Parking it Right
ULI MN/RCM CTLUS Committee Meeting Notes
July 16, 2014

50th and France Ave:

- TIF/Bonded/Public Finance used to build ramps in late 80’s and 90’s
- Public/Private shared
- Long term commitment to project – 1968 first ramp built
- Unifying small shops into one cohesive district
- Reinvigorate district, more shops, more activity
- 1st installed Public Parking, now it encourages more dense development
- Shared waste removal and loading docks, shared services (parking, loading, waste/recycle)
- City of Edina says the area doesn’t need 2000 spaces, cooperatively only need 1400 spaces
- 175 businesses share the 1400 spaces, do not have to provide parking on their own
- Designed for pedestrian /bicycle/transit riders and drivers (bump outs, bike lanes, etc.)
- 50th Edina side is local streets mid-block crossings with signs allowed
- 50th Minneapolis side is a county road, harder to do mid-block crossings
- Sidewalks – only one boulevard, one side has no sidewalk however it is planned to add one
- District goes one block into Minneapolis – jurisdictional challenges
- One of the first special service districts created (predates current law but functions as one)
- Impacts on parking: internet shopping, office size decreasing, increase in people per square foot
- Ramps are currently all full, city is looking to build new ramp and improve existing structures
- City asked for $12 million to build new ramp and was denied
- City used less money to improve existing structures and work with employers (increase fees) to designate where they park
- Discussion on changing policy – bus owners were all not supportive

BEST PRACTICES

- Use TIF/Bonded/Public Finance to build ramps
- Aggregate district of certain size to make value capture work (specific scale required)
- Create a mechanism for property owners to work together
- Permit employees who pay a fee to park in undesirable spots, keep higher demand spots open to public
- Install way finding signs, ramp signage, color coding to distinguish ramps and help people navigate the district
Hopkins:

- Parking incentivizes development
- Decided not to take down buildings to provide parking, keep old downtown intact
- Some private lots (church, housing), 49%, much more than they thought there was
- Publically owned parking system
- First ramp built in the 80's
- City provides permits for employees who need to park more than 2-3 hours (modest fees)
- No meters/free for limited time on street
- Mixed use zoning with a maximum parking requirement (residents wanted more parking) – City allowed higher than maximum by allowing leasing of a nearby public lot (Gap parking)
- Gap parking was the interim parking strategy until LRT is fully operational

BEST PRACTICES

- Use a publically owned parking system
- Allow multiple uses on parking facilities/ lots
- Encourage parking behind buildings and shared public service lots
- Encourage shared parking
- Reduce parking requirements, look to future development (LRT development, etc.)
- Be intentional about parking lot/structure design
- Line parking lots/ramps with active uses
Penn and American:

- Transforming from auto oriented development to urban, dense development
- District planning/vision (has a 40 year plan)
- Catalyst project for more development in the area
- Arterial bus transit way – stimulates demand
- Place was designed in the 60’s – segregated hubs, single use, suburban, single story, no allies for loading
- Need to attract transit supportive development, transit oriented (housing, mixed use, dense)
- Phasing process – 5 different phases, market demand shifted multiple times
- Redevelopment phasing in partnership with developer – created a concept of project
- Timing for the scale of the uses makes it difficult to create a special service district
- Market rate rental is essential
- Was able to build a parking ramp to lower the market demand for parking - city owned
- Three street closures (doesn’t have to be building – landscaping, art, shade, structures)
- APTA parking guidelines

BEST PRACTICES

- Provide way finding and signage
- Design first floor to be used for open air events and use top deck
- Build for reduced parking demand, reduce the scale of parking
- Design parking ramps so that they can be something else (do not slope floors)
- Line ramps with pedestrian friendly amenities (sidewalks, enclosures, etc.)
- Allow shared parking, on-street parking, transit connections