conventional parking: Promote shared parking, transit facilities and bicycle parking in new developments, as a way to minimize the amount of land area devoted to parking.
- Employee Parking: Locate employee parking in specified locations where it will not interfere with or pre-empt customer parking. Explore options for remote employee parking and incentives for employee transit or bicycle use.