

# Mitigating the Loss of Parking in the Central Corridor

A Staff Report by the Parking Solutions Team of the Central Corridor Project Office  
and the City of St. Paul Department of Planning & Economic Development



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# 1 Executive Summary

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**a. Purpose of this report:** This report is intended to identify the impacts resulting from the loss of parking on University Avenue due to light rail development, and to suggest solutions to mitigate it in the corridor as a whole and in the specific areas most affected by it. This report is intended as a guide to potential future action. Specific recommendations have not been approved for funding.

**b. Background:** Due to mandatory features of CCLRT design and community-expressed preferences roughly 85% of the parking on University Avenue will be eliminated by CCLRT development. Parking on the north-south side streets and in underutilized off-street parking lots could compensate for much of this lost parking.

**c. Methodology:** After the magnitude of the parking loss became apparent in the spring of 2008, the Central Corridor Project Office conducted extensive outreach to, and intake from, business and property owners in the form of surveys, face-to-face interviews, and an extensive series of public meetings.

**d. Defining the “parking problem:”** Though the loss of parking on University Avenue is an obvious focus, the “parking problem” is a complex set of interrelated components:

- **Corridor-wide considerations.** Parking is not thought of as a system; it is unevenly distributed; the zoning code and cultural differences make it difficult to share parking; all stakeholders need to be involved; parking enforcement is sporadic; customers expect “free” parking; customers are reluctant to use off-street parking; adjacent neighborhoods need to be protected; and new funding needs to be found.
- **Site-specific considerations.** The physical configuration of properties in different ownerships reduces the amount and efficiency of the parking. The types of businesses with different kinds of customers affects the amount, time, and location of parking and loading facilities needed to serve them.

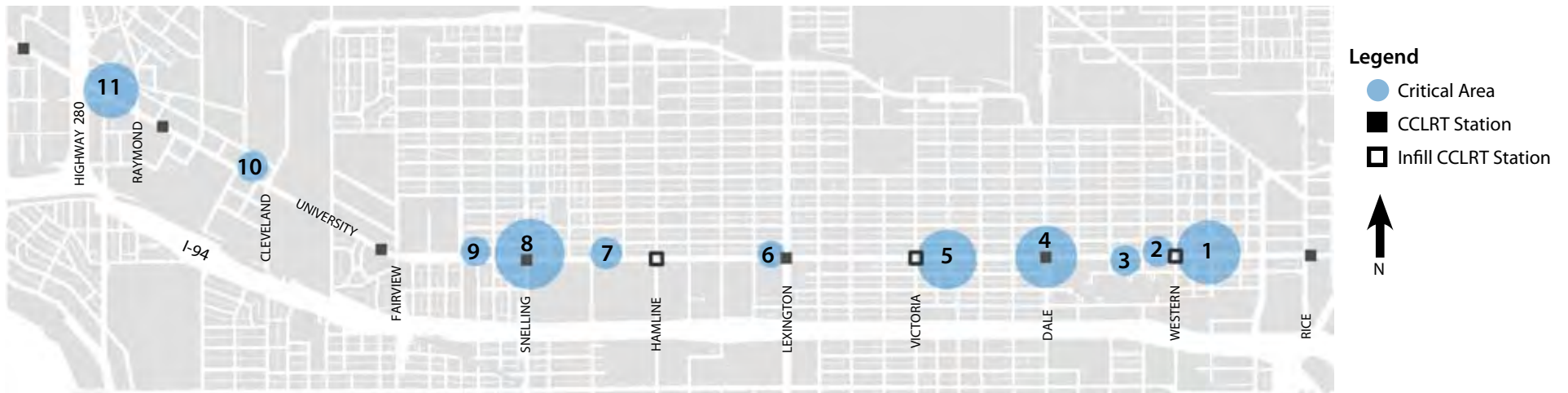


**e. Corridor-Wide solutions**

- Install parking meters for the remaining parking on University and some side streets.
- Establish permit parking zones nearby for residents and employees.
- Use computerized license plate recognition technology to enforce parking more effectively.
- Develop comprehensive and consistent signage to clarify parking resources.
- Establish a competitive grant program to improve shared parking lots.
- Create Parking Improvement Districts to manage shared public parking lots.
- Reduce parking requirements for new development in the Central Corridor.
- Encourage greater use of mass transit.
- Encourage denser transit oriented development.
- Secure new grants and other revenue to fund parking solutions.

**f. Site-specific areas:** Looking at each block through the lens of the considerations identified above, the following 11 site specific areas were identified as being especially affected by the loss of parking on University Avenue, and potential solutions were identified. These will be explored more fully in a series of workshops with the business and property owners of the specific sites that will start this spring.

1. Galtier to Western, North Side
2. Western to Arundel, North Side
3. Arundel to Mackubin, South Side
4. Kent to St. Albans, North Side
5. Grotto to Victoria, South Side
6. Lexington to Dunlap, North Side
7. Albert to Pascal, North Side
8. Simpson to Fry, North Side
9. Fry to Aldine, North Side
10. Transfer to Vandalia, North Side
11. Raymond to Highway 280 and Franklin, North and South Sides





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## 2 Purpose & Background

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The purpose of this report is to provide a detailed review of the loss of parking on University Avenue from Rice Street to Emerald Street in the City of St. Paul as a result of the Central Corridor Light Rail Transit (CCLRT) alignment and street reconfiguration.

The construction of Central Corridor LRT will change the character of University Avenue in fundamental ways and change the way in which people will travel to, from, and through the corridor. It will also result in the loss of 85% of the on-street parking which will impact how customers and clients access the businesses on the corridor.

This report will discuss the complexity of the parking issue and explore both corridor-wide and site-specific strategies to maintain access to businesses on the corridor.

In April 2006, an Alternatives Analysis / Draft Environmental Impact Statement (AA/DEIS) was published for public and agency review documenting potential impacts of the Central Corridor LRT project. During the formal public comment period on the AA/DEIS as well as in subsequent public meetings and outreach efforts, the community expressed a strong desire to maintain the ability for pedestrians to safely cross University Avenue, to conveniently access station platforms, and to provide three additional stations at Hamline Avenue, Victoria Street and Western Avenue.

Consequently, in February 2008 the Metropolitan Council incorporated features into the Central Corridor LRT project that addressed these concerns, including non-signalized pedestrian crossings between the signalized intersections, and the infrastructure for future stations at Hamline, Western and Victoria. Accommodating these community-expressed preferences for access were contributing factors in the reduced on-street parking on University Avenue. Aside from these community-expressed preferences, mandatory features of

the CCLRT design are also required for the operation of light rail transit and for the accommodation of traffic flow. Those include the retention of two driving lanes in each direction, additional traffic signals, longer left-turn lanes, station locations and 3-car platform lengths of 270 feet.

The mandatory features of the LRT design, in addition to the features desired by the community, will result in the loss of 975, or roughly 85%, of parking on University when CCLRT is developed. In the summer of 2008, the City of St. Paul and Ramsey County unanimously approved the preliminary design plans, including the reduction of on-street parking on University Avenue, to accommodate mandatory and community-expressed preferences for access.

Although 85% of on-street parking will be eliminated, off-street parking resources are available. Many of these locations are currently underutilized. In addition, the side streets a block north and south of University Avenue have about 560 spaces that could be managed for commercial parking.



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# 3 Methodology

## Outreach & the Parking Solutions Team

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This report was compiled in response to concerns about the loss of parking expressed by businesses on the corridor in surveys, meetings with outreach coordinators, and in public meetings.

The Central Corridor Project Office staff includes eight community outreach coordinators (COCs) who were responsible for contacting the businesses to better understand parking impacts. Beginning in March 2008, the COCs collected information and data from businesses on University Avenue in St. Paul by conducting door-to-door interviews, holding public meetings, and administering a business survey (see Attachment A).

Additional sources of information were also used in this report, including:

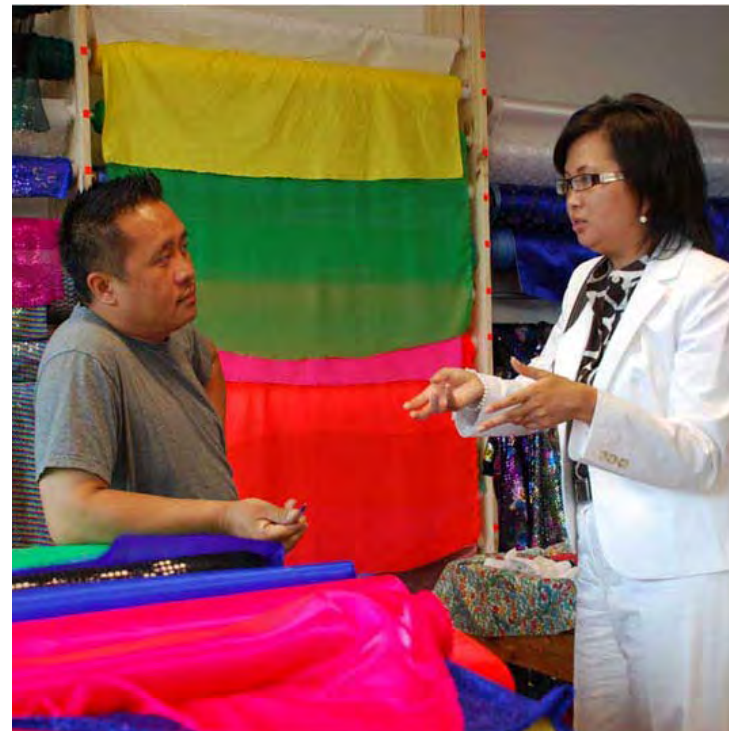
- Meetings with individual business owners;
- Meetings with chambers of commerce, district councils, and community development corporations (CDCs);
- Meetings of the Business Advisory Council (BAC) and Community Advisory Committee (CAC);
- Preliminary engineering maps and aerial photos
- Other general public meetings; and
- City and outreach staff knowledge.

As a result of the parking concern indicated by the information collected, the Parking Solutions Team (PST) was formed to address parking impacts to the corridor. The PST includes staff from the City of St. Paul Department of Planning and Economic Development and the Project Office.

In order to analyze the parking problem on University Ave in St. Paul, the PST produced a list of issues resulting from the loss of parking due to the CCLRT.

These issues were then categorized into, **corridor-wide considerations**—issues that pertain to the corridor as a whole, and **site-specific considerations**—issues that pertain to specific locations on the corridor. Eleven **critical areas** were then identified based on these considerations.

The PST will address the parking problem by developing **potential corridor-wide solutions** and **site-specific solutions** for each of the critical areas. Finally, next steps of implementation will be recommended.



# 4 Defining the Parking Problem

## Corridor-Wide Considerations

Though the loss of 85% of the parking on University Avenue when light rail is developed is a primary concern, the “parking problem” in the Central Corridor is a complex set of interrelated problems. To solve the parking problem in a comprehensive way, the PST first needs to define its various components, to develop strategies to address the individual components, and to integrate the strategies in ways that allow the parking system to function more efficiently.



The various components of the parking problem include the following corridor-wide and site-specific considerations.

**a. Parking as a system:** Parking is underutilized in and around the entire corridor: on the side streets; in the surrounding residential neighborhoods; and in off-street parking lots and ramps. The parking problem is as much one of management as it is of supply. Comprehensive parking solutions will have to include strategies for improving the management of the entire system of on- and off-street parking.

**b. Distribution of parking:** The history of the corridor as a streetcar strip has contributed to a current configuration with uneven distribution of parking. Many commercial buildings do not have the parking needed to support their activities, while some buildings have more than needed. Few business and property owners have negotiated shared parking arrangements. Comprehensive parking solutions will have to incorporate ways to enable property owners to share the use—and the cost—of off-street commercial parking facilities.

**c. Zoning code:** The St. Paul Zoning Code requires each building to provide for its own off-street parking within a certain distance of the building, which creates a challenge for sharing the use and cost of parking. Comprehensive parking solutions will have to be anchored in an update of the parking requirements in the City’s Zoning Code.

**d. Differences in culture and language:** Even in areas that have the potential for shared parking among business owners, the differences in culture and language can create a barrier to communication among business owners and property owners.



**e. Stakeholder participation:** Despite their busy schedules, language barriers, and a reluctance by some to fill out a survey, the needs and concerns of business owners (and their employees), and property owners (and their residential tenants) have been well documented by Central Corridor Project Office staff and other community groups and organizations. Because comprehensive solutions to the parking problem will affect a wider area around the Central Corridor, the Parking Solutions Team has made a conscious effort to keep the needs and concerns of residents and property owners in the adjoining neighborhoods in mind, and to this end has kept in close contact with the affected district councils.

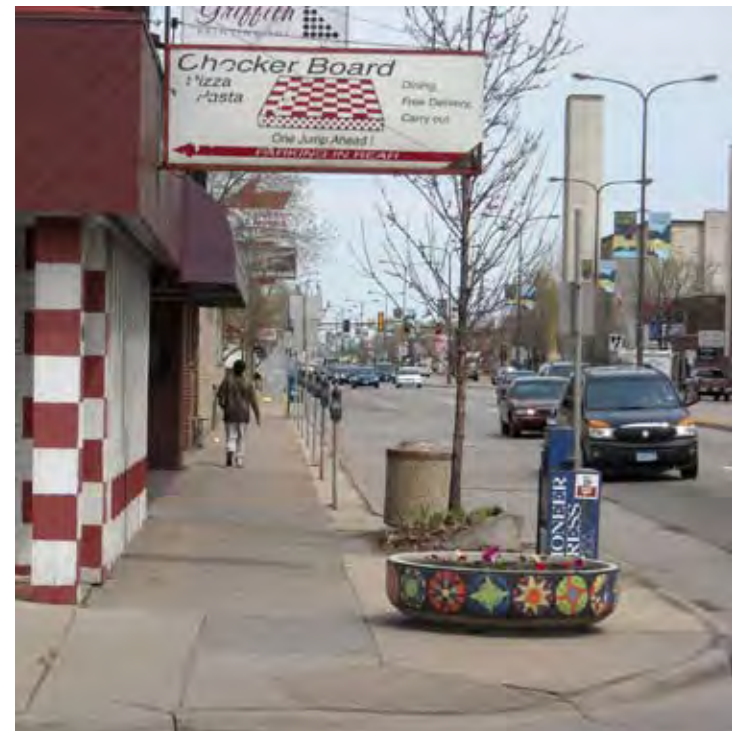
**f. Parking enforcement:** Resources for parking enforcement are so limited that the City responds in reaction to complaints. Comprehensive parking solutions must find new ways for the City of St. Paul to maintain regular enforcement of new and existing on-street parking restrictions (meters, time limits, and permit zones).

**g. “Free” parking:** Although there is a nominal charge for parking near Raymond, Snelling, and Rice Street, most customers and employees in the corridor expect free parking. However, there is no such thing as “free” parking as that parking is always maintained and paid for by someone. There is an opportunity cost in lost sales for every valuable customer space parked in all day by a business owner, employee, or commuter.

**h. Use of off-street parking:** Often, off-street parking is available, but customers and clients are reluctant to utilize lots and ramps because of the quality of parking or perceived inconvenience. Areas that are unsigned, inaccessible, unsafe, poorly lit, and unattractive deter people from using them. Comprehensive solutions will have to incorporate new ways to improve the accessibility and safety of off-street parking facilities.

**i. Park-and-riders:** Already informal park-and-ride activity at major streets has begun to reduce the amount of on-street parking. Once CCLRT becomes operational, the potential influx of park-and-riders will pose a problem in the adjacent neighborhoods. Comprehensive parking solutions will anticipate this impact.

**j. Funding for comprehensive strategies:** Some of the above problems can be addressed with existing public and private resources. New funding will need to be found from appropriate sources to fund one-time capital improvements as well as ongoing operating costs.



# 4 Defining the Parking Problem

## Site-Specific Considerations

The data gathered by the community outreach process was used to identify **critical areas**—site-specific locations on University Avenue where the loss of parking would have a significant impact. The properties and businesses on University Avenue are so varied that the criteria used to identify these critical areas can be grouped into two general categories: criteria related to 1) the physical configuration of buildings and parcels; and 2) commercial parking needs.

### Physical configuration of the buildings and parcels

The size of the lot and the physical configuration of the building affects the supply and use of off-street parking.

- a. **Inefficient design:** Often, the parking layout (striping, fencing, multiple driveways, and configuration) can be improved to maximize parking supply
- b. **Refuse and recycling:** In many blocks, clusters of businesses produce multiple dumpsters, garbage cans, and recycling containers that consume space that could otherwise be used as surface parking.
- c. **Terrain or grade:** Several areas on University Avenue have significant grade changes that present problems for vehicular access, pedestrian circulation, and stormwater management.
- d. **Distance to available on-street parking:** Any remaining on-street parking or parking that is available on the cross-streets of University Avenue can be utilized.
- e. **No alley or vacated alley:** Some alleys throughout the corridor are vacated, while other blocks were platted without alleys. An alley or vacated alley can be used as an access point to businesses or their parking.

- f. **Utility pole locations:** Locations of utility poles on University Avenue can have an impact on usable space or access that would otherwise be available to improve parking placement or circulation.
- g. **Distribution of parking:** Distribution of parking, throughout the block or on each side of University, has an effect on the perceived and actual supply for any particular use. Proximity and availability of pedestrian pathways also are a factor in the distribution of parking.
- h. **Existing parking lots for big-box businesses:** Businesses within close proximity to a business with a surplus of parking may consider sharing or leasing spaces.
- i. **Redevelopment:** Future redevelopment potential, including infill development, can create new opportunities for structured parking or can change the nature of the parking demand in the area.

### Commercial parking needs

- j. **Number of employees:** The total number of employees is helpful in indicating the level of demand for long-term parking spaces needed near the business. Employees can often park further from the business if remote long-term parking can be identified.
- k. **Mode of transportation:** Employees, clients, and customers arrive by various modes of transportation: car, transit, bike, or walking. Businesses with customers arriving by modes other than car may not need as many parking spaces, while regional destinations that attract customers from around the metro area will demand more spaces.

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- l. Type of business/client/customer:** Businesses have various types of customers or clients who differ in parking needs. A retail business will need short-term, high turnover parking, while a non-profit business that may providing social services will need long-term parking. This consideration was included where the types of businesses in an area created a unique demand for parking, or where the type of business exacerbated the parking supply and demand system.
  - m. Customer pick-up/short term parking:** Certain types of businesses, such as a furniture store or a small market, rely on on-street parking spaces to provide convenient customer pick-up and short-term parking.
  - n. Deliveries and loading:** Businesses currently use the parking lane of University Avenue for the delivery and loading of products and supplies may be inconvenienced with the elimination of such parking. Businesses that are accustomed to receiving deliveries during the daytime or evening peak will need a solution for delivery trucks to pull up and unload.
  - o. School buses:** Several schools are located on and around University Avenue that have specific loading and unloading requirements for school buses. The reconfiguration of University Avenue will potentially impact accessibility to the schools and services that currently use the parking lane to queue, load, and unload school buses.
  - p. Differing hours of peak parking demand:** Some adjacent businesses have complimentary or conflicting peak hours for customers or clients, which makes it easier or harder to share parking lots.



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# 5 Corridor Wide Solutions

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The following are strategies for improving the management and supply of on- and off-street parking in the Central Corridor. Some of these strategies can be implemented by the City of St. Paul relatively quickly with existing funding, and some will take more time and new resources. These integrated strategies will be most effective when used in tandem, and are expected to improve the entire parking system in the Central Corridor.

**Install parking meters:** To replace as much of the customer parking lost on University Avenue, parking meters should be installed on all of the spaces that will remain on University Avenue. Meters should also be installed on the major cross-streets, while time-limited parking should be utilized for all remaining cross-streets at least a block north and south of University Avenue. Consolidated meters allow for more efficient use of the street frontage than traditional meters, and “smart meters” can provide convenience by accepting credit cards and other methods of payment.

**Implementation:** *The St. Paul Department of Public Works should implement parking meters as part of the reconstruction of University Avenue, and should explore a mix of time-limited parking and meters on cross streets.*

**Establish permit parking zones:** To ensure that all parking needs in and around the Corridor are addressed, permit parking zones should be established on neighborhood streets away from University Avenue to allow residents in the area to park for any length of time. With the addition of CCLRT, the City should also consider allowing employees to take part in the permit system, providing two benefits: employees can park in more remote locations, freeing limited nearby spaces for customers; and businesses have the highest demand for employee parking during the day, which complements the peak for residential parking in the evening.

**Implementation:** *The City Council should establish a corridor-wide permit parking district and consider allowing employees of businesses in the corridor to park in the permit district.*

**Use parking enforcement technology:** The City should use computerized License Plate Recognition (LPR) technology to enforce its parking regulations including 2-hour time limits at parking meters, and time limits and permit restrictions in the permit parking zones. With aggressive and sustained enforcement, on-street parking at the meters on or near University Avenue would be freed up for customers, while business owners and their employees would park in more remote locations.

**Implementation:** *The St. Paul Police Department should explore expanding their license plate recognition technology program to parking enforcement. Business and property owners should continue to report illegal or expired parking to aid enforcement efforts.*





**Parking signage:** Parking signage should clearly identify the on-street parking regulations, access to off-street parking and should distinguish the parking that was shared from the parking that was reserved for specific businesses.

**Implementation:** *The City of St. Paul should implement consistent, universal parking signage with the reconstruction of University Avenue.*

**Establish a competitive grant program to improve shared private parking resources:** To encourage the sharing of parking resources, the City could establish a competitive grant program to provide small (\$5,000 to \$15,000) grants to property and business owners to improve parking resources. Relatively low-cost improvements would be encouraged, including removing fences, filling potholes, re-stripping parking lots, improving pedestrian walkways, and developing shared refuse and recycling facilities to increase parking and reduce waste management costs.



**Implementation:** *St. Paul PED has submitted a Capital Improvement Budget application for \$350,000 that would allow the City to repave up to ten blocks of alleys, matched with \$550,000 in other funding to create a grant program for business owners, and fund work crews.*

**Create shared public parking lots to benefit surrounding businesses:** The City should lease private parking lots, use capital grants to improve them into shared public parking, assess the benefiting commercial property owners for operating costs. The City would contract with a local business association to manage the facility. The best example is the shared public parking lot near the northeast corner of Grand and Snelling.

**Implementation:** *The City Council should create a new program to fund the capital costs of developing shared public parking facilities and assess the benefiting property owners for all of the costs, including the rent.*

**Reduce parking requirements in the City's Central Corridor Overlay District:** While the City's Central Corridor Overlay District reduces the parking requirements in the Zoning Code by 40%, many cities (including Minneapolis) have reduced them even further. Another common tool used is to impose parking maximums or limits on the amount of parking that can be provided to encourage denser transit-oriented development. Provisions should be considered to reduce total parking spaces required in areas with shared parking.

**Implementation:** *St. Paul PED staff is currently compiling changes and updates that can be made to parking policy to reduce and simplify parking requirements.*

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**Encourage greater use of mass transit:** Some businesses would benefit by enrolling in Metro Transit’s Metro Pass, a program in which employees receive reduced price, unlimited transit passes and the employer receives a tax incentive for promoting transit. Employers subsidize the cost of the monthly pass which is matched by pre-tax employee contributions.

**Implementation:** *The City and the community outreach coordinators will recommend that interested business owners contact St. Paul Smart Trips, a transportation management organization, for more information about transit pass programs and other commuting options.*

**Encourage denser transit-oriented redevelopment:** Longer term, the best way to provide additional parking is to encourage mixed-use transit-oriented development that has sufficient density to finance development of parking underground or in parking ramps.

**Implementation:** *The City of St. Paul’s Central Corridor Development Strategy provides a community vision for the built form and public realm throughout the corridor. As a part of this plan, a zoning overlay district has been enacted to facilitate denser, pedestrian-oriented development. A more comprehensive zoning study will be conducted by St. Paul PED in order to ensure that long-term permanent zoning meets the goals of the Development Strategy and commercial market needs. The Central Corridor Design Center, a program of the St. Paul on the Mississippi Design Center, should prepare a “Central Corridor Developer’s Handbook” to educate property owners and developers about the redevelopment process and potential of the Central Corridor.*

**Pursue grants and operating revenue:** Many of these strategies will require new funding. Sources might include grants from appropriate City and State programs, operating assessments (from the commercial property owners who

benefit from the shared public parking facilities), and net revenue from parking meters (after the capital and operating costs).

**Implementation:** *St. Paul PED staff should identify and pursue appropriate sources of capital funding, and the City Council of the City of St. Paul should consider the possibility of dedicating net revenue from the parking meters in the Central Corridor to funding parking solutions in the area that generates the revenue.*



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# 6 Critical Areas

## Site-Specific Solutions

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The PST looked at potential solutions for the parking issues in the 11 identified critical areas. The specific solutions are:

**a. Better use of cross-street parking and loading:** Approximately 560 parking spaces are available on cross streets within one block north and south of University Avenue. By better utilizing valuable space on these adjoining streets for short-term parking, loading, and deliveries, the demand for some on-street parking can be relieved.

**b. Centralize refuse and recycling:** Clusters of businesses could access common refuse and recycling facilities, resulting in fewer dumpsters and freeing space behind buildings and lower costs. This solution could also decrease the number of trucks that need to come through the alley and cross streets to collect refuse. Reclaimed space could be redesigned to provide additional parking opportunities.



**c. Close curb cuts on University Avenue or cross streets:** Driveways, also called curb cuts, create a discontinuous frontage along the streetscape, resulting in the loss of parking. In some cases, businesses often have multiple access points some of which could be voluntarily closed to gain additional on-street spaces.

**d. Reconfigure bus stops:** Relocating bus stops to the opposite side of the intersection may be a solution where the change does not substantially impact bus transfers or pedestrian comfort and safety.

**e. Create a Parking Improvement District:** A neighborhood Parking Improvement District could use a portion of the funds collected from parking meters and a special assessment on the benefiting property owners for streetscape improvements, snow removal, and operating a shared parking facility.

**f. Detailed station area planning:** The City of St. Paul has already adopted station area plans for the Rice, Dale, Lexington, Snelling, Fairview, Raymond, and Westgate CCLRT stations. The Hamline, Victoria, and Western station area planning will commence in late spring 2009. These plans will include a more extensive community process to address issues such as mobility, including parking and circulation, land use, built form, and public realm.

**g. Encourage greater use of mass transit:** Where business surveys have indicated that there is interest in or use of transit by their employees, this program can help to reduce the employer's overall parking demand and create an attractive benefit for prospective employees. Smaller businesses or community gathering places could also promote transit by buying transit fare cards, and selling them (at full or reduced cost) to employees or visitors.

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**h. Construction of infill stations:** At the future infill station areas, the loss of parking up front will create pressure on other supply in the area. The addition of an CCLRT station at these intersections will help mitigate some parking issues, while encouraging transit-oriented redevelopment.

**i. Hold parking solutions workshops at each of the problem areas identified in the parking study:** The City of St. Paul and the Central Corridor Project Office would coordinate solutions workshops for the critical areas where needed. St. Paul PED and the Central Corridor Project Office will take the lead in assembling business and property owners, and other stakeholders. The workshops will be organized by area, and will begin in late spring 2009.

**j. Improve pedestrian access and amenities:** Pedestrian pathways, lighting, landscaping, and signage can help to soften and advertise existing parking lots to visitors. For more remote parking or lots to the rear of buildings, providing a clear and well-lit walkway to the building entrance can increase the appeal, safety, and utilization of this parking.

**k. Infill development:** Infill development or redevelopment can provide new opportunities to provide additional parking supply, structure parking, or redesign the configuration of existing buildings and parcels. Development is an assumed solution where vacant land or excess surface parking exists today, or where redevelopments plans are known through City processes, business surveys, interviews, and public meetings.

**l. Intersection modification:** Modifying an intersection can improve pedestrian and motorist safety, while providing the opportunity to consider an improved configuration for on-street parking, pedestrian crossings, traffic signals, and bus stops.

**m. Maintain on-street parking:** An effort has been made to maintain on-street parking with CCLRT wherever it is possible and safe for motorists and pedestrians.

**n. Maximize existing investment in parking:** Utilizing and improving existing lots is a lower-cost solution for property and business owners who may already have or share parking. This solution could range from added signage and lighting, to landscaping and resurfacing existing lots, to re-striping the parking lots.

**o. Meter spaces on University Avenue:** To encourage turnover throughout the day, all remaining spaces on University Avenue should be metered. Net parking meter revenues should be returned to the area that generates it for streetscape, improvements, snow removal, or parking improvements.

**p. New streets, alleys, or service areas:** The division of superblocs (parcels larger than a regular block) with a new street grid can open access to businesses, create new frontages for on-street parking, and provide strong pedestrian pathways to transit. In blocks where alleys have been vacated, creating a service area or reinstating the alley can provide additional access to parking and deliveries.

**q. Promote a transit pass program:** Some businesses would benefit by promoting Metro Transit's *Metro Pass*, a program in which employees receive discounted unlimited transit passes and the employer receives a tax incentive for promoting transit. Where business surveys have indicated that employees are interested in or use transit, this program can help to reduce the employer's overall parking demand and create a competitive benefit for perspective employees. Smaller businesses or community gathering places could also promote transit by buying transit fare cards, and selling them (at full or reduced cost) to employees or visitors.



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# 6 Critical Areas

## List of Critical Areas

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**r. Reconfigure of parking lot layout:** Often the use and layout of parking lots evolve without consideration of the most efficient design to maximize parking. From re-stripping spaces to complete redesign of access and layout, reconfiguring a parking lot can help maximize supply within existing constraints.

**s. Residential and/or employee permit parking:** Changes to the permit parking system discussed as a part of the corridor-wide solutions could be piloted in the areas that are most critically impacted by on-street parking loss.

**t. Schedule non-peak deliveries and loading:** Deliveries or loading that currently takes place in the parking lane can be better coordinated to happen during off-peak hours. In addition to rear and side street loading, some deliveries may need to occur in the right lane of traffic as some businesses have only street access.

**u. Share the use and cost of parking:** Businesses near an underutilized parking lot can often benefit from shared parking, especially where uses have complimentary peak parking demand, or where visitors may park once and make multiple stops. This agreement could be informal between property owners, or formalized in a lease.

**v. Stormwater management and greening:** One barrier to development in the urban core is complying with stormwater management requirements on a building-by-building basis. Integrating stormwater management, greening, and pedestrian improvements within the process of redesigning parking and circulation can help protect and enhance natural resources, and maximize development opportunities as well as parking.

**w. Vacate streets or alleys:** A few alleys and streets, especially partially vacated alleys, provide poor or little access to the block. In the rare areas where they have outlived their original purpose, streets or alleys should be vacated to provide additional space for parking or reconfiguration of access.

### List of Critical Areas

Working block by block, the Parking Solutions Team compiled information from the community outreach process, studied the physical layout of the blocks, and discussed parking supply and demand specific to certain areas. The following areas have been identified as being significantly impacted by CCLRT due to the loss of parking. Each description includes location-specific considerations and potential solutions to relieve parking impacts.

- Galtier to Western, North Side
- Western to Arundel, North Side
- Arundel to Mackubin, South Side
- Kent to St. Albans, North Side
- Grotto to Victoria, South Side
- Lexington to Dunlap, North Side
- Albert to Pascal, North Side
- Simpson to Fry, North Side
- Fry to Aldine, North Side
- Transfer to Vandalia, North Side
- Raymond to Highway 280 and Franklin, North and South Sides

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# 6 Critical Areas

## Summary: *Galtier to Western, North Side*

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Many types of businesses exist in this area: grocery stores, fast-food and sit-down restaurants, hair salons, a home health care service, an animal emergency clinic, and several social service organizations. Most of these businesses bring high-turnover vehicle traffic.

Many buildings have little to no off-street parking and all twelve on-street parking spaces on the north side of University Avenue from Farrington Street to Western Avenue will be eliminated. There is some underutilized parking on the northwest corner of Farrington Street and University Avenue that should be further explored for potential use.

The specialty grocery stores in this area cater to the local and regional Asian community. These stores sell bulk items, creating a need for customers to be able to park close to the store to load groceries. There is limited cross street parking: the west side of Farrington Street is posted for no parking anytime, and loading and deliveries are also made in part on the cross streets. These critically impacted blocks also have no alleys, making circulation more complicated.

The loss of on-street parking is significant due to a large quantity of small businesses on small parcels without off-street parking. The future station design also precludes on-street parking on blocks to the east and west of the Western intersection.

In order to maximize supply, businesses will need to better utilize and schedule cross-streets, both for short-term customers and clients, and for loading and deliveries. This will require good communication and coordination between business and property owners with the programming of the streets to best serve all the businesses.

Businesses may find that their peak times are complimentary: for example, a restaurant has a greater noontime and early evening need for parking, but

has less need in the morning or mid-afternoon. A grocery store may be able to use these times to receive deliveries. Time-limited parking signage and enforcement is also needed to aid turnover on these cross streets.

To maximize existing parking resources, any existing lots should be studied for comprehensive reconfiguration and re-striping. This process can make circulation more legible to visitors, improve the appearance and attractiveness of lots, and can create “new” space from previously underutilized and disjointed areas. Mobility and circulation issues should also be studied in detail through the City’s upcoming Western Station Area Plan process.

Additionally, some on-street parking will remain between Galtier and Farrington Streets. Using market-priced parking meters on these remaining spaces will prevent commuter and long-term parking and keep short-term parking available to visitors and customers. In areas where on-street parking can be retained, property owners should also consider closing redundant curb cuts and/or use shared driveways to obtain additional spaces.



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In order to explore and implement these strategies, the City and Central Corridor Project Office, with the help of our project and community partners, will convene the business and property owners in this area for a parking solutions workshop. This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Design assistance for better utilization of existing off-street parking supply and for shared refuse and recycling facilities
- Coordination of deliveries and loading
- Engaging in a discussion of mobility and circulation issues that will contribute to the City's upcoming Western Station Area Plan process.
- Applying the corridor-wide strategies to this area



*Western to Farrington Looking North*



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# 6 Critical Areas

## Summary: *Western to Arundel, North Side*

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Important considerations in this area include the number and varied types of businesses, the configuration of buildings and parcels, and the mode of transportation used by employees and visitors coming to the block. Businesses include a chiropractic care clinic, hair salons, a tax and payroll business, home health businesses, a newspaper office, financial/mortgage companies, a jewelry store, and a sit-down restaurant. Many of these businesses noted that their customers and clients come by automobile, and that there is a need for short-term parking. The chiropractic care clinic has access and drop-off issues for its customers.

The area is losing all of its on-street parking (18 spaces) on University Avenue. The existing off-street parking is also very limited, situated mostly behind the buildings and sharing space with large garbage dumpsters. Some grade issues persist here, and utility pole locations complicate parking and circulation solutions.

Existing lots can be improved by redesigning the parking to better utilize supply, centralizing refuse and recycling for multiple businesses, correcting grade issues, closing curb cuts, and exploring alternative locations for utility poles. Cross-streets also must serve multiple purposes, providing access and drop-off locations, short-term parking, and areas for deliveries and loading.

Redevelopment and infill development may be able to supply some future parking for this block, which will be explored in detail through the City's Western Station Area planning. Addressing existing parking need and minimizing curb cuts should play a prominent role in the mobility considerations during land use planning and any subsequent site-specific redevelopment.

A rare parcel of privately-owned green space with mature trees exists mid-block. There is an opportunity to green the alley and create attractive pedestrian circulation, or to improve the parcel to serve as a demonstration stormwater management site, such as a rain garden or a pervious plaza.

Due to the close proximity of residential parking demand, and the location of a future infill station, residential and employee permit parking should be explored for implementation in this area.

In order to explore and implement these strategies, the City and Central Corridor Project Office, with the help of our project and community partners, will convene the business and property owners in this area for a parking solutions workshop.





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This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Design assistance for better utilization of existing off-street parking supply and for shared refuse and recycling facilities
- Conceptual designs for stormwater management improvements to preserve and enhance the block's greenspace
- Engaging in a discussion of mobility and circulation issues that will contribute to the City's upcoming Western Station Area Plan process.
- Applying the corridor-wide strategies to this area



*Arundel to Western Looking North*



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# 6 Critical Areas

## Summary: Arundel to Mackubin, South Side

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Between Arundel and Mackubin Streets, the types of businesses and uses, differences in terrain, a mix of transportation needs, and the configuration of buildings compound parking issues.

The businesses in this area include a restaurant, chiropractic clinic, auto service shop, pawn shop, a regional religious center and school, and a laundry business. Many of these businesses have indicated that most of their clients come by car. Only 6 of 16 on-street parking spaces are being eliminated, however, because this block has an existing deficiency in parking, any loss will lead to further stress the need for parking. Additionally, because surrounding blocks are losing all parking, the demand for these remaining 10 spaces is likely to increase.

The terrain south of the alley of this block is much higher than that of the parcels fronting University Avenue. The property on the west side of the block has partially vacated the alley and now has the area for their sole use. Another business mid-block would like to vacate the remainder of the alley so that

parking can be added to his property. The business owner is concerned with the crime in the alley because it does not run all the way through the block.

Improvements to the existing infrastructure can help to maximize parking usage and safety, including: enhanced pedestrian circulation and amenities, additional lighting, better utilization and promotion of cross-street parking, and redesign of existing parking lots to reuse space from fully vacated alley.

For the remaining 10 on-street parking spaces, parking meters and high turnover will be vital. The City will work with business and property owners to determine appropriate time limits imposed on both the parking meters and on the cross streets.

Properties with high volumes of automobile traffic should also consider making reduced-cost transit passes to their employees and visitors to encourage alternatives to driving and parking.





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In order to explore and implement these strategies, the City and Central Corridor Project Office, with the help of our project and community partners, will convene the business and property owners in this area for a parking solutions workshop. This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Design assistance for better utilization of existing off-street parking supply and for shared refuse and recycling facilities
- Complete vacation of the alley through the block and reuse of the alley space to improve parking and access to businesses
- Collaborating with *St. Paul Smart Trips* to assist any properties that are interested in a learning more about transit passes, biking, walking, or carpooling
- Applying the corridor-wide strategies to this area



*Arundel to Mackubin Looking South*



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# 6 Critical Areas

## *Summary: Kent to St. Albans, North Side*

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Around the Dale CCLRT Station, considerations for parking impact include future redevelopment, varied types and sizes of businesses and the amount of employees, various mode of transportation used to reach destinations, the configuration of buildings and parcels, and existing underutilized parking. The future design precludes on-street parking on blocks to the east and west of the Dale Street intersection due to the location of the CCLRT platforms and pedestrian crossings. The businesses on the northwest corner of University and Dale have poor configuration of the parking behind their buildings.

The northeast corner of Dale and University is planned for redevelopment by Model Cities, Aurora/St. Anthony, Episcopal Homes, Neighborhood Development Center (NDC), and Greater Frogtown Community Development Corporation. The development will be 49 units of senior housing with retail on the first floor and underground parking, and additional surface parking on

the back half of the parcel facing Sherburne Avenue. NDC intends to keep this surface parking for their tenants on the northwest corner of University and Dale. Existing businesses in these blocks include staffing, insurance, and home health care agencies, a check cashing business, a hair salon, a specialty grocery store, a tax and payroll business, a clothing shop, a retail clothing store, and a social service organization. Most of these businesses say their patrons come via cars, and several need short-term parking. The social service organization stated that 90% of their clients take transit.

The loss of on-street parking is significant due to a large quantity of small businesses on small parcels without off-street parking. However, despite poor distribution throughout the blocks, there is a significant amount of underutilized off-street parking in this area, at Uni-Dale Mall, the Rondo Community Library, and at Western Bank. Opportunities for shared parking can be further explored there.

*Dale to Kent Looking North*







*St. Albans to Dale Looking North*

Short-term, much of the parking demand can be satisfied by better utilization of existing parking through shared parking agreements and lot improvements. Cross streets should be time-limited for short-term parking, deliveries, and loading. On each block, businesses should consider centralizing refuse and recycling containers to reclaim valuable space behind buildings, that could then be redesigned to accommodate additional parking spaces. The St. Paul Housing and Redevelopment Authority (HRA) also owns a vacant lot on the southeast corner of University Avenue and St. Albans Street that has potential to serve as a shared public parking lot.

As proposed, approximately 10 spaces will be retained between St. Albans and Grotto Streets, and 11 spaces will remain between Mackubin and Kent Streets. These adjacent blocks will continue to supply some on-street parking, especially for the smaller businesses away from the Dale Street intersection. These spaces should be metered to encourage turnover, and where possible, the closure of redundant driveways should be explored to increase the number of spaces available.

In order to explore and implement these strategies, the City and Central Corridor Project Office, with the help of our project and community partners, will convene the business and property owners in this area for a parking solutions workshop. This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Design assistance for better utilization of existing off-street parking supply and for shared refuse and recycling facilities
- Sharing the current plans for the Frogtown Square redevelopment, and discussing the potential for a shared public parking lot on the southeast corner of St. Albans and University (on the parcel owned by the HRA)
- Applying the corridor-wide strategies to this area

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# 6 Critical Areas

## Summary: *Grotto to Victoria, South Side*

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This area is unique in its residential scale and mass of buildings. Many of these houses are used as small businesses, but only have access to small, poorly configured spaces or garages behind the buildings, in addition to the on-street parking.

Properties in this area include a mixture of residential, non-profits and small retail or service businesses. There are also home healthcare services, law offices, and a restaurant. All on-street parking will be eliminated to accommodate the infrastructure for the future Victoria CCLRT station. There is minimal cross-street parking available, and a few businesses have no direct access to cross-street parking. There are for both long-term and short-term parking needs for employees and visitors, especially high-turnover spaces for home health care employees to make short visits into their offices.

Some businesses also have employees that need long-term parking, and who currently park on-street. Most businesses ask their customers to park in front of their store in order to pick up supplies and materials.

Redevelopment potential in this area is unknown. The Central Corridor Development Strategy suggests that the residential massing character in this area be maintained. The upcoming Victoria Station Area Plan process will help to create a more detailed community vision and should further address circulation and mobility needs. In particular, the future zoning applied will determine the amount of change in land uses and could alter the need for parking. If a BC-Community Business (Converted) zoning district is selected, the residential scale of the blocks will likely be maintained, similar to parts of Grand Avenue. A more intensive future land use scenario would be possible only with a major improvement to parking supply.

An infill station at Victoria would help to relieve some of the parking demand by providing more convenient access to CCLRT. Although parking is lost because of the station infrastructure, businesses will not have the immediate access to a station. As proposed, approximately 16 spaces will be retained between Grotto and Avon Streets, which should be metered to meet short-term parking demands.

Where parking lots are available, configuration should be improved and shared parking agreements explored. Because of the lack of continuous parking behind residential-scale buildings, property owners should work together to identify where small consolidated lots could be placed within the block. For example, if an unused garage separating two parking pads was removed, the space could be configured to increase capacity. Obtaining more than a few spaces off-street will be possible only if redevelopment opportunities exist.



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In order to explore and implement these strategies, the City and Central Corridor Project Office, with the help of our project and community partners, will convene the business and property owners in this area for a parking solutions workshop. This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Design assistance for better utilization of existing off-street parking supply, and identifying opportunities for new site-specific off-street parking
- Recommendations for the creation of shared parking agreements
- Engaging in a discussion of mobility, circulation, and land use issues that will contribute to the City's upcoming Victoria Station Area Plan process
- Applying the corridor-wide strategies to this area



*Avon to Victoria Looking South*





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# 6 Critical Areas

## Summary: *Lexington to Dunlap, North Side*

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Although this block has a large supply of parking, ownership of and access to parking is not distributed evenly among the businesses. Two businesses, a chiropractic care clinic and a monument store, are isolated mid-block with current access only to on-street spaces to serve their short-term, daytime parking demands. Due to the adjacent westbound Lexington CCLRT platform, the nearest on-street parking will be more than a block away, and may be perceived as too inconvenient for customers.

Parking at Hoa Bien, the restaurant and banquet hall on the east end of the block, is utilized at different times throughout the day, and fills during weekend and evening events. The lot at the west end of the block, serving the Vietnam building, is often full.

The impacted businesses are adjacent to Hoa Bien's large existing lot. Not only do these businesses generally have complementary peak hours with the restaurant, but the spaces least utilized by restaurant customers (those farthest from the door of Hoa Bien) would be most attractive to customers visiting the mid-block businesses. A formal lease and maintenance agreement for a small amount of spaces should be explored between property owners to relieve daytime parking issues. Shared parking signage and a short walkway could be added, and the mid-block businesses should advertise the use of these spaces to their customers.







*Dunlap to Lexington Looking North*

*Midblock Looking West*



In order to explore and implement these ideas, the City and Central Corridor Project Office will convene the affected business and property owners in this block for a parking solutions meeting. This meeting will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Recommendations for the creation of a shared parking agreement and clear signage
- Applying the corridor-wide strategies to this area

# 6 Critical Areas

## Summary: *Albert to Pascal, North Side*

The types of businesses in this block include a furniture store, repair shops, hair salons, service businesses, and a bar. The block has two vacant underutilized dealership lots and existing big-box store parking on the south side of University. All 15 spaces on the north side of the block are being eliminated. The accessible existing off-street parking is very limited, and has to serve the multiple businesses at the western end of the block. There is also concern that the shopping center on the south side could become an informal park and ride lot for commuters looking for free parking.

There is a high need for short-term parking due to the type of business. Customers rely on quick parking for pick up and deliveries. Most businesses indicate that their customers arrive by car and park on-street, in lots and on residential streets.

Overall, the area is critically impacted not because of a parking shortage, but because existing parking is underutilized and inaccessible, and because there is no comprehensive parking management in this block. Parking leases could be negotiated between the owner of the vacant parking lots and Walmart, and the businesses with a lack of parking. Long term, these sites will likely be redeveloped, creating opportunities for shared parking underground or in a ramp structure.

Some businesses have complimentary hours, for example, the Townhouse Bar has high demand later in the evening, while the salons and furniture store may be closed or have little traffic. This creates a scenario in which shared parking is both desirable (to reduce overall land on the block consumed by surface parking), and feasible.

Additionally, 14 on-street parking spaces on the south side of the street will remain. Although this may not be well-used by those visiting Walmart (which has ample off-street parking), it will be in close proximity to the smaller businesses to the north. If parking meters are installed, this will provide the short-term parking desired during the day, without precluding longer-term parking in the evenings. Parking will also be available on cross streets and should be time-limited in order to prevent commuter park and ride.





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In order to explore and implement these strategies, the City and Central Corridor Project Office, with the help of our project and community partners, will convene the business and property owners in this area for a parking solutions workshop. This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Design assistance for better utilization of existing off-street parking supply, and identifying opportunities for off-street parking as a part of redevelopment
- Recommendations for the creation of shared parking agreements
- Engaging in a discussion of mobility, circulation, and land use issues that will contribute to the City's upcoming Hamline Station Area Plan process
- Applying the corridor-wide strategies to this area



*Pascal to Albert Looking North*



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# 6 Critical Areas

## Summary: *Simpson to Fry, North Side*

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The Snelling station area is complex because of the many types of small businesses, the historic configuration of building store fronts on small parcels, and the distance to future on-street parking. Between Simpson and Fry Streets, all current on-street parking will be lost on both sides of the street due to the location of the Snelling CCLRT Station and pedestrian crossings. In the block between Simpson and Asbury Streets, buildings cover the entire block, from sidewalk to alley. Because there is not any off-street parking for any building on this block, businesses rely heavily on on-street parking.

Short-term parking is needed for deliveries, loading, and customer pick-up. Several businesses noted that they currently have parking issues being located at this busy intersection, and that space for loading and unloading with CCLRT is a concern. Poorly-maintained and unattractive alleys discourage circulation and pedestrian access, while the traditional configuration of small storefronts limits space for parking behind buildings.

The distribution of parking in this area is uneven between property owners. For example, the business on the northeast corner of University Avenue and Fry Street has no access to off-street parking, however, nearly half of the block is used for surface parking by other property owners. The big-box retail stores on the south side of University Avenue have access to a wealth of underutilized parking near the street, while businesses on the north side rely almost exclusively on on-street parking and limited off-street parking behind buildings.

Shared parking, alley improvements, and redevelopment are key components of parking solutions in this area. In addition to ample off-street surface parking on the south side of University at Midway Shopping Center, public and contract parking at Spruce Tree ramp could also serve these businesses, especially





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for longer-term parking for employees. The implementation of a Parking Improvement District in the Snelling area should be explored to secure long-term funding for maintenance, and to promote new capital investments to serve business needs.

Investment in existing lots and parking lot redesign should maximize efficiency: for example, a terrain difference in the northwest corner block of Snelling and University Avenues could allow for a simple structured parking configuration. On the northeast corner, refuse and recycling should be consolidated to provide the maximum amount of usable space. Businesses with complimentary peak hours, such as a bar and an office, could utilize the same spaces at different times. Pedestrian improvements including lighting, signage, and landscaping will ensure that customers and employees feel safe and comfortable walking to and from parking areas behind buildings and through alleys.



*Snelling to Simpson Looking North*



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The M&L building, which sits on the northwest corner Simpson Street and University Avenue, is a likely candidate for short-term redevelopment due to years of vacancy, and more recently, extensive fire damage. With redevelopment, shared underground or structured parking should be explored to help circulation and balance the loss of on-street parking in this block.

Cross street parking spaces will continue to be available on Simpson, Asbury, and Fry Streets. These spaces should be time-limited or metered due to high demand for on-street parking in this area, and will also need to accommodate some deliveries and loading.





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In order to explore and implement these strategies, the City and Central Corridor Project Office, with the help of project and community partners, will convene the business and property owners in this area for a parking solutions workshop. This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Design assistance for better utilization of existing off-street parking supply, and identifying opportunities for off-street parking as a part of redevelopment
- Recommendations for the creation of shared parking agreements
- The potential for a Parking Improvement District that would include a broader area
- Viability of Spruce Tree parking ramp to serve the needs of the area
- Solutions ranging in cost, and in time needed for implementation
- Applying the corridor-wide strategies to this area



*Fry to Snelling Looking North*



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## 6 Critical Areas

### Summary: *Fry to Aldine, North Side*

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In this block, 9 spaces on the north side and 16 spaces on the south side will be lost due to the location of left turn lanes at both Fry and Aldine. Located adjacent to the Snelling CCLRT platforms (where parking is also lost), the distance to available on-street parking will challenge business owners and customers, who utilize the street for deliveries and loading, short trips, and customer pickup.

Businesses on this block include a clothing and vacuum company, restaurant, hair salon, auto mechanic shop and trophy shop. The businesses generally stated that many customers arrive by car, and that they depend on on-street parking for their customers. Spaces in three lots throughout the block are generally designated with signage by the property owners to restrict sharing. Deliveries and loading currently occur in the existing on-street parking areas and in front of the stores.

Because there is sufficient existing off-street parking supply in this block, shared parking agreements will be key to meeting total demand. Businesses may also be able to increase supply by closing redundant curb cuts on this side of the street, which contributes to a reduction in remaining on-street parking.

On-street parking will also be available on the cross streets, in addition to some remaining on-street parking on the north side of University between Aldine and Wheeler Streets. Time-limited parking signage and enforcement is also needed to aid turnover on these cross streets.





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In order to explore and implement these strategies, the City and Central Corridor Project Office, with the help of project and community partners, will convene the business and property owners in this area for a parking solutions workshop. This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Design assistance for better utilization of existing off-street parking supply
- Recommendations for the creation of shared parking agreements
- The potential for inclusion in a Snelling Parking Improvement District
- Applying the corridor-wide strategies to this area



*Aldine to Fry Looking North*



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# 6 Critical Areas

## Summary: *Montgomery to Vandalia, North Side*

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Businesses in this area include a plumbing store, furniture store, fast food restaurant, taxi service, light industrial, and trucking. Most have indicated that they and their customers arrive by car.

Due to a mostly solid building face at the western end of this block, the limited parking behind buildings is not well-marked. An irregular and disconnected street pattern in this area also adds to the poor circulation of vehicles and pedestrians. The terrain behind the alley of this block is higher than that of the parcels fronting University Avenue, and one property owner on the northwest corner of University and Vandalia has sole use of the block's alley.

The Subway restaurant has the most need for short-term parking for deliveries and customers, and does have access to a small parking lot that fronts on University Avenue. Deliveries are now being done in the parking or driving lane.

Where there are no alternatives for larger trucks to park, deliveries should be made in the outer traffic lane, and should be scheduled for off-peak traffic hours if possible.

Rihm Motor Company, on the northwest and southwest corners of Transfer Road and University Avenue, participated in a 2007 workshop (led by the St. Paul Chapter of the American Institute of Architects) to explore redevelopment opportunities on their properties. Future development on this adjacent site could provide structured parking and help reconnect streets, providing new opportunities for shared parking and improved circulation.

In order to explore and implement these strategies, the City and Central Corridor Project Office, with the help of our project and community partners, will convene the business and property owners in this area for a parking solutions workshop.



*Montgomery to Vandalia Looking South*





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This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
- Coordination of deliveries and loading
- Design assistance for better utilization of existing off-street parking supply and the alley
- Incorporation of the AIA redevelopment concepts for the Rihm Motor Company properties
- Identifying opportunities for reinstating a traditional street pattern as a part of redevelopment
- Recommendations for the creation of shared parking agreements
- Applying the corridor-wide strategies to this area

*Vandalia to Transfer Looking North*





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# 6 Critical Areas

## Summary: *Raymond to 280 and Franklin, North and South Sides*

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The areas north and south of University Avenue from Raymond Avenue to Highway 280 are home to many types of businesses in mixed use buildings, and varying transportation needs. Businesses are diverse and include restaurants, a coffee shop, a liquor store, a school, galleries, a church, a medical supply store, and many offices. Most buildings are historic and some have been converted from warehouses to retail, rental and commercial units, with a fair number of artist lofts and apartments in this district. Employees, clients, and customers arrive by various modes of transportation, but most businesses indicated that their customers arrive by automobile and park on-street. Parking is being eliminated throughout most of this block, so the increased distance to available on-street parking is an important consideration.

Because of the configuration of buildings in this historic district, many businesses have little usable space behind their buildings and depend on unloading deliveries in the existing on-street parking areas. Three businesses on the northwest corner of Raymond and University Avenues currently have their supply trucks stop in the right traffic lane on Raymond to unload their supplies and materials.

On the north side, the large block lacks an east-west alley. The center of the block is instead predominately underutilized and disjointed parking lots. Employees seek parking in these lots, but report feeling unsafe at night because the areas are poorly lit and unattended. In addition, fencing and terrain changes create barriers for pedestrians parking in this area. Some of the existing surface lots on this north side are actually owned and used by buildings on the south side of University, further confusing this complex parking system.



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On the south side, the building on the triangular block between University and Franklin Avenues depends solely on on-street parking on those streets. Their employees and visitors also compete for nearby on-street spaces on Pelham, Myrtle, Cromwell, and Territorial.

In July 2008, a comprehensive workshop was convened to discuss parking issues for the block on the north side of University Avenue. The business and community members attending, with the help of staff, created a vision for phased parking improvements, internal block circulation, stormwater management, pedestrian circulation, and the addition of future development on top of parking structures (often called “foundation banking”).

*Highway 280 to Raymond Looking North*



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Reconfiguration of the Franklin/Pelham/University intersection is recommended to restore some on-street parking on both the north and south sides of University Avenue, and to improve the locations of bus stops. Under this new design, the existing unsignalized pedestrian crossing will be formalized by consolidation of the traffic signals, providing shorter crossing distances and a safer environment for all users. Unsafe vehicle movements, such as the existing right “u” turn between eastbound University and westbound Franklin Avenues will be eliminated. This will in turn eliminate the need for the existing pedestrian island, which can be closed and developed into a new pedestrian plaza.

Additional solutions needed for this area are numerous and should be implemented in tandem. Potential strategies include: stormwater management and greening, improved pedestrian access and amenities, shared parking agreements, maximizing existing investments in surface parking lots, the introduction of new streets and alleys to create smaller blocks and better circulation, better utilization and enforcement of cross street parking, centralizing refuse and recycling, and the exploration of a new Parking Improvement District.

In order to explore and implement these strategies on both the north and south sides of University Avenue, the City and Central Corridor Project Office, with the help of our project and community partners, will convene the business and property owners in this area for a parking solutions workshop.





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This workshop will address:

- Establishing communication between affected properties owners, business owners, and other stakeholders
  - Reviewing the progress and recommendations of the 2008 workshop
  - Design assistance for better utilization of existing off-street parking supply, and identifying opportunities for off-street parking as a part of redevelopment
- Recommendations for the creation of shared parking agreements
  - The potential for a Parking Improvement District that would include a broader area
  - Solutions ranging in cost, and in time needed for implementation
  - Solutions consistent with historic preservation standards in this unique district
  - Applying the corridor-wide strategies to this area

*Raymond to Pelham Looking South*



# Central Corridor LRT Business Survey

The Metropolitan Council needs your input to help project engineers design the LRT line and University and Washington Avenues and develop construction and business mitigation programs. The engineers and planners intend to use this information for internal planning purposes; however, data gathered will be considered public and will be shared if requested.

Name: \_\_\_\_\_ Title: \_\_\_\_\_  
 Business Name: \_\_\_\_\_ Day/Hours of Operation: \_\_\_\_\_  
 Address: \_\_\_\_\_ Email: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Business Fax: \_\_\_\_\_

1. Business type:  Retail  Foodservice  Medical  Financial  Nonprofit  Other (specify) \_\_\_\_\_  
 2. Do you lease or own your business space?  Lease  Own  
 3. How long have you been in this location?  0-2 yrs  3-5 yrs  6-10 yrs  11 + yrs  
 4. How many employees do you have at this location?  1-5  6-10  11-20  21-50  50+

5. How do your employees and customers get your business? (check all that apply) Employees Customers

Car	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe)	<input type="checkbox"/>	<input type="checkbox"/>

6. How far do your customers travel to get to your business?  < 1 mile  1 – 3 miles  3+ miles

7. Do most of your customers travel by car to your business?  Yes  No  Don't Know

8. Do you have off-street parking?  Yes, If yes, how many spaces? \_\_\_\_\_  No

9. Where do your employees and customers park? (check all that apply) Employees Customers

On-street parking on University/Washington Avenue	<input type="checkbox"/>	<input type="checkbox"/>
On-street parking on a side street	<input type="checkbox"/>	<input type="checkbox"/>
Parking lot	<input type="checkbox"/>	<input type="checkbox"/>
Shared parking with property or neighboring businesses	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe) _____	<input type="checkbox"/>	<input type="checkbox"/>

10. How do your employees and customers enter your business? (check all that apply) Employees Customers

Main door fronting University/Washington Avenue	<input type="checkbox"/>	<input type="checkbox"/>
Side door	<input type="checkbox"/>	<input type="checkbox"/>
Loading dock	<input type="checkbox"/>	<input type="checkbox"/>
Alley access	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe) _____	<input type="checkbox"/>	<input type="checkbox"/>

11. Do you have an “area way” or bump out space in your basement?  Yes  No

12. Do you currently use this an “area way” or bump out space  Yes  No  
 12a. If so, please tell us how it is used. \_\_\_\_\_

**Submit completed survey to the Community Outreach staff at:**  
 Email: [centralcorridor@metc.state.mn.us](mailto:centralcorridor@metc.state.mn.us) Phone: 651-602-1940 Fax: 651-602-1920  
 Mail: Central Corridor Project Office, 540 Fairview Avenue North, Suite 200, St. Paul, MN 55104

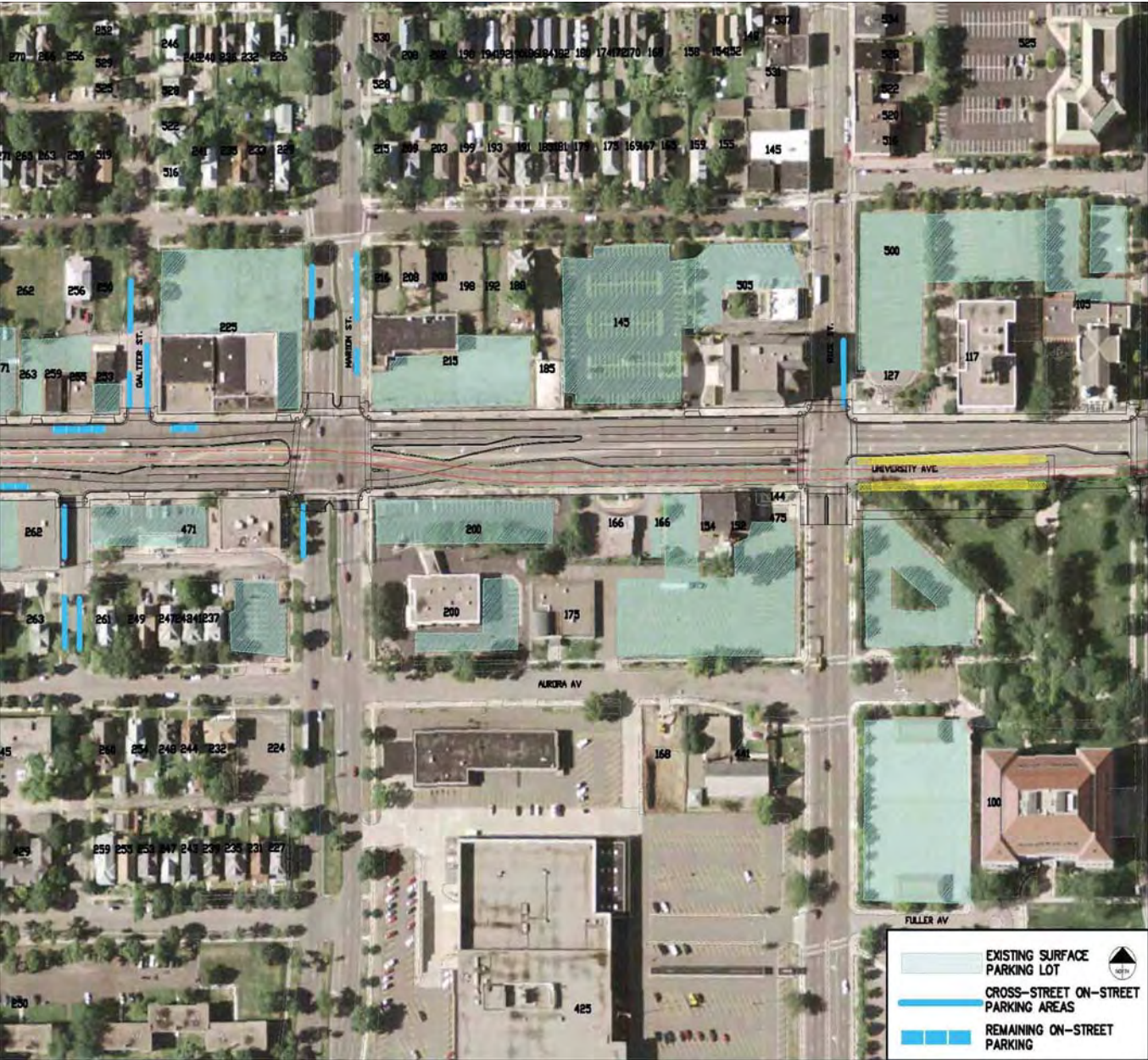


**Block:** Marion St. to Rice St.

No. of businesses (estimate)	8	No. of surveys returned	5	Percent surveys returned	50%
Distance to LRT Station	1 block	Distance to Bus Stop	1 block		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	334	Off-street parking spaces	226
Existing on-street parking	14	Existing on-street parking	20
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	5	Cross-street parking spaces	0



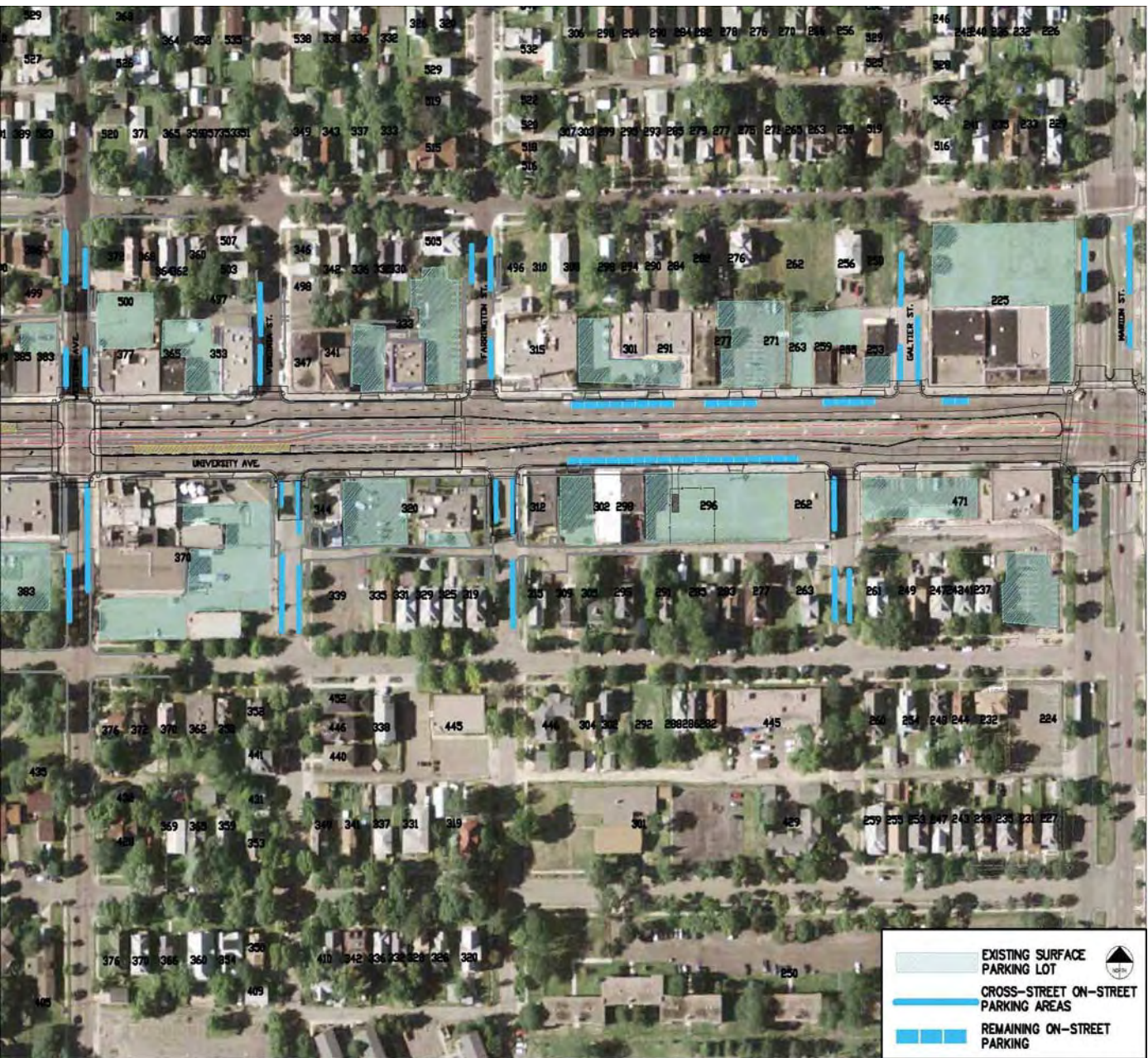


Block: Farrington St. to Marion St.

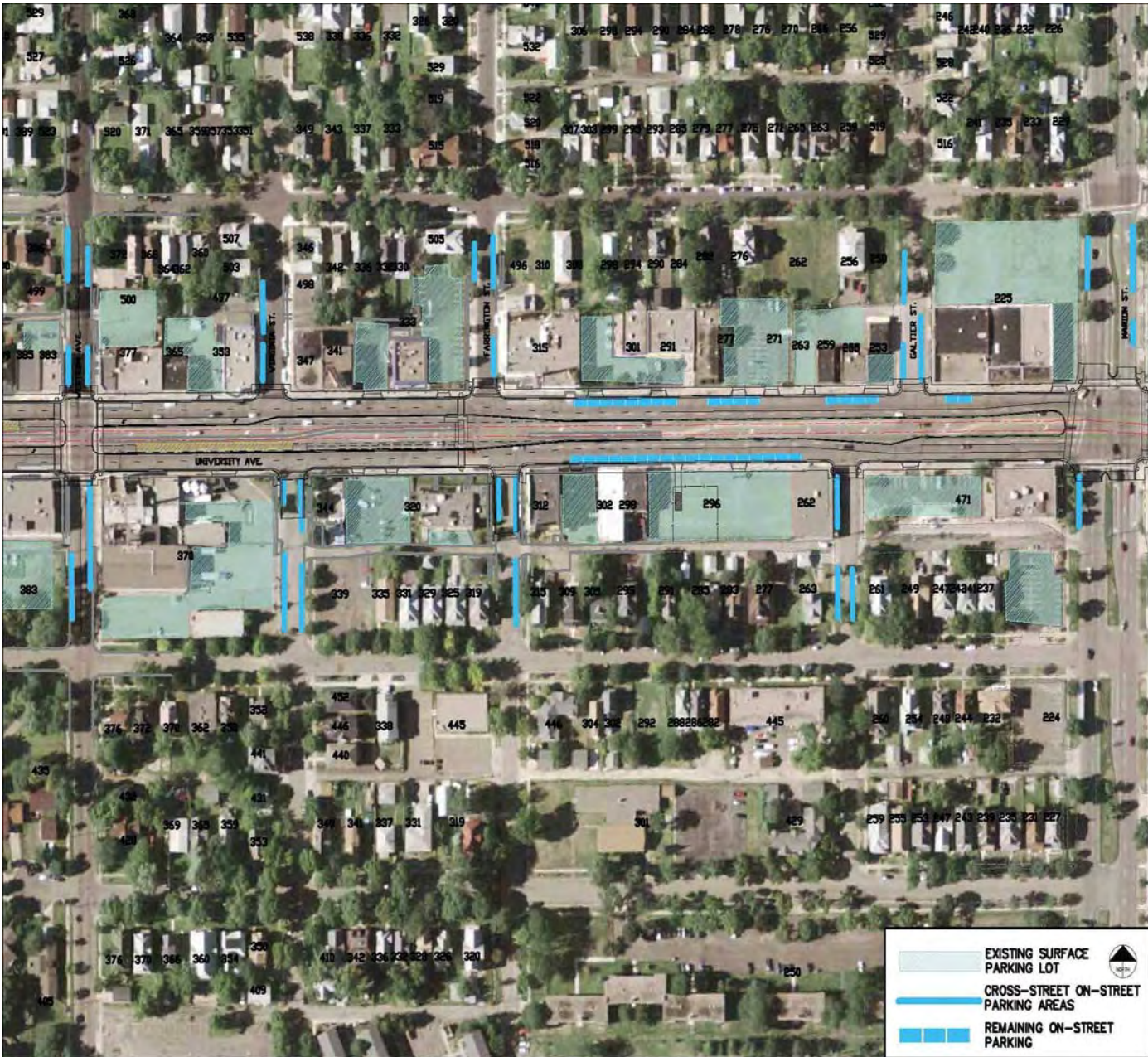
No. of businesses (estimate)	27	No. of surveys returned	11	Percent surveys returned	40%
Distance to LRT Station	2 blocks		Distance to Bus Stop	0 blocks	

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	175	Off-street parking spaces	166
Existing on-street parking	10	Existing on-street parking	19
On-street parking with LRT	12	On-street parking with LRT	19
Cross-street parking spaces	9	Cross-street parking spaces	14







No. of businesses (estimate)	17	No. of surveys returned	12	Percent surveys returned	71%
Distance to LRT Station	3 blocks		Distance to Bus Stop	1 block	
<b>Summary of parking impacts</b>					
<b>North side of block</b>			<b>South side of block</b>		
Off-street parking		103	Off-street parking spaces		105
Existing on-street parking		12	Existing on-street parking		12
On-street parking with LRT		0	On-street parking with LRT		0
Cross-street parking spaces		10	Cross-street parking spaces		21

**Block:** [Western Ave. to Farrington St.](#)



Attachment B

Block: Arundel St. to Western Ave.

No. of businesses (estimate)	37	No. of surveys returned	12	Percent surveys returned	32%
Distance to LRT Station	3 blocks	Distance to Bus Stop	0 blocks		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	45	Off-street parking spaces	177
Existing on-street parking	18	Existing on-street parking	17
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	11	Cross-street parking spaces	6







No. of businesses (estimate)		15	No. of surveys returned		6	Percent surveys returned		40%
Distance to LRT Station		2 blocks		Distance to Bus Stop		0 blocks		
<b>Summary of parking impacts</b>								
<b>North side of block</b>				<b>South side of block</b>				
Off-street parking				Off-street parking spaces				
Existing on-street parking				Existing on-street parking				
On-street parking with LRT				On-street parking with LRT				
Cross-street parking spaces				Cross-street parking spaces				
97				35				
15				16				
0				10				
9				12				

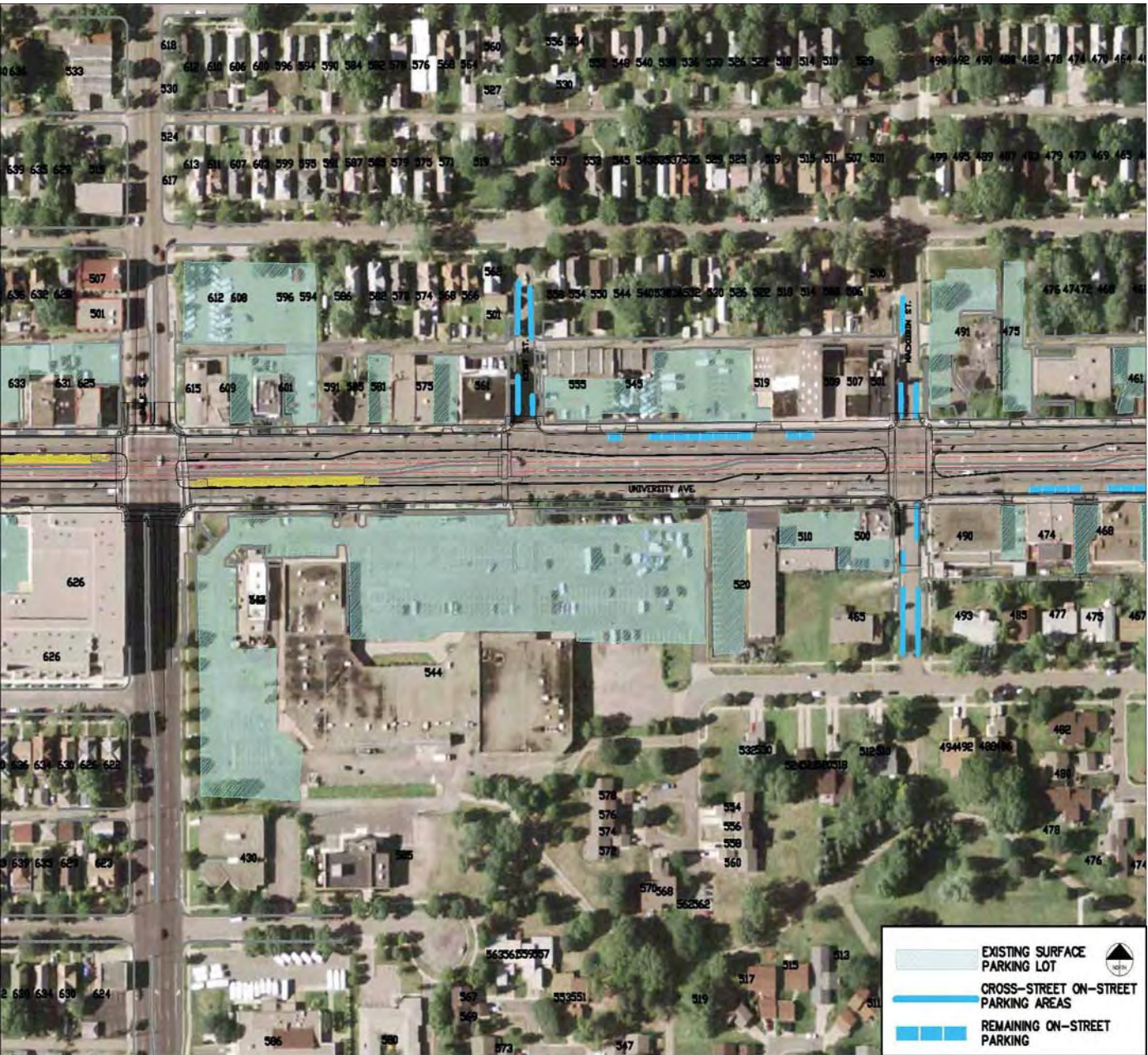
Block: [Mackubin St. to Arundel St.](#)



Block: Kent St. to Mackubin St.

No. of businesses (estimate)	12	No. of surveys returned	4	Percent surveys returned	33%
Distance to LRT Station	1 block	Distance to Bus Stop	0 blocks		

Summary of parking impacts		North side of block		South side of block	
Off-street parking		74	Off-street parking spaces	204	
Existing on-street parking		17	Existing on-street parking	14	
On-street parking with LRT		11	On-street parking with LRT	0	
Cross-street parking spaces		8	Cross-street parking spaces	5	

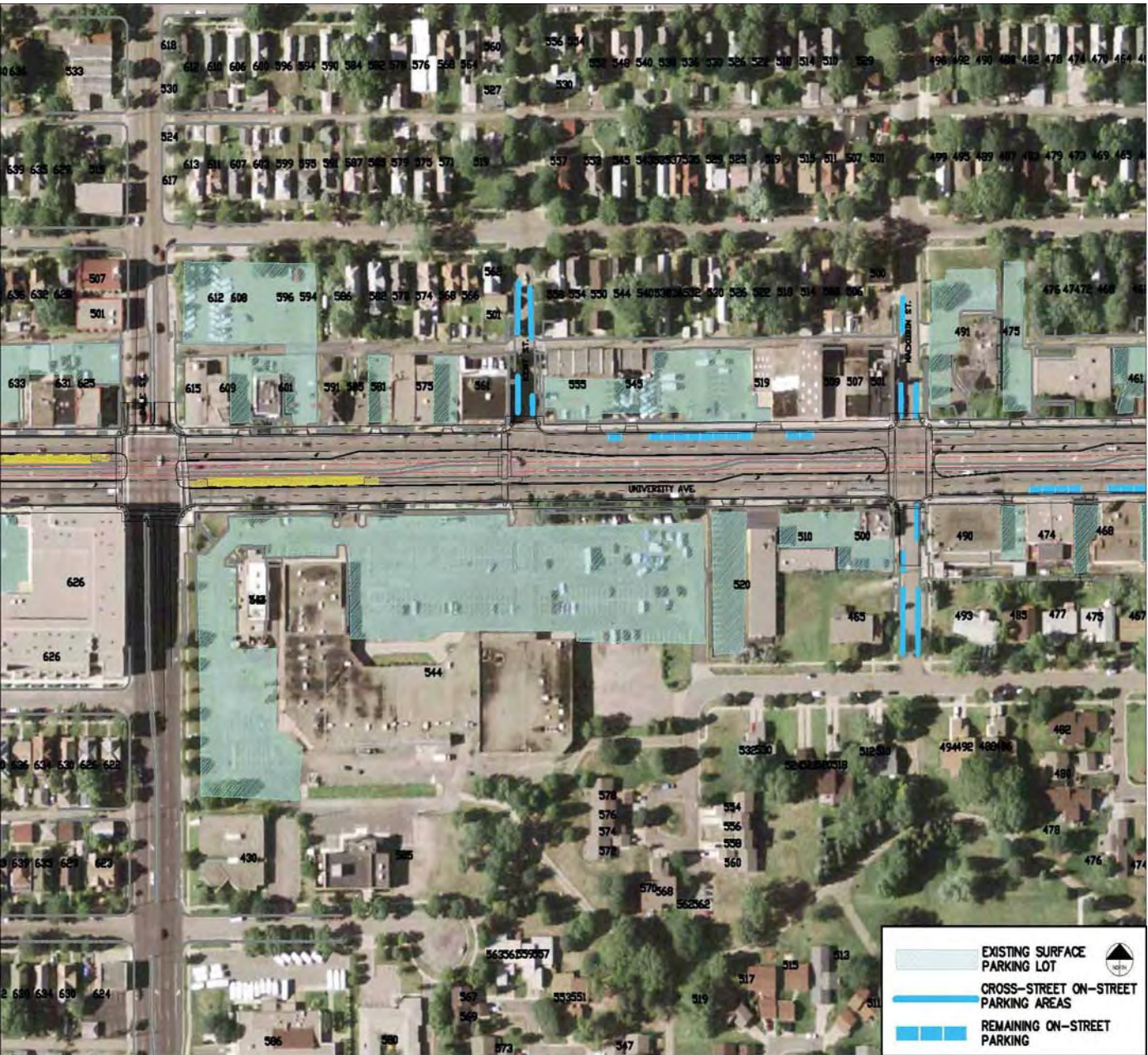




Block: Dale St. to Kent St.

No. of businesses (estimate)	27	No. of surveys returned	9	Percent surveys returned	33%
Distance to LRT Station	0 blocks	Distance to Bus Stop	1 block		

Summary of parking impacts		North side of block		South side of block	
Off-street parking		133	Off-street parking spaces	297	
Existing on-street parking	13	13	Existing on-street parking	13	
On-street parking with LRT	0	0	On-street parking with LRT	0	
Cross-street parking spaces	5	5	Cross-street parking spaces	0	



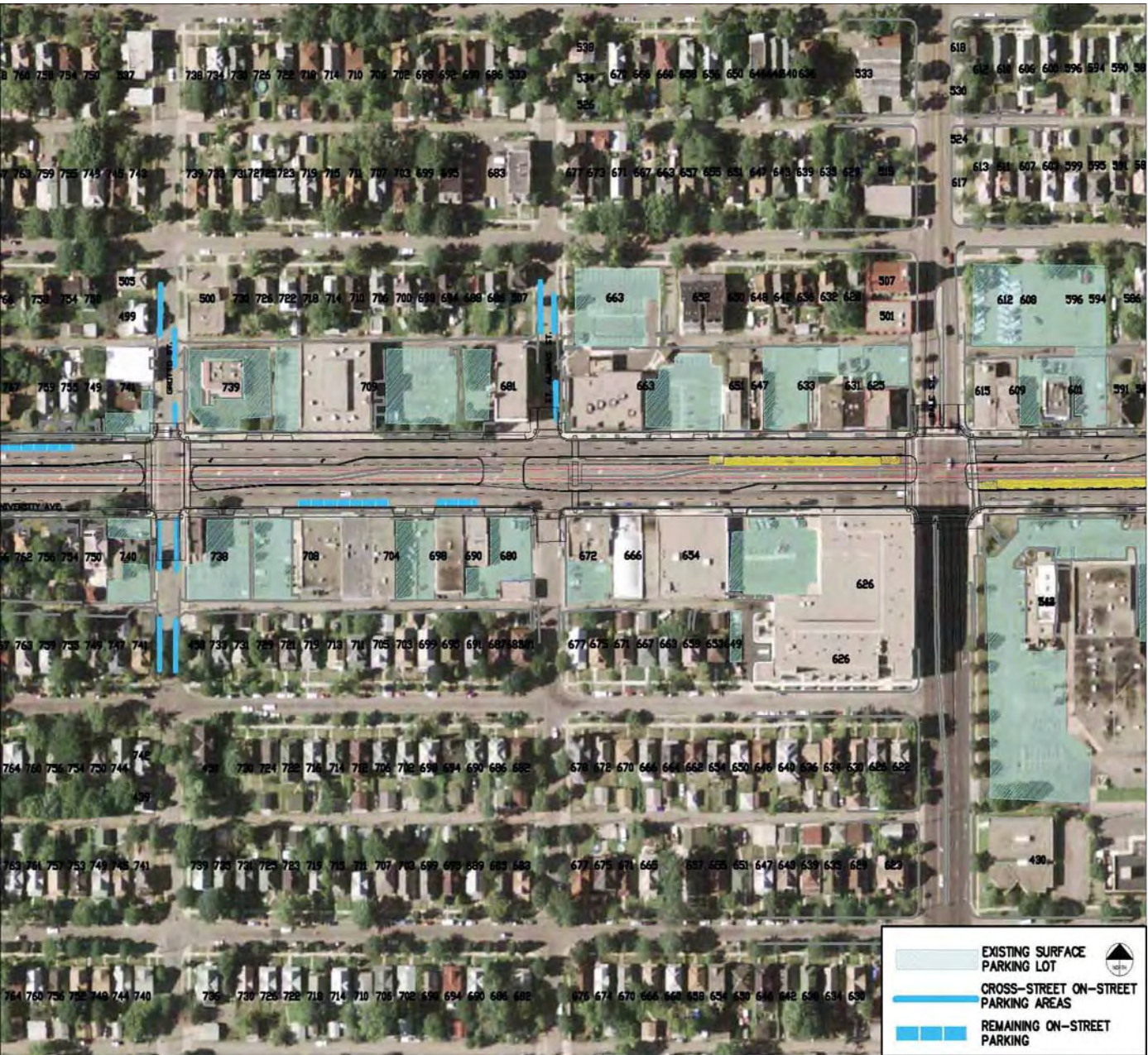


Block: St. Albans St. to Dale St.

No. of businesses (estimate)	26	No. of surveys returned	12	Percent surveys returned	46%
Distance to LRT Station		0 blocks	Distance to Bus Stop		0 blocks

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	128	Off-street parking spaces	61
Existing on-street parking	14	Existing on-street parking	15
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	4	Cross-street parking spaces	0

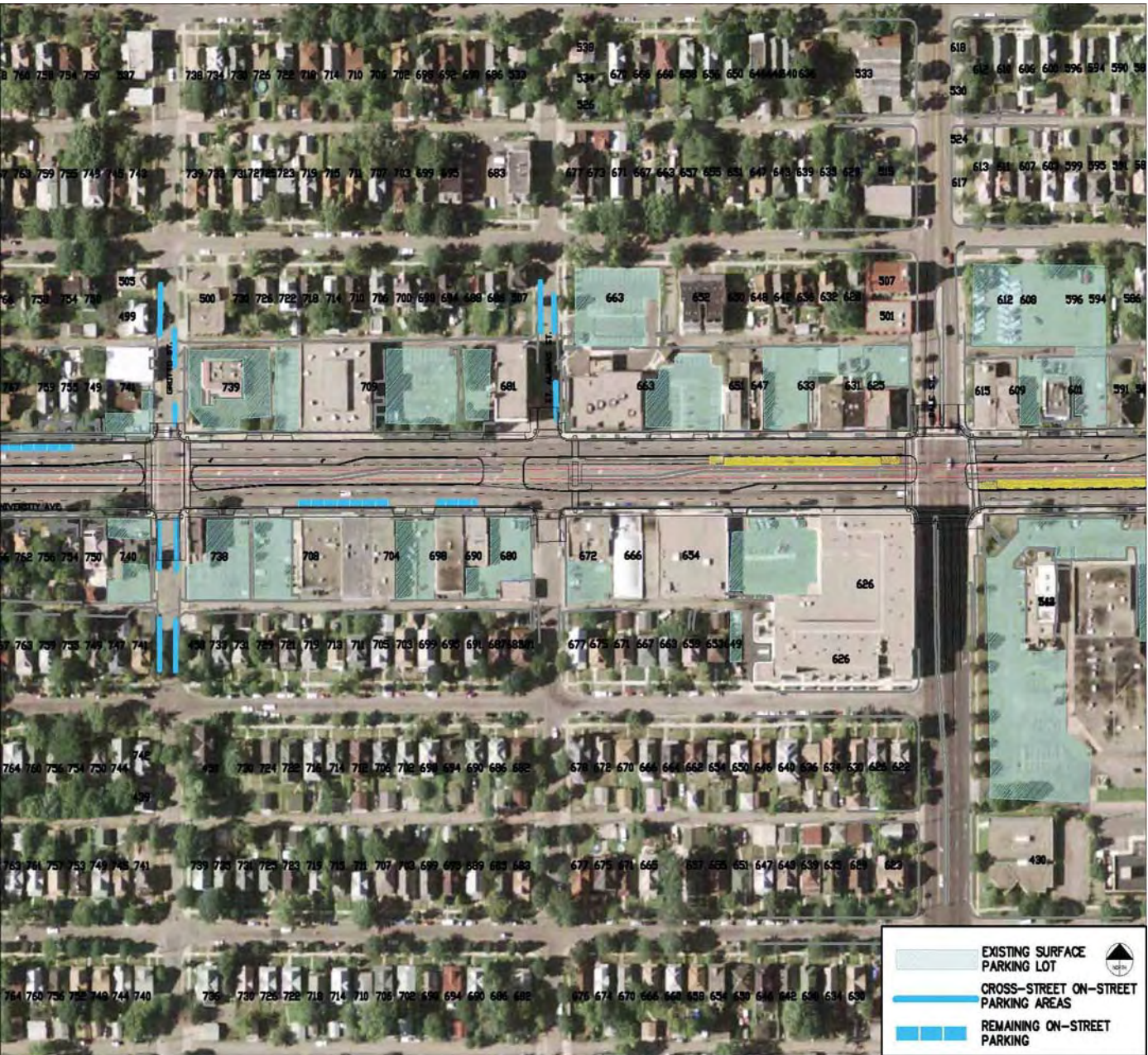




Block: Grotto St. to St. Albans St.

No. of businesses (estimate)	17	No. of surveys returned	8	Percent surveys returned	47%
Distance to LRT Station	1 block	Distance to Bus Stop	1 block		

Summary of parking impacts		North side of block		South side of block	
Off-street parking		Off-street parking spaces	94	Off-street parking spaces	87
Existing on-street parking		Existing on-street parking	11	Existing on-street parking	13
On-street parking with LRT		On-street parking with LRT	0	On-street parking with LRT	10
Cross-street parking spaces	6	Cross-street parking spaces	6	Cross-street parking spaces	6

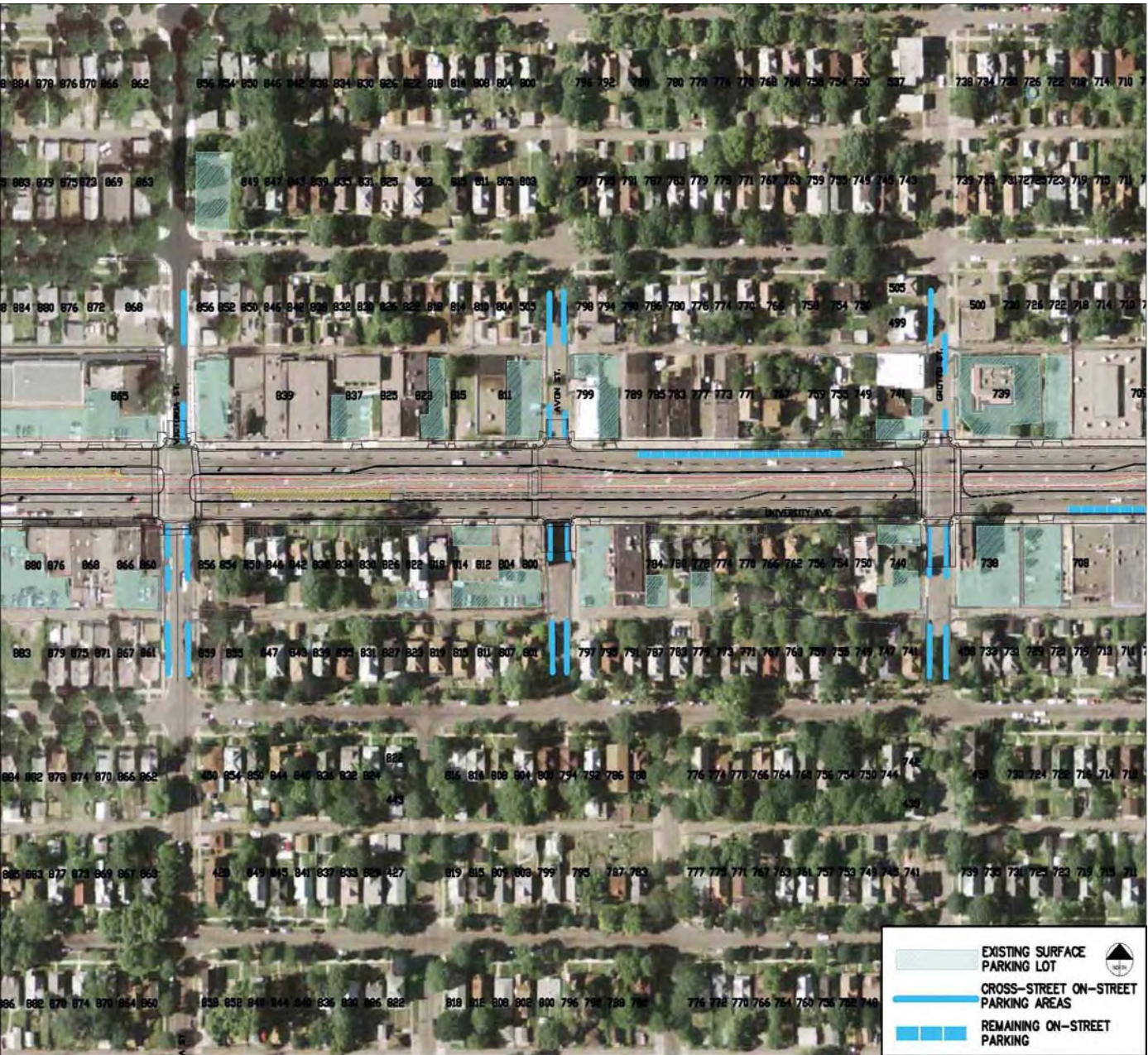




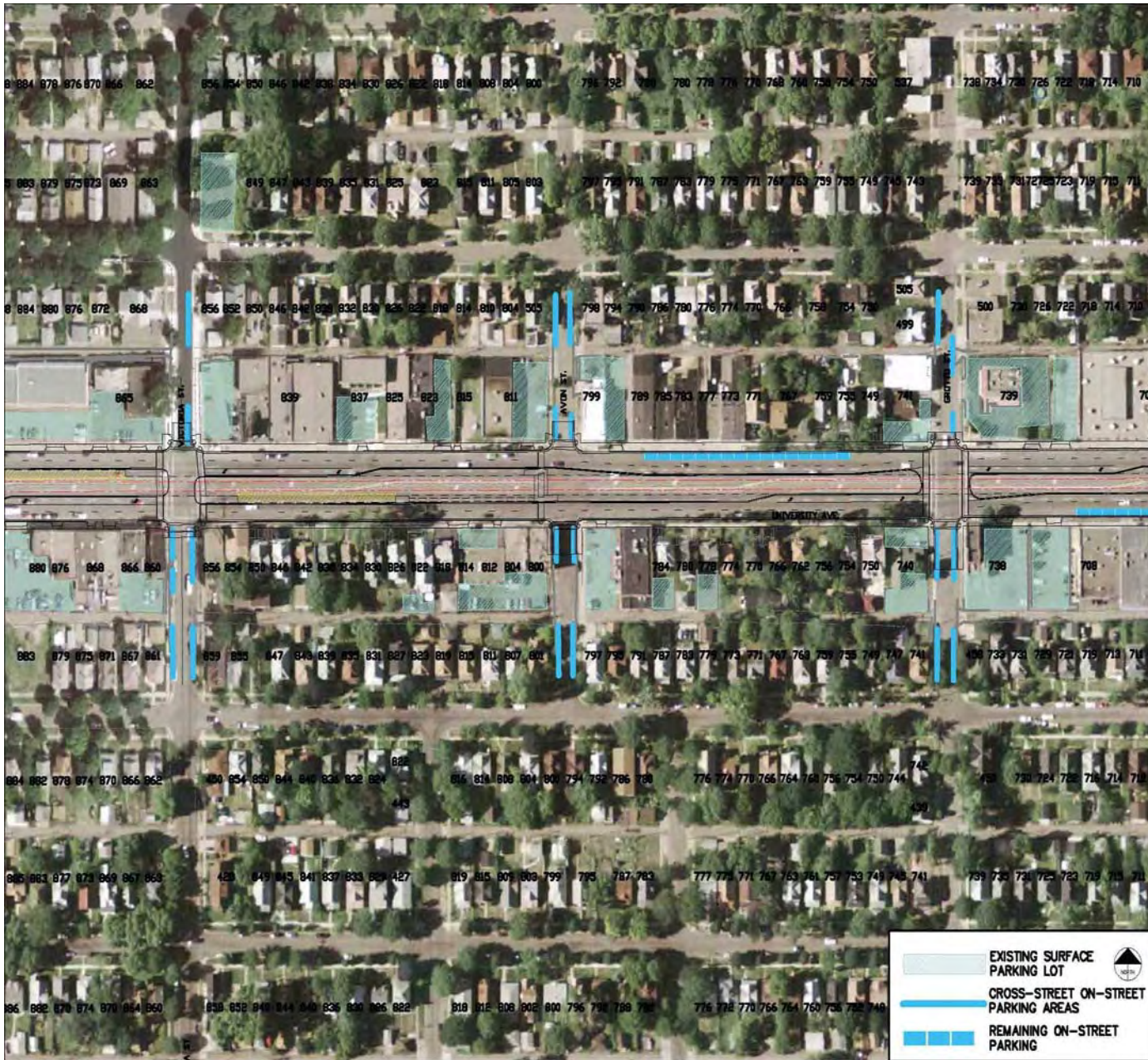
Block: Avon St. to Grotto St.

No. of businesses (estimate)	12	No. of surveys returned	5	Percent surveys returned	42%
Distance to LRT Station	3 blocks	Distance to Bus Stop	0 blocks		

Summary of parking impacts		North side of block		South side of block	
Off-street parking	21	Off-street parking spaces	40		
Existing on-street parking	20	Existing on-street parking	20		
On-street parking with LRT	16	On-street parking with LRT	0		
Cross-street parking spaces	7	Cross-street parking spaces	9		







No. of businesses (estimate)	18	No. of surveys returned	4	Percent surveys returned	22%
Distance to LRT Station	4 blocks	Distance to Bus Stop	0 blocks		
<b>Summary of parking impacts</b>					
<b>North side of block</b>			<b>South side of block</b>		
Off-street parking	64	Off-street parking spaces	29		
Existing on-street parking	14	Existing on-street parking	13		
On-street parking with LRT	0	On-street parking with LRT	0		
Cross-street parking spaces	12	Cross-street parking spaces	12		

Block: Victoria St. to Avon St.

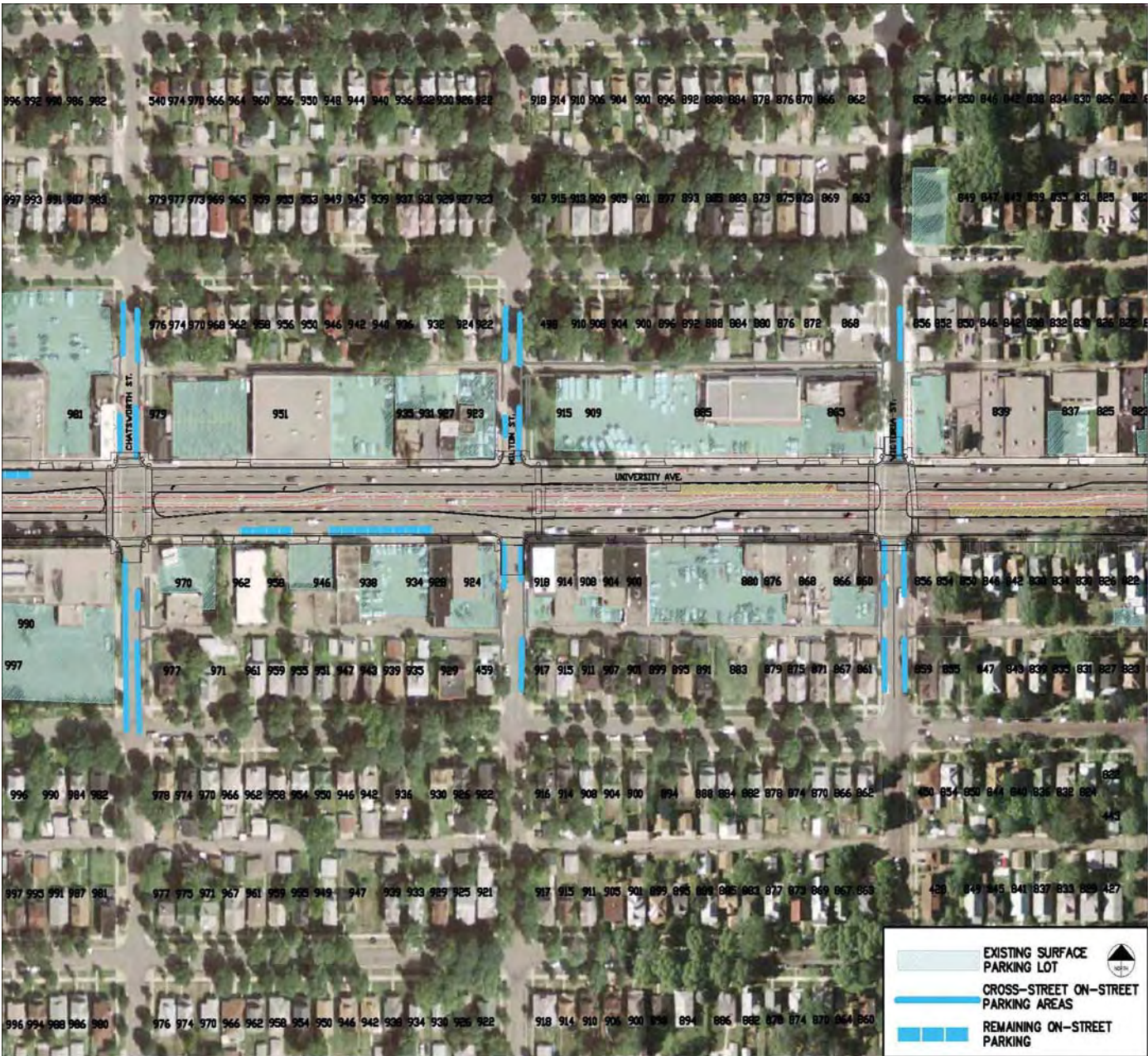




No. of businesses (estimate)	8	No. of surveys returned	4	Percent surveys returned	50%
Distance to LRT Station	3 Blocks	Distance to Bus Stop	0 Blocks		
<b>Summary of parking impacts</b>					
<b>North side of block</b>			<b>South side of block</b>		
Off-street parking	80	Off-street parking spaces	150		
Existing on-street parking	13	Existing on-street parking	11		
On-street parking with LRT	0	On-street parking with LRT	0		
Cross-street parking spaces	6	Cross-street parking spaces	7		

Block: Milton St. to Victoria St.





No. of businesses (estimate)	8	No. of surveys returned	4	Percent surveys returned	50%
Distance to LRT Station	3 Blocks	Distance to Bus Stop	0 Blocks		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	80	Off-street parking spaces	150
Existing on-street parking	13	Existing on-street parking	11
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	6	Cross-street parking spaces	7

**Block:** Milton St. to Victoria St.



Block: Chatsworth St. to Milton St.

No. of businesses (estimate)	10	No. of surveys returned	7	Percent surveys returned	70%
Distance to LRT Station		3 blocks	Distance to Bus Stop		0 blocks

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	119	Off-street parking spaces	107
Existing on-street parking	16	Existing on-street parking	9
On-street parking with LRT	0	On-street parking with LRT	12
Cross-street parking spaces	10	Cross-street parking spaces	9

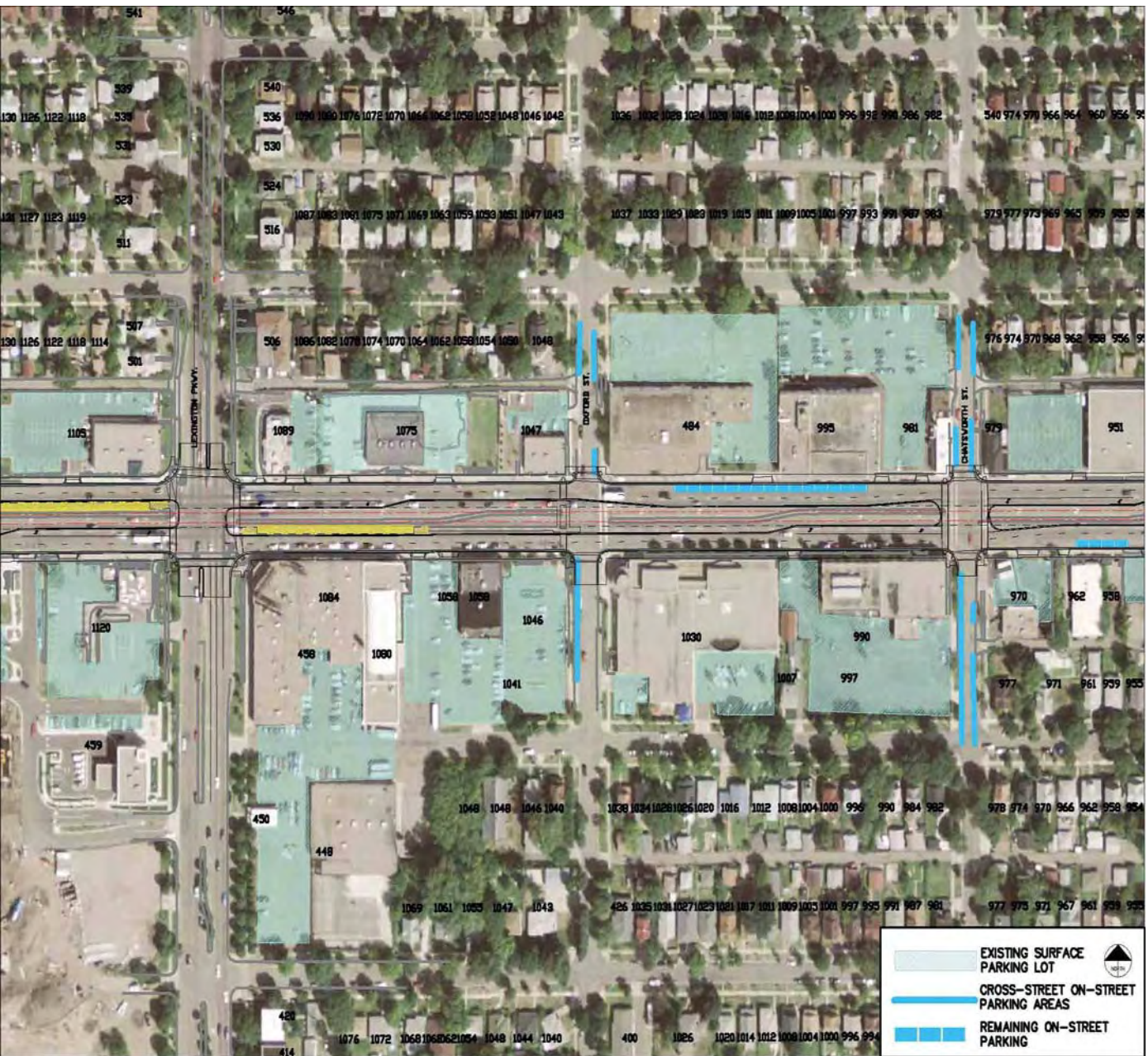




Block: Oxford St. to Chatsworth St.

No. of businesses (estimate)	5	No. of surveys returned	4	Percent surveys returned	80%
Distance to LRT Station		2 blocks	Distance to Bus Stop		1 block

Summary of parking impacts		North side of block		South side of block	
Off-street parking	171	Off-street parking spaces	279		
Existing on-street parking	13	Existing on-street parking	24		
On-street parking with LRT	15	On-street parking with LRT	0		
Cross-street parking spaces	8	Cross-street parking spaces	11		

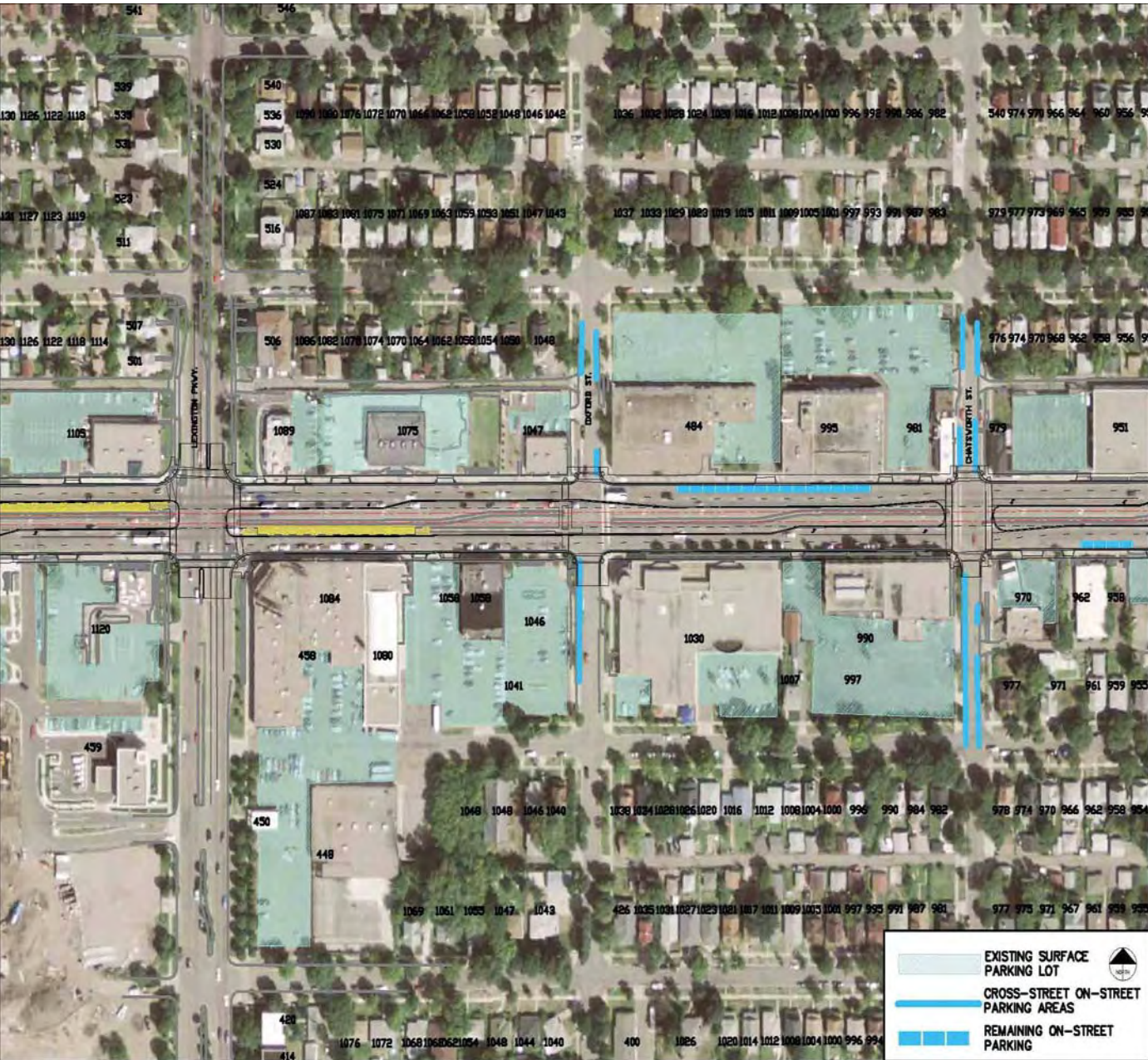




Block: Lexington Pkwy to Oxford St.

No. of businesses (estimate)	8	No. of surveys returned	2	Percent surveys returned	25%
Distance to LRT Station		0 blocks	Distance to Bus Stop		0 Blocks

Summary of parking impacts		North side of block		South side of block	
Off-street parking		80	Off-street parking spaces	292	
Existing on-street parking	14	14	Existing on-street parking	14	
On-street parking with LRT	0	0	On-street parking with LRT	0	
Cross-street parking spaces	3	3	Cross-street parking spaces	7	



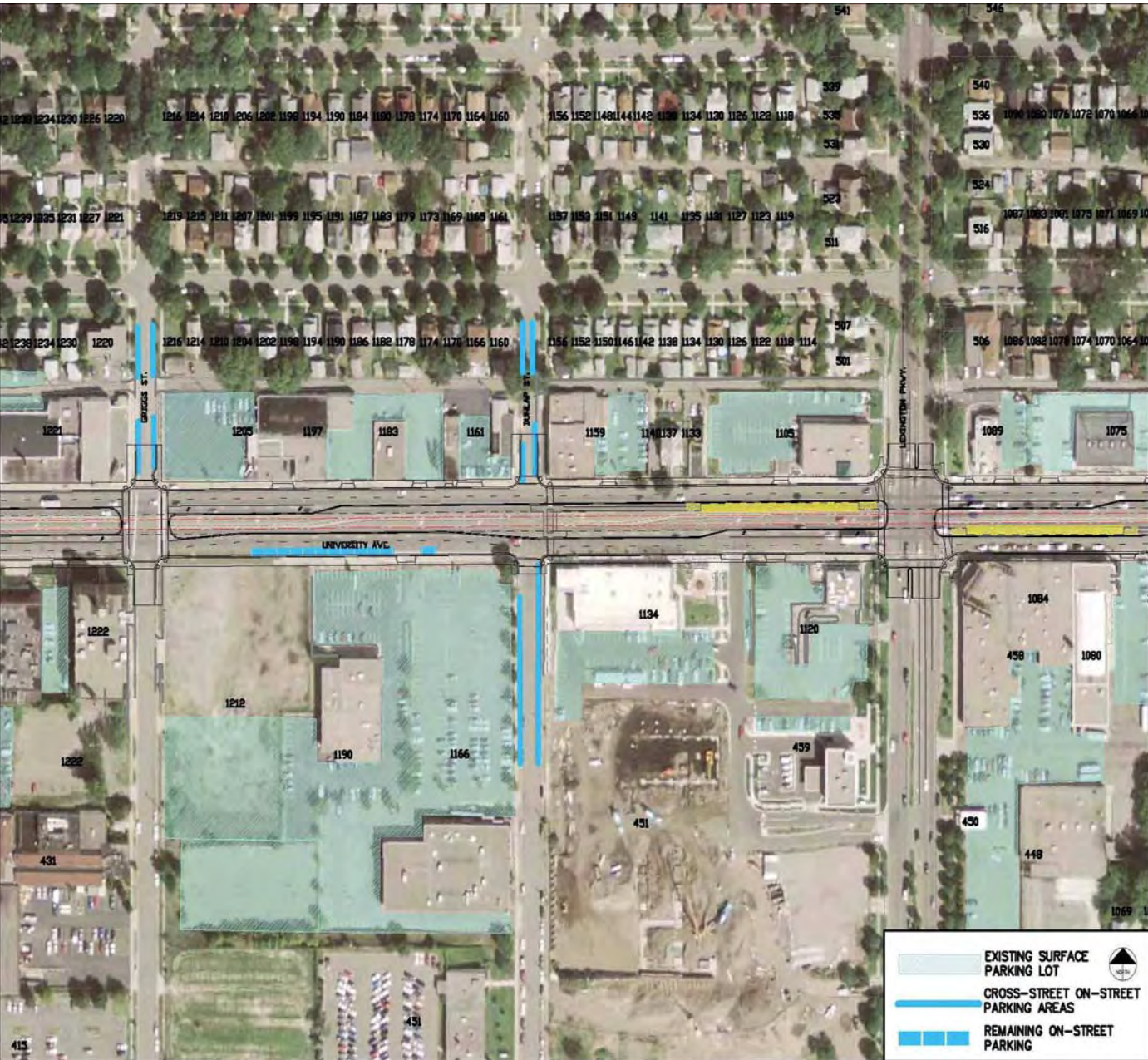


Block: Dunlap St. to Lexington Pkwy

No. of businesses (estimate)	7	No. of surveys returned	4	Percent surveys returned	57%
Distance to LRT Station	0 blocks	Distance to Bus Stop	0 blocks		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	93	Off-street parking spaces	529
Existing on-street parking	13	Existing on-street parking	4
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	6	Cross-street parking spaces	14

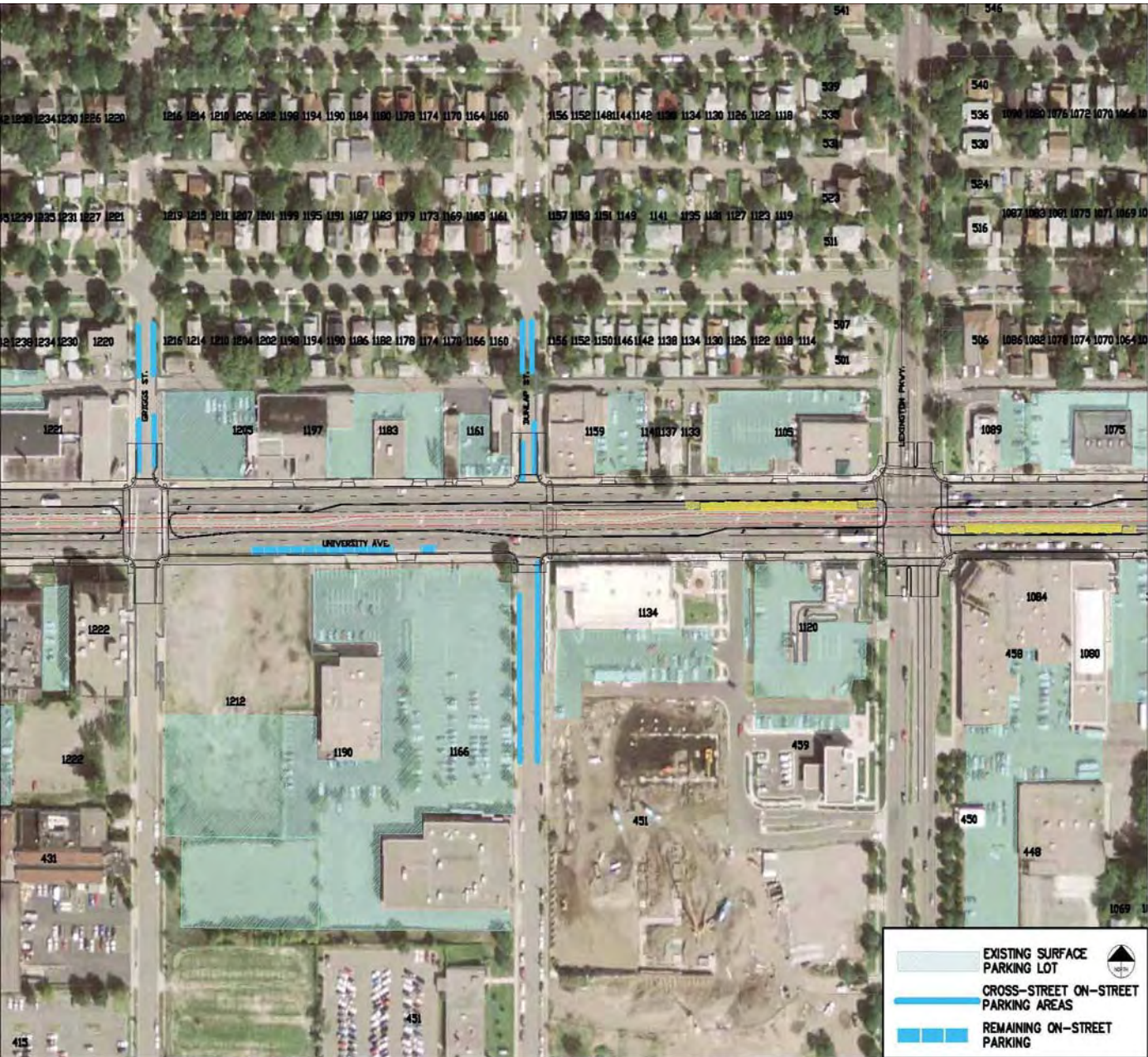




Block: Griggs St. to Dunlap St.

No. of businesses (estimate)	7	No. of surveys returned	2	Percent surveys returned	29%
Distance to LRT Station	1 block	Distance to Bus Stop	1 block		

Summary of parking impacts	
North side of block	South side of block
Off-street parking	Off-street parking spaces
Existing on-street parking	Existing on-street parking
On-street parking with LRT	On-street parking with LRT
Cross-street parking spaces	Cross-street parking spaces
86	413
12	21
0	12
11	10



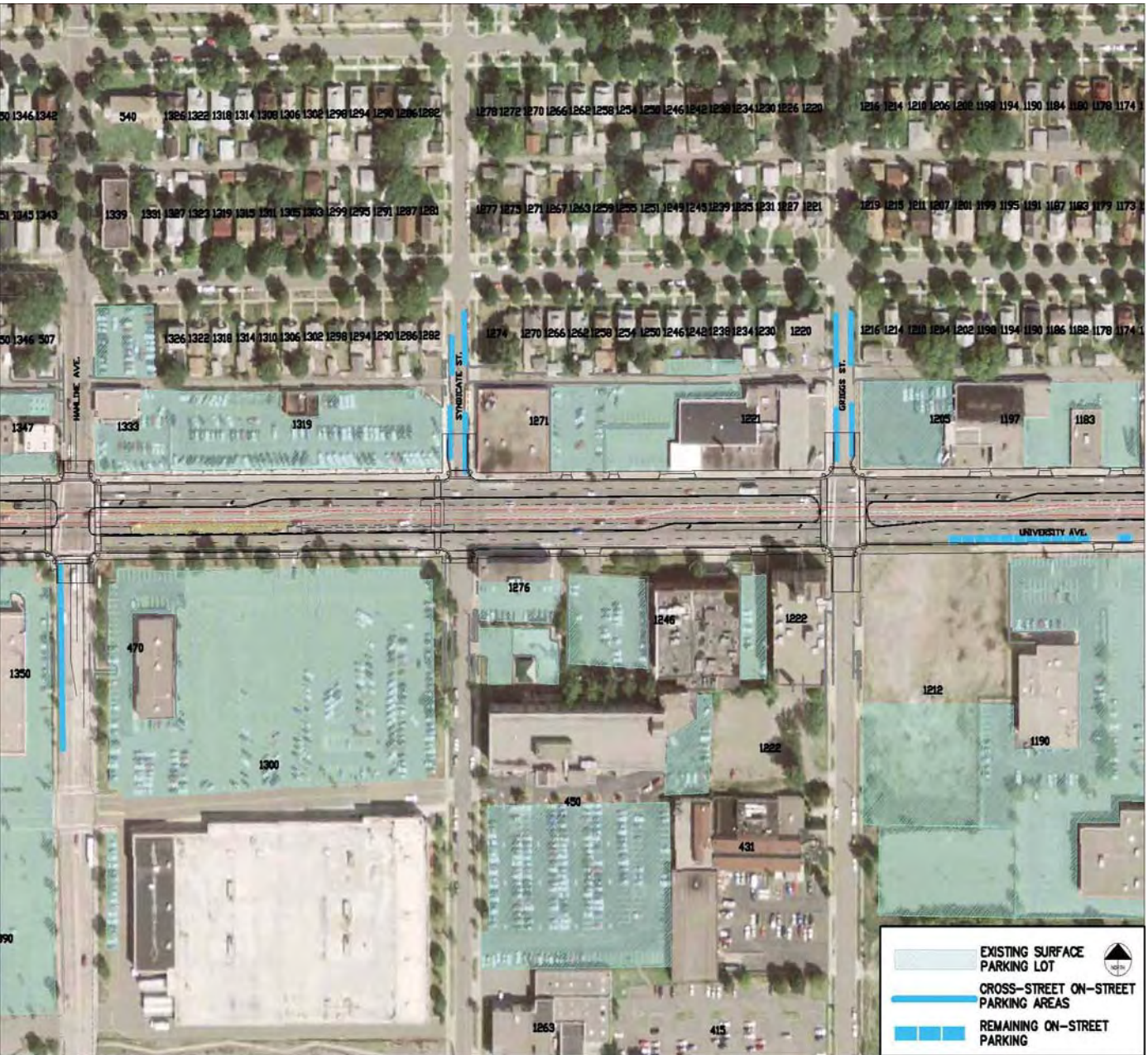


Block: Syndicate St. to Griggs St.

No. of businesses (estimate)	7	No. of surveys returned	3	Percent surveys returned	43%
Distance to LRT Station	2 blocks	Distance to Bus Stop	1 block		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	90	Off-street parking spaces	171
Existing on-street parking	15	Existing on-street parking	14
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	12	Cross-street parking spaces	0



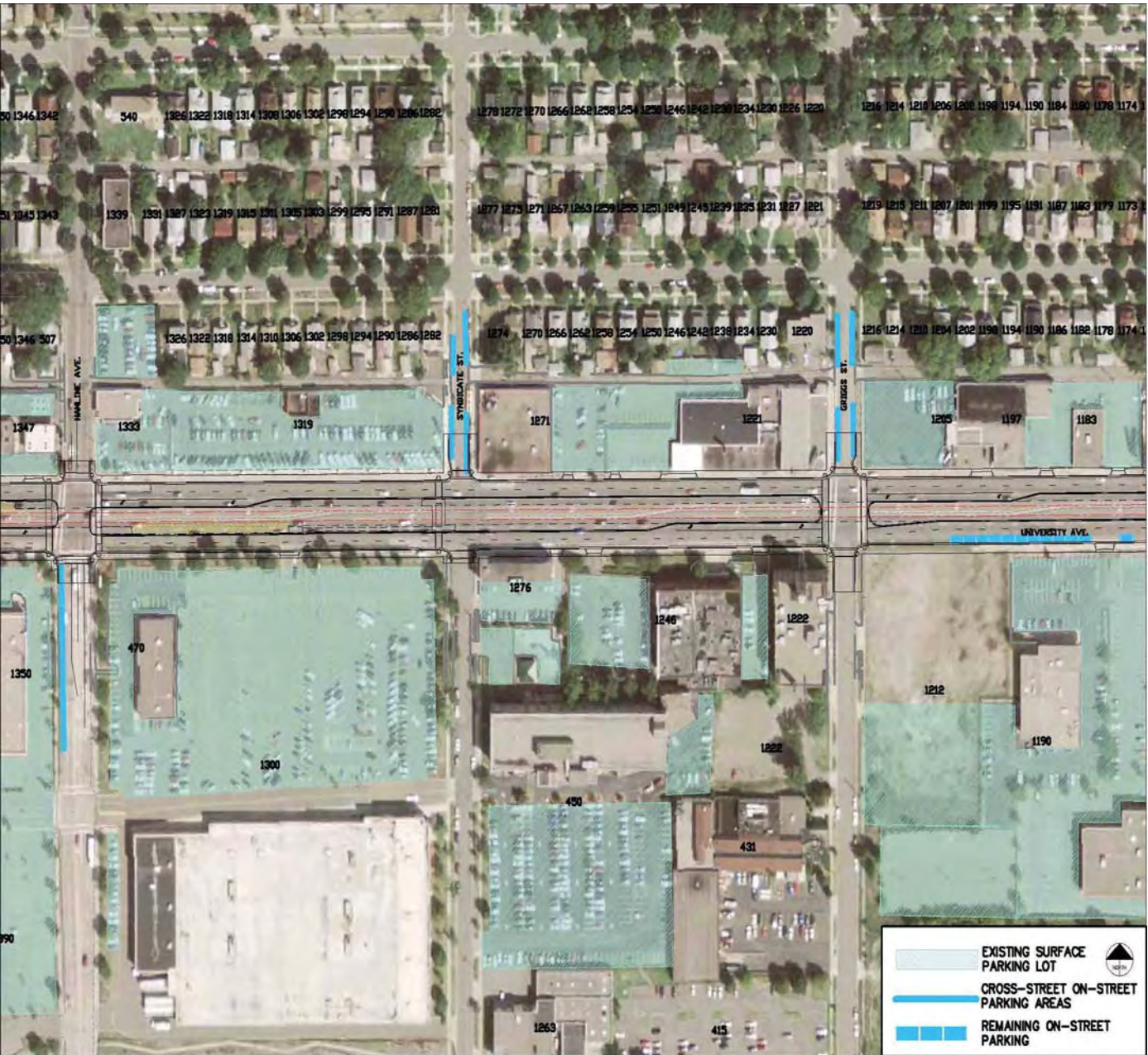


**Block:** Hamline Ave. to Syndicate St.

No. of businesses (estimate)	4	No. of surveys returned	0	Percent surveys returned	0%
Distance to LRT Station	3 blocks	Distance to Bus Stop	0 blocks		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	245	Off-street parking spaces	500
Existing on-street parking	22	Existing on-street parking	18
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	5	Cross-street parking spaces	0



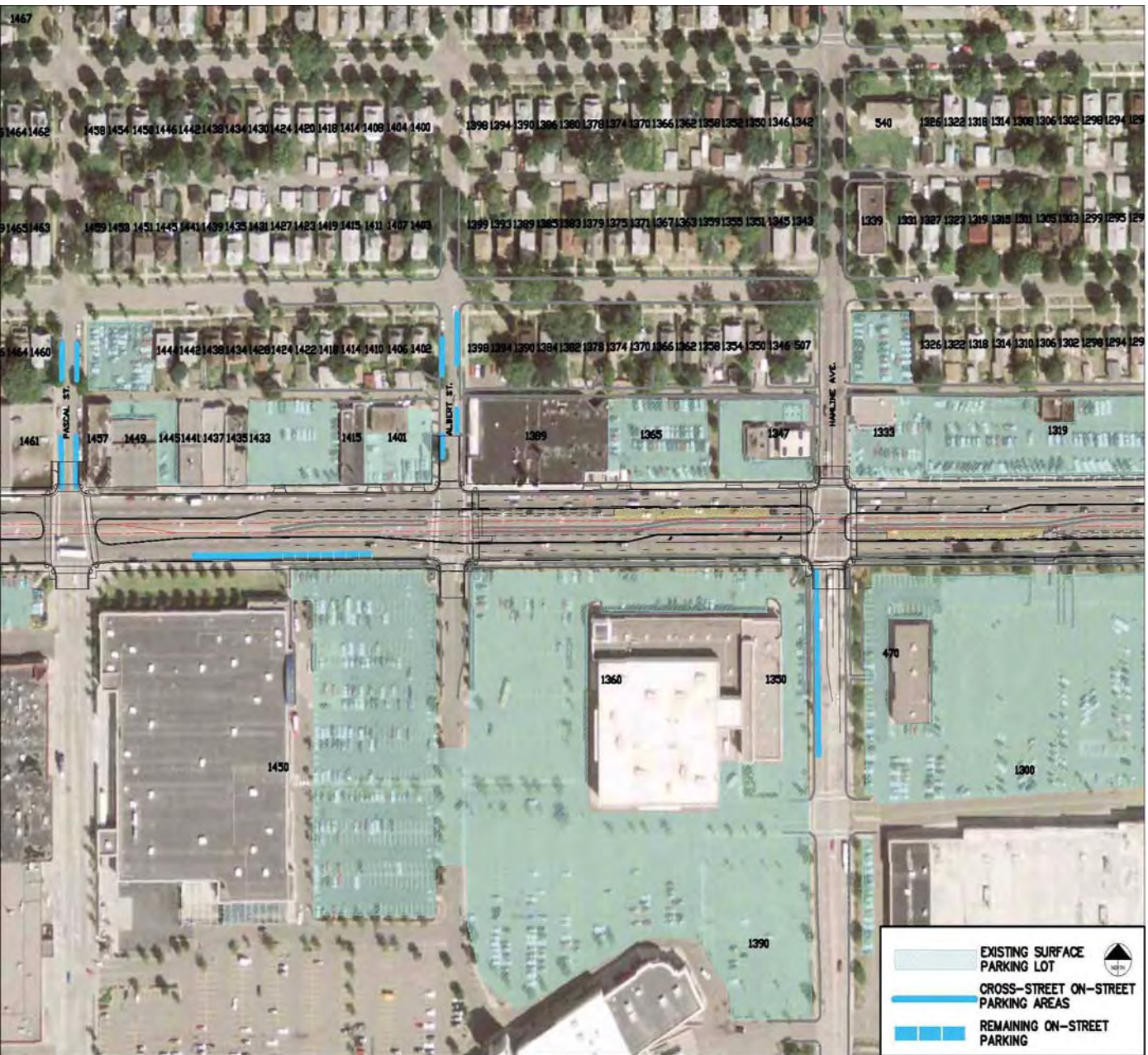


Block: Pascal St. to Hamline Ave.

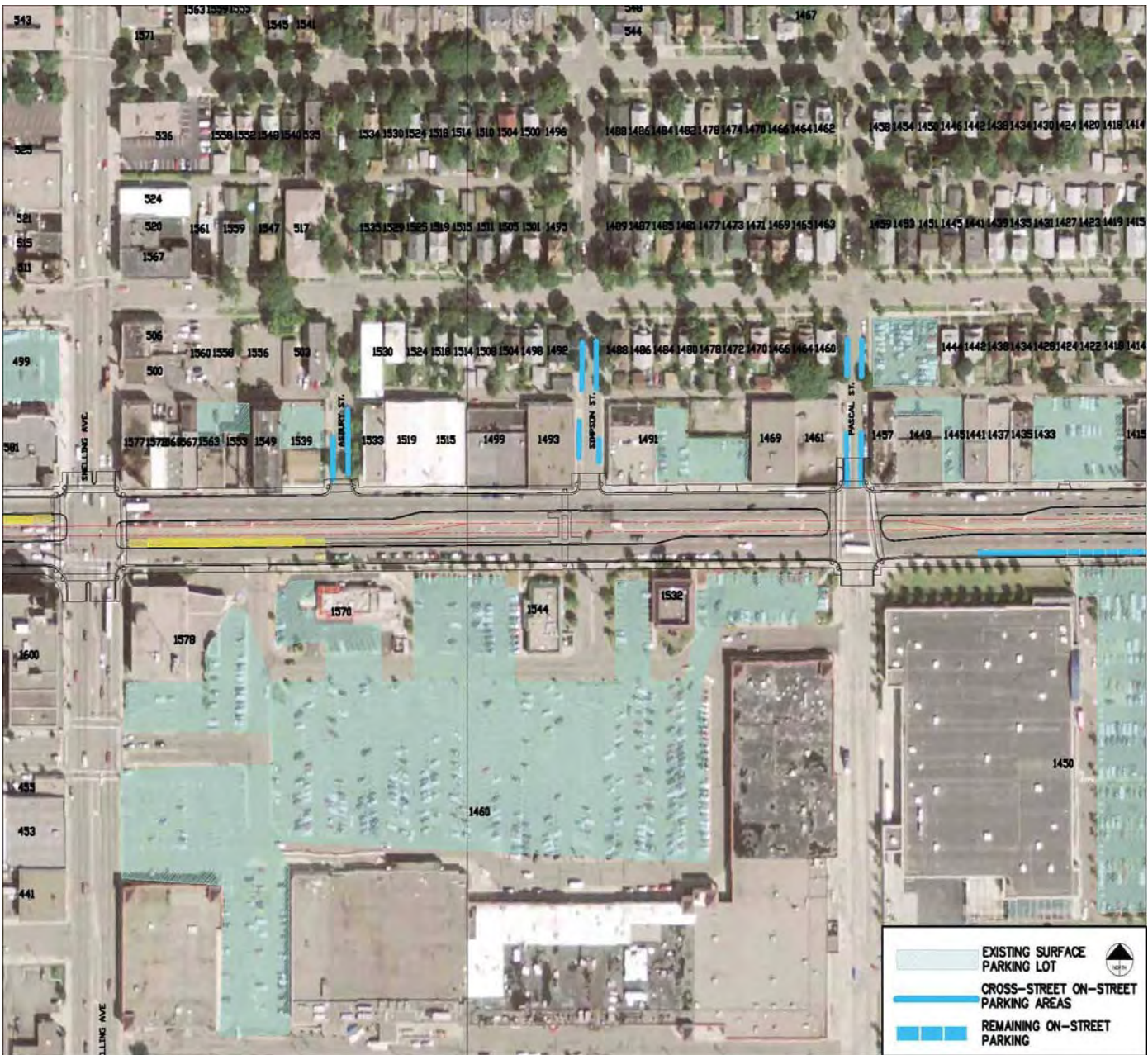
No. of businesses (estimate)	17	No. of surveys returned	8	Percent surveys returned	47%
Distance to LRT Station	4 blocks	Distance to Bus Stop	0 blocks		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	254	Off-street parking spaces	1842
Existing on-street parking	23	Existing on-street parking	36
On-street parking with LRT	0	On-street parking with LRT	14
Cross-street parking spaces	12	Cross-street parking spaces	11







No. of businesses (estimate)	22	No. of surveys returned	3	Percent surveys returned	14%
Distance to LRT Station	0 blocks	Distance to Bus Stop	0 blocks		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	180	Off-street parking spaces	1195
Existing on-street parking	32	Existing on-street parking	31
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	24	Cross-street parking spaces	0

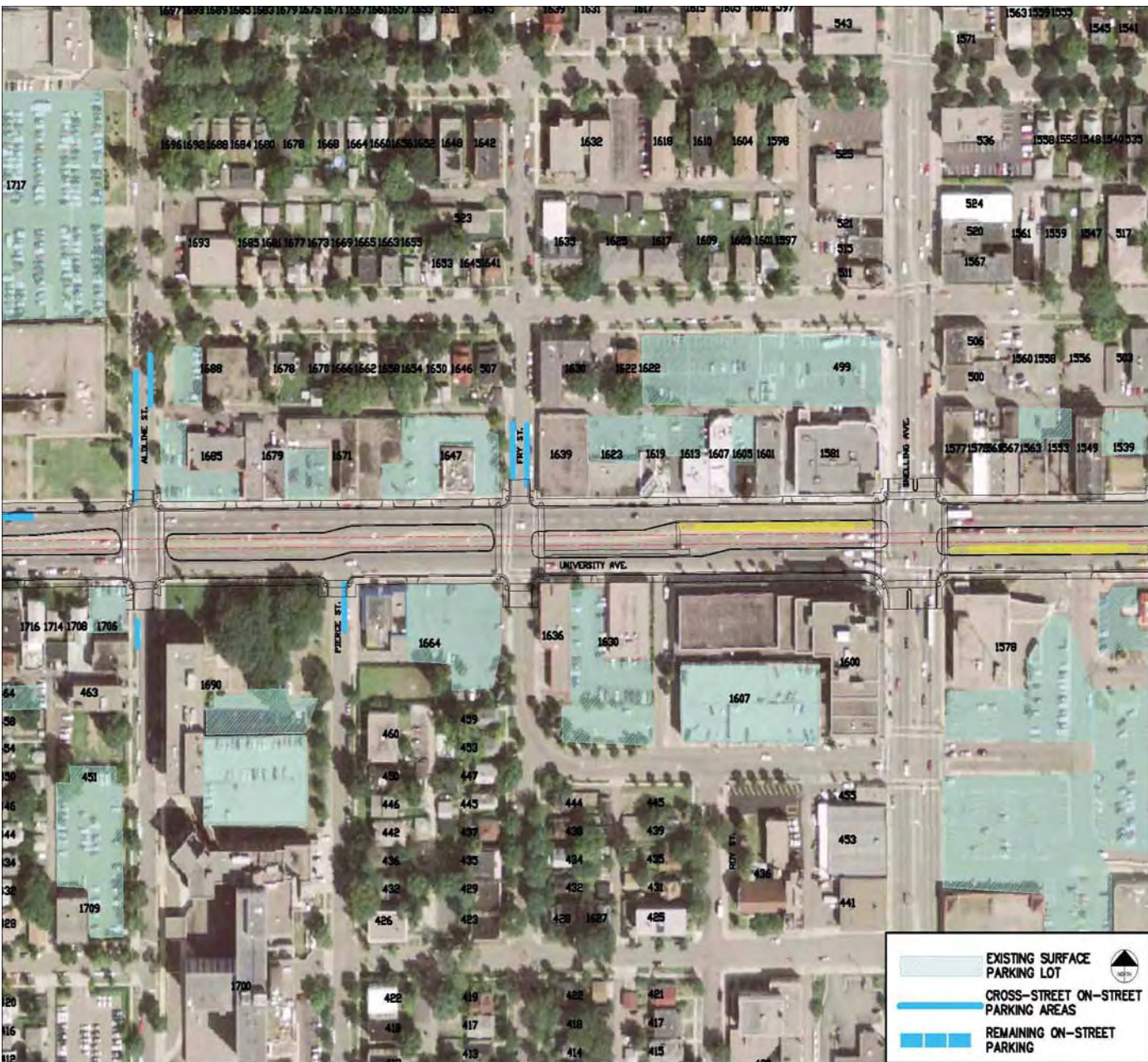
Block: Snelling Ave. to Pascal St.



Block: Fry St. to Snelling Ave.

No. of businesses (estimate)	72	No. of surveys returned	8	Percent surveys returned	11%
Distance to LRT Station		0 blocks	Distance to Bus Stop		0 blocks

Summary of parking		North side of block		South side of block	
Off-street parking		152	Off-street parking spaces	66+	
Existing on-street parking	17	17	Existing on-street parking	6	
On-street parking with LRT	0	0	On-street parking with LRT	0	
Cross-street parking spaces	5	5	Cross-street parking spaces	0	

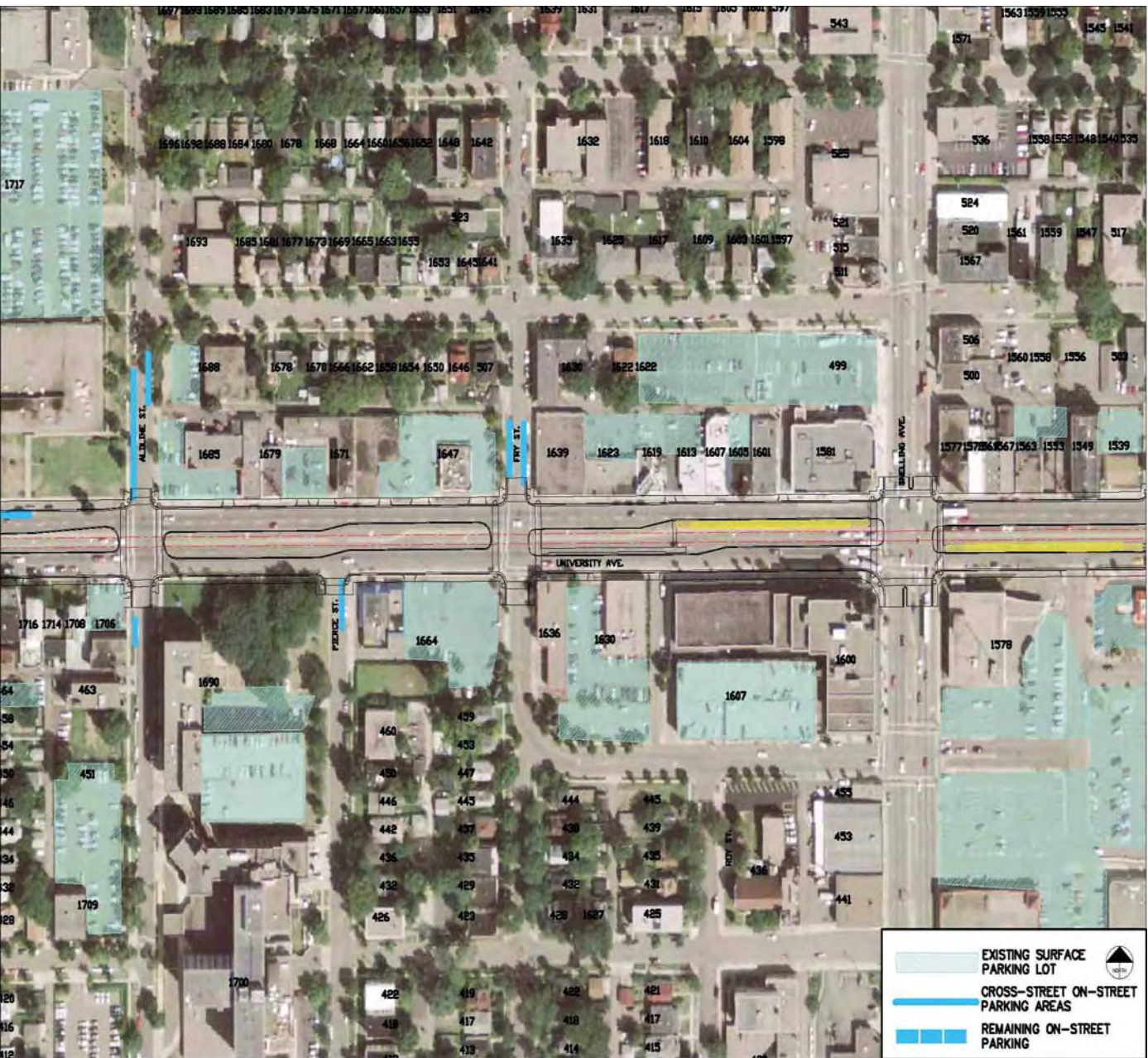




Block: Aldine St. to Fry St.

No. of businesses (estimate)	30	No. of surveys returned	5	Percent surveys returned	17%
Distance to LRT Station	1 block	Distance to Bus Stop	1 block		

Summary of parking impacts		North side of block		South side of block	
Off-street parking		68	Off-street parking spaces	83	
Existing on-street parking	9	9	Existing on-street parking	16	
On-street parking with LRT	0	0	On-street parking with LRT	0	
Cross-street parking spaces	6	6	Cross-street parking spaces	3	







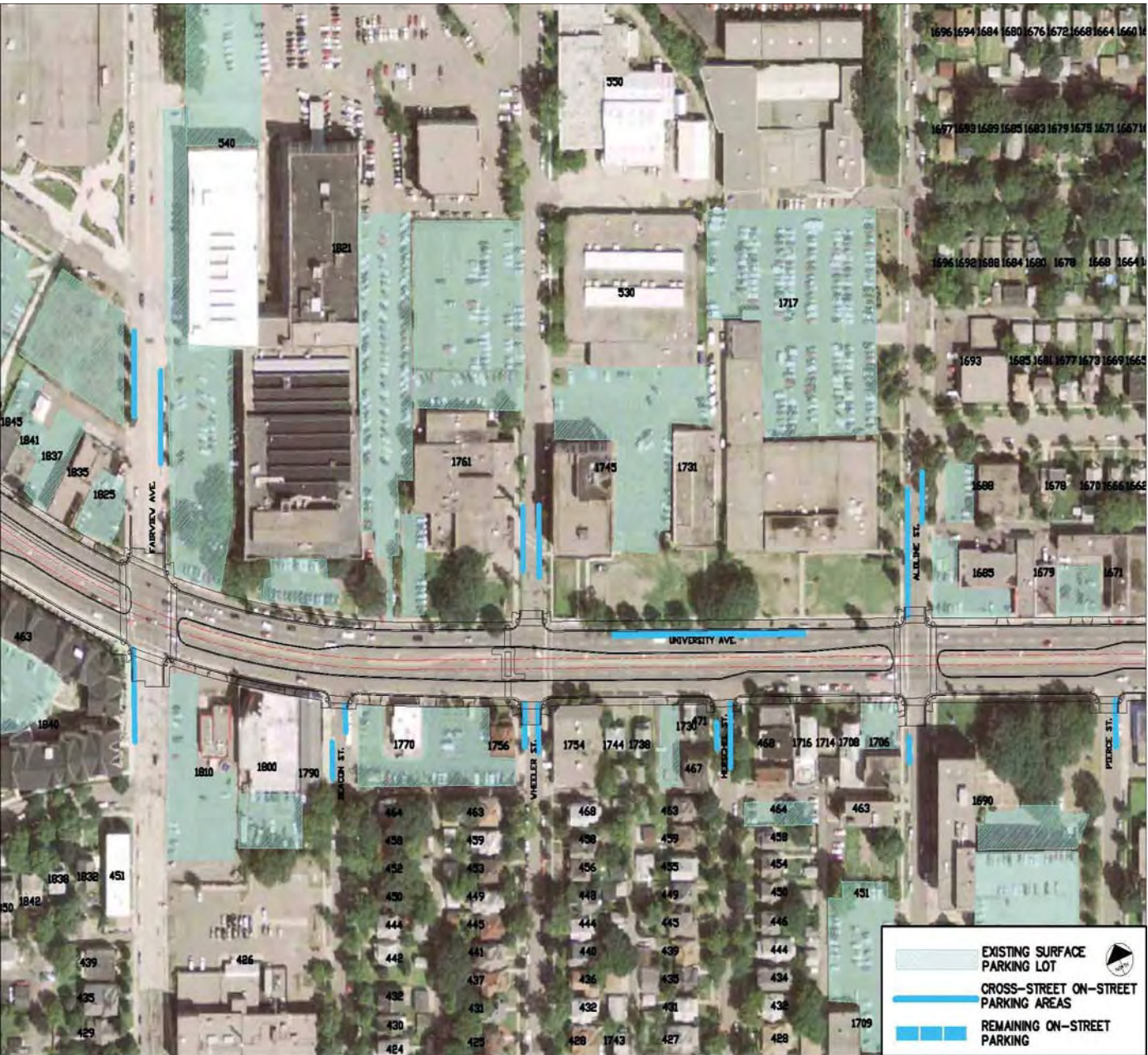


Block: Fairview Ave. to Wheeler St.

No. of businesses (estimate)	166	No. of surveys returned	24	Percent surveys returned	14%
Distance to LRT Station		1 block	Distance to Bus Stop		0 blocks

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	230	Off-street parking spaces	199
Existing on-street parking	17	Existing on-street parking	3
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	8	Cross-street parking spaces	8



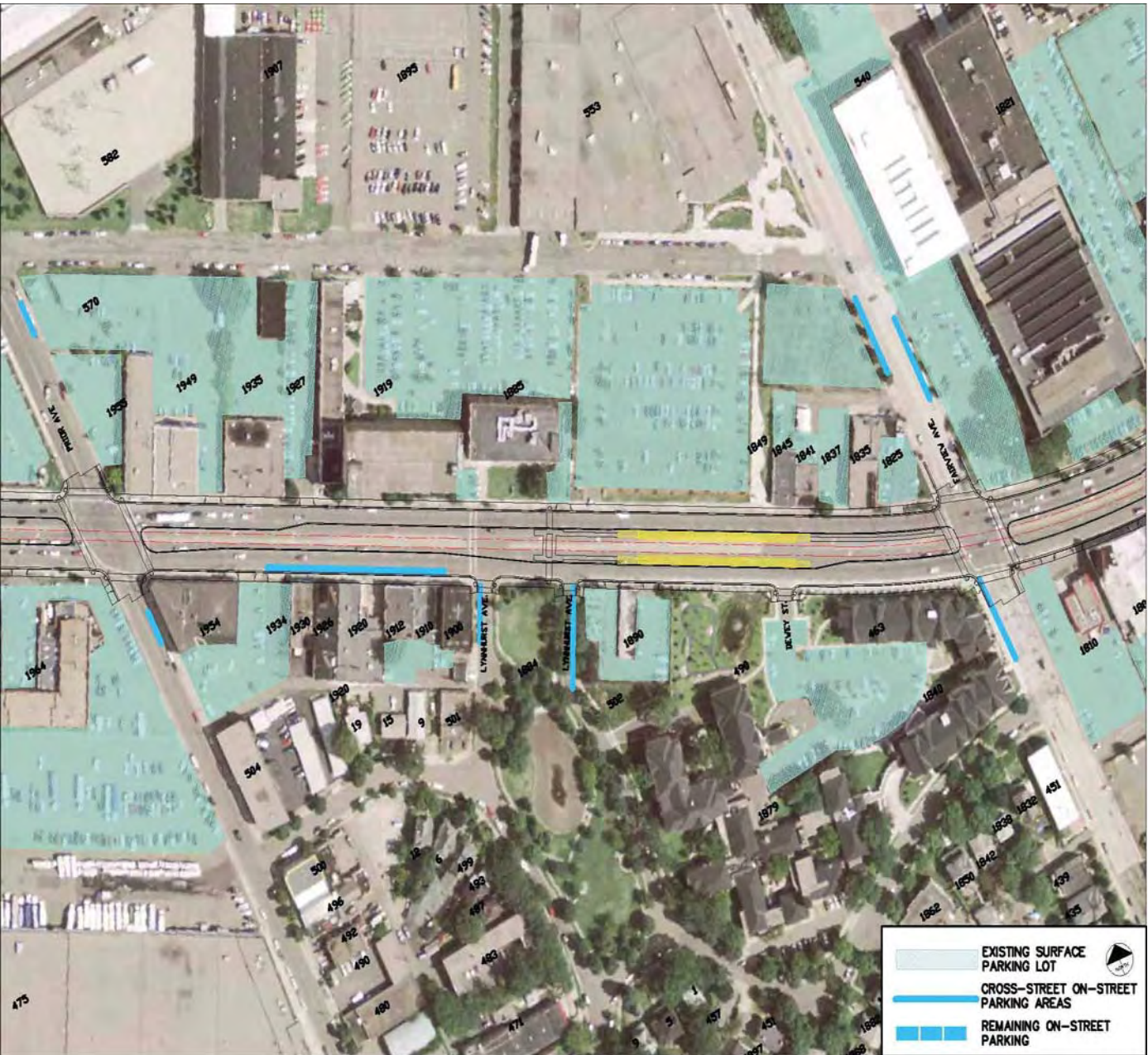


Block: Prior Ave. to Fairview Ave.

No. of businesses (estimate)	99	No. of surveys returned	10	Percent surveys returned	10%
Distance to LRT Station		0 blocks	Distance to Bus Stop		0 blocks

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	520	Off-street parking spaces	197
Existing on-street parking	33	Existing on-street parking	33
On-street parking with LRT	0	On-street parking with LRT	14
Cross-street parking spaces	19	Cross-street parking spaces	4



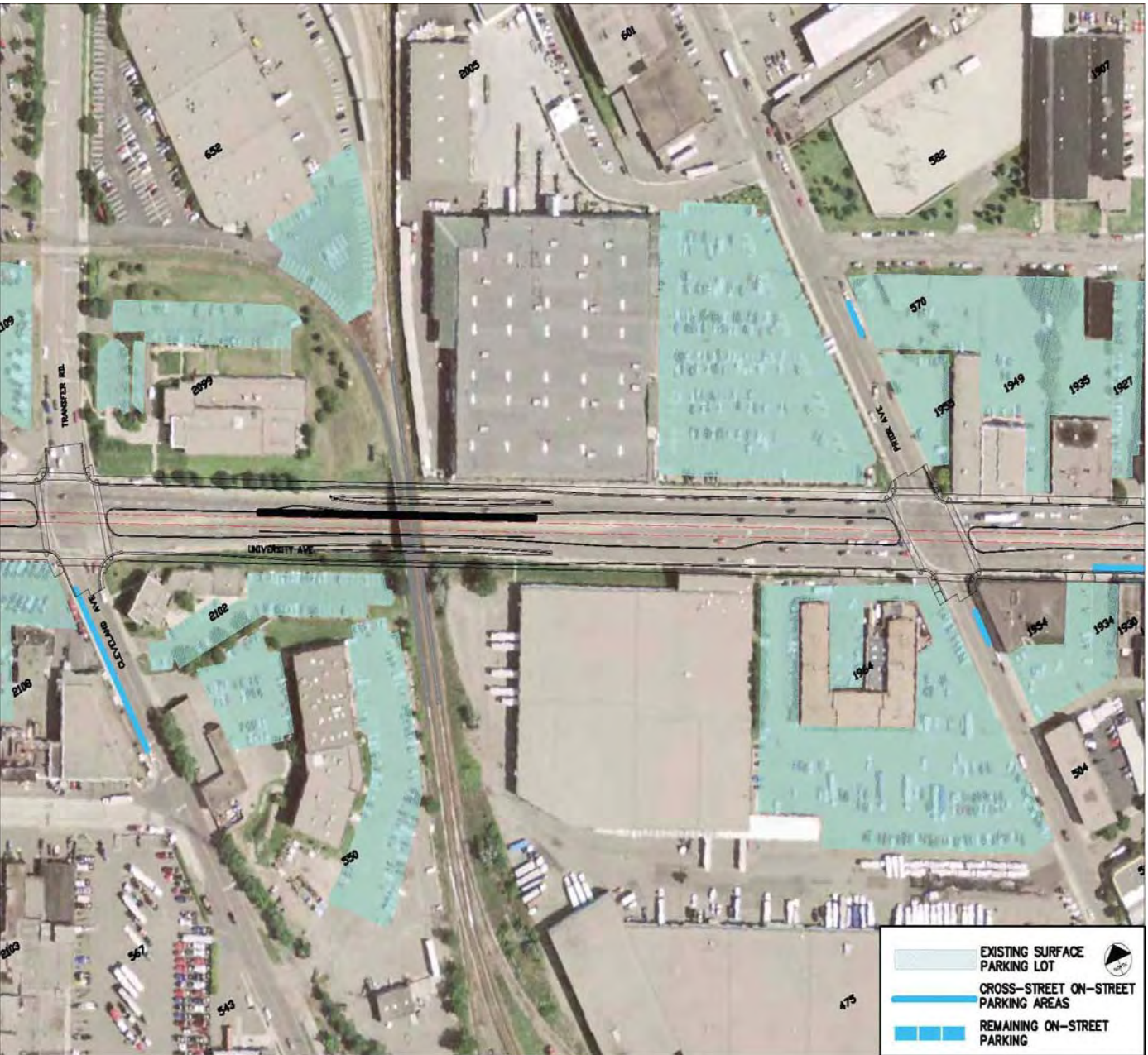


Block: Transfer Rd. to Prior Ave.

No. of businesses (estimate)	12	No. of surveys returned	1	Percent surveys returned	8%
Distance to LRT Station		1 block	Distance to Bus Stop		0 blocks

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	402	Off-street parking spaces	406
Existing on-street parking	28	Existing on-street parking	18
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	0	Cross-street parking spaces	12



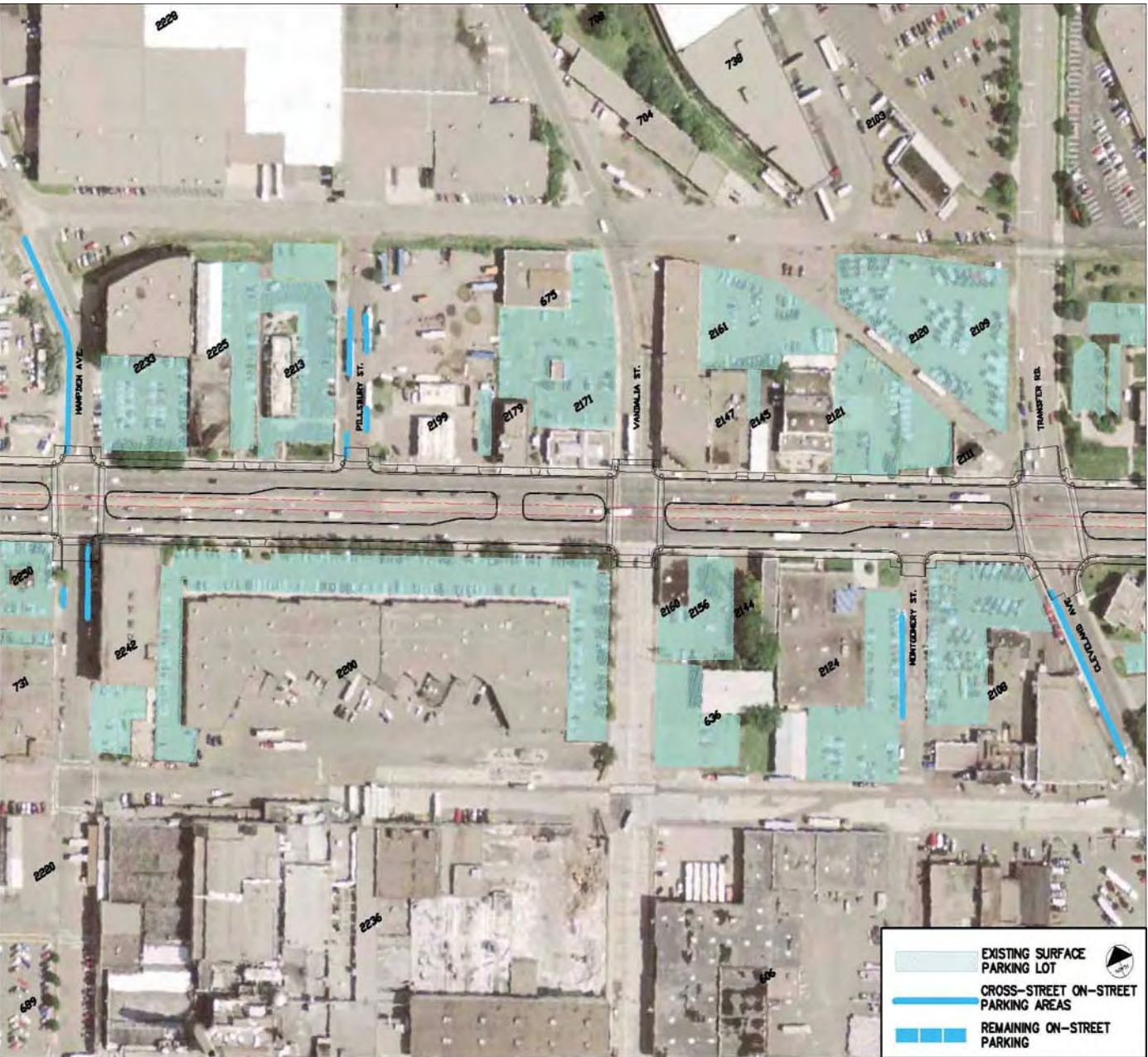


Block: Vandalia St. to Transfer Rd.

No. of businesses (estimate)	36	No. of surveys returned	2	Percent surveys returned	6%
Distance to LRT Station		3 blocks	Distance to Bus Stop		0 blocks

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	97	Off-street parking spaces	166
Existing on-street parking	12	Existing on-street parking	13
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	0	Cross-street parking spaces	15



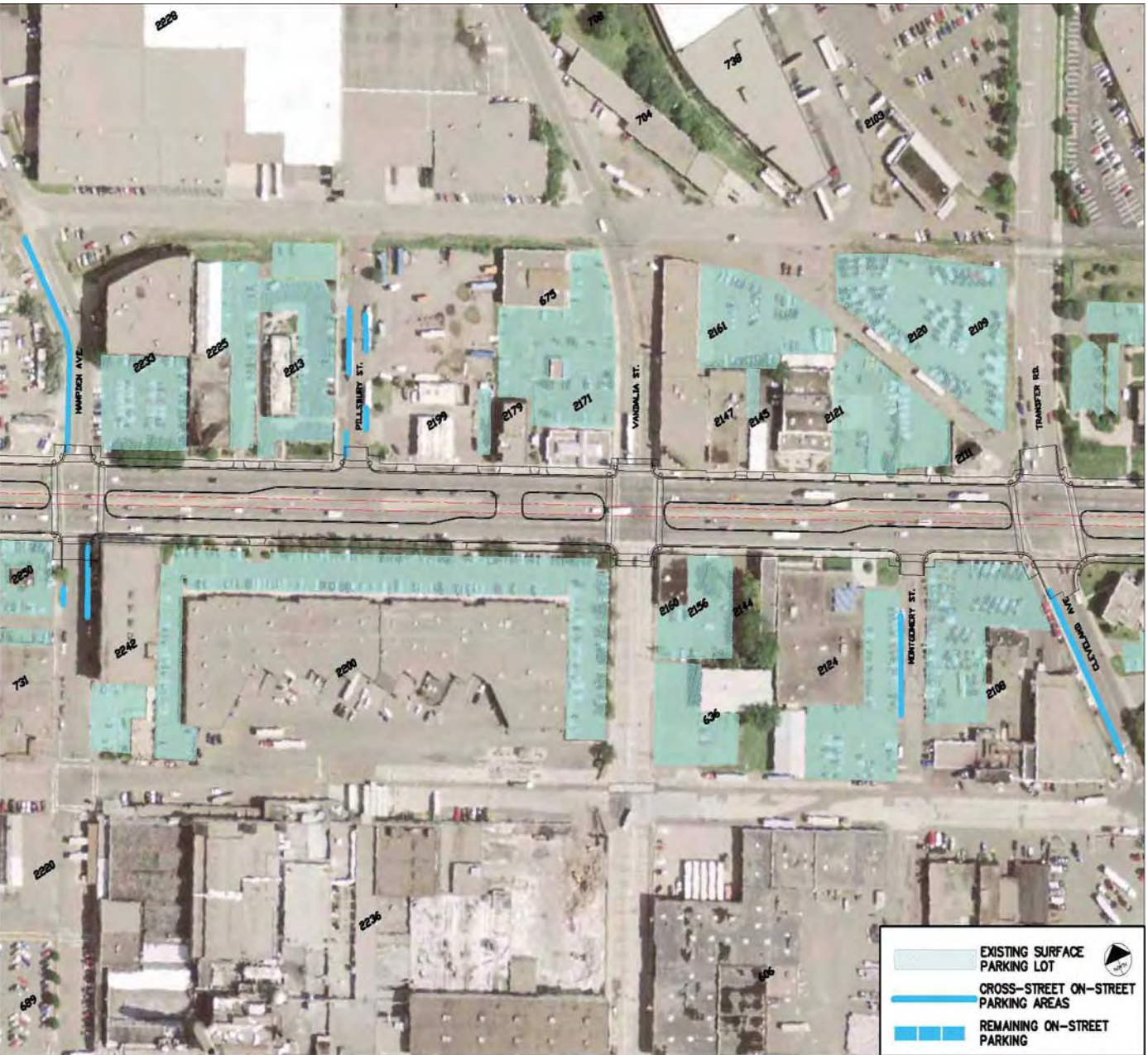


**Block:** Hampton Ave. to Vandalia St.

No. of businesses (estimate)	73	No. of surveys returned	18	Percent surveys returned	25%
Distance to LRT Station		2 blocks	Distance to Bus Stop		0 blocks

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	283	Off-street parking spaces	235
Existing on-street parking	13	Existing on-street parking	30
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	3	Cross-street parking spaces	4



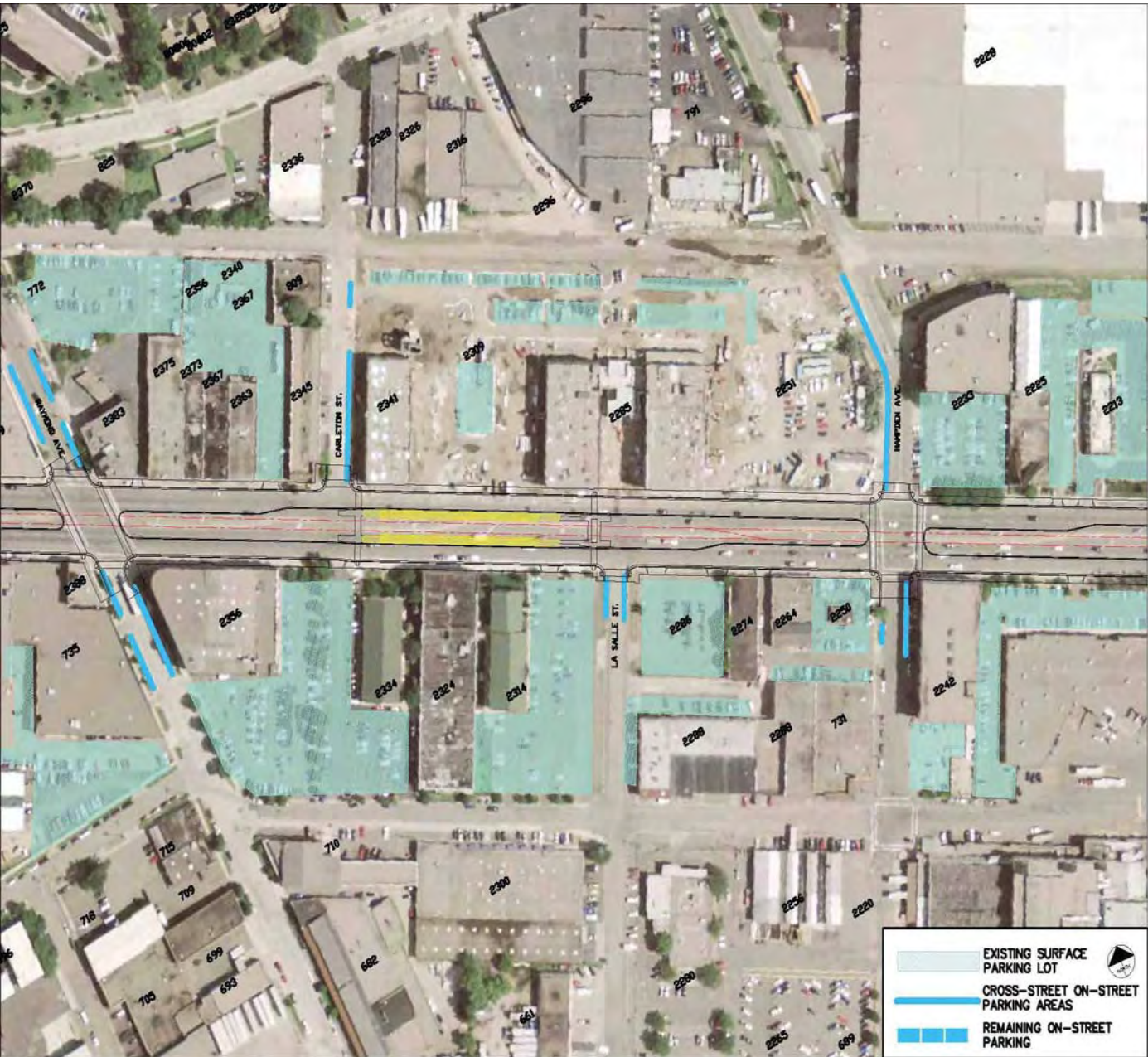


Block: [Raymond Ave. to Hampden Ave.](#)

No. of businesses (estimate)	64	No. of surveys returned	4	Percent surveys returned	6%
Distance to LRT Station	0 blocks	Distance to Bus Stop	0 blocks		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	173	Off-street parking spaces	532
Existing on-street parking	36	Existing on-street parking	35
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	32	Cross-street parking spaces	14



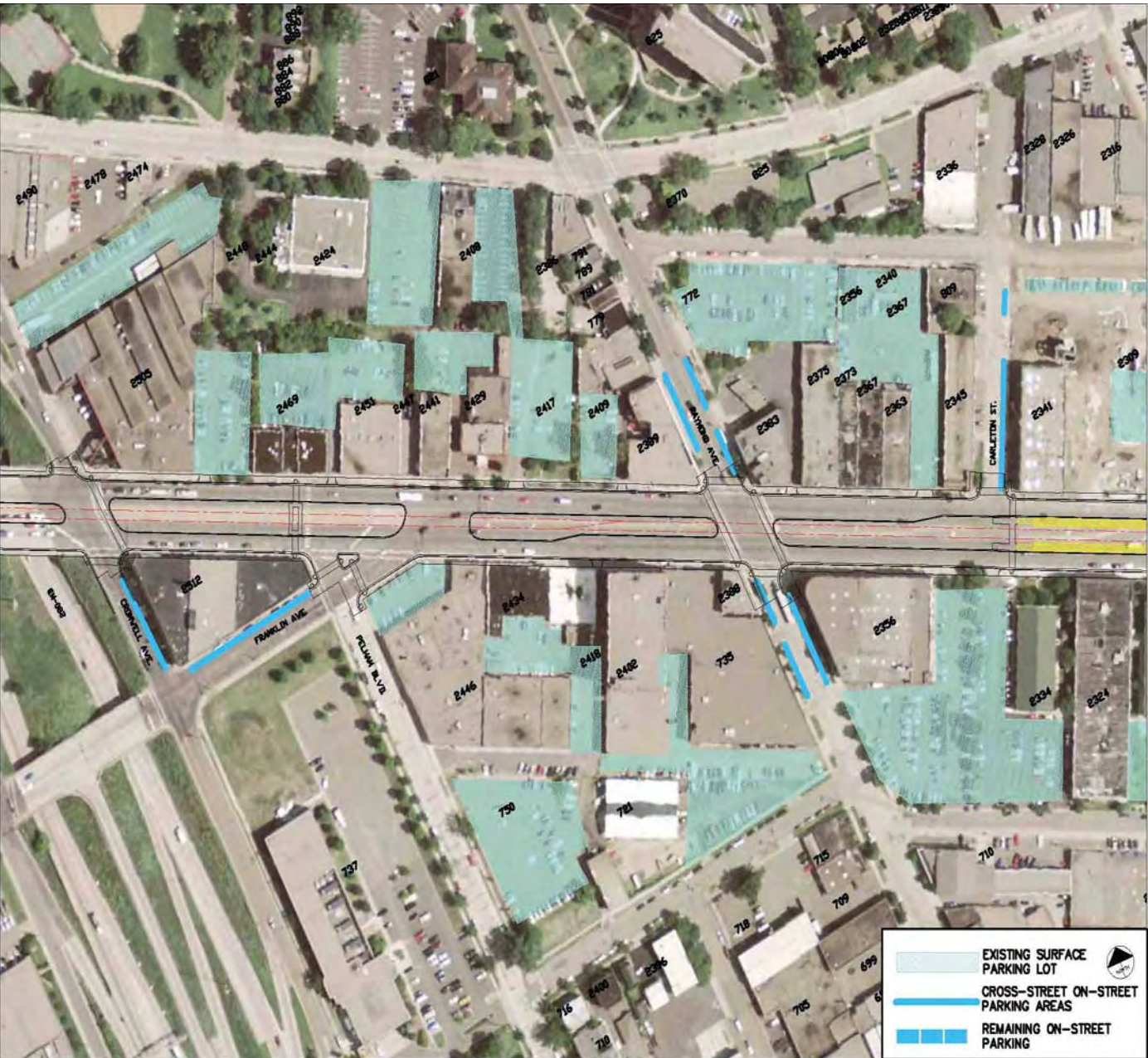


Block: [Hwy 280 to Raymond Ave.](#)

No. of businesses (estimate)	161	No. of surveys returned	13	Percent surveys returned	9%
Distance to LRT Station	1 block	Distance to Bus Stop	0 block		

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	277	Off-street parking spaces	179
Existing on-street parking	18	Existing on-street parking	33
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	8	Cross-street parking spaces	25





Block: [Emerald Ave. to Hwy 280](#)

No. of businesses (estimate)	121	No. of surveys returned	4	Percent surveys returned	2%
Distance to LRT Station	0 blocks	Distance to Bus Stop			0 blocks

**Summary of parking impacts**

North side of block		South side of block	
Off-street parking	644	Off-street parking spaces	746
Existing on-street parking	34	Existing on-street parking	18
On-street parking with LRT	12	On-street parking with LRT	0
Cross-street parking spaces	21	Cross-street parking spaces	10

