DOWNTOWN LAKEVILLE
PARKING NEEDS ASSESSMENT

Lakeville

November 2023

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Introduction

The Downtown Lakeville Parking Needs Assessment addresses current and future parking demand, while recommending parking strategies that minimize major capital expenditures. The study focuses on opportunities for parking efficiencies, especially at times when parking demand is at its peak. This includes strategies that balance the parking needs of a variety of users (e.g., employees and patrons). The study limits focused on the central business district (see Figure 1). The study occurred over a seven-month period (April 2023 – October 2023) and was guided by City staff and the Downtown business community. The primary objectives for this study include:

- Document existing conditions.
- Collect and assess a sample of utilization counts to better understand existing parking demand, needs, and issues.
- Establish strategies and recommendations to better manage today's existing parking supply.
- Engage the business community throughout the planning process.
- Develop a parking tool to asses redevelopment assumptions and their impacts to the study area's off-street and on-street parking supply.

Existing Conditions

People are attracted to Downtown Lakeville for its events, shopping, restaurants, and services. People are also attracted to Downtown Lakeville for its unique charm and urban design. These are some of the reasons that make Downtown Lakeville vibrant and successful. The availability of convenient, affordable parking may be a factor in part of this success, but not the driving factor. Too much emphasis on parking can negatively impact the unique qualities (e.g., walkability and charm) a downtown has to offer, resulting in a less desirable place to visit. Past plans (e.g., Downtown Development Guide and 2040 Comprehensive Plan) have emphasized the importance of maintaining Downtown Lakeville as a desirable place to visit and work through urban design principles. Balancing the parking needs for a vibrant downtown also requires a district-wide parking approach. A district-wide parking approach uses a combination of strategies to maximize the existing parking supply, while reducing the demand to build additional spaces. This approach is commonly applied in downtown settings to encourage walkability, foster economic growth, and strengthen the urban form. Downtown Lakeville provides a total of 750 parking spaces (see Table 1) that is owned/operated by the City and businesses/property owners.

Parking Utilization

Parking utilization counts were collected to help better understand today's current parking demand. Utilization counts serve as a quantitative measure in documenting existing parking conditions (e.g., parking demand), while verifying issues and concerns. The study focused on three time periods (9:00 a.m., 12:00 p.m., and 5:00 p.m.), which mirror industry standards in capturing peak parking demand. The days chosen to capture the utilization counts occurred during a typical summer day (Thursday, Friday and Saturday) with small events occurring (e.g., Farmers Market) and activities at the Arts and Learning Center. The standards used to determine if a parking location is at capacity is defined below:

- No Capacity Issues (0% - 74% Occupied)
- Monitor Capacity (75% - 84% Occupied)
- At or Approaching Capacity (85% - 92% Occupied)
- At Capacity (93%+ Occupied)

Table 1: Existing Parking Supply and Ownership

Parking Type	Number of Spaces	% of Supply
On-Street Parking (Public)	133	17%
Off-Street Parking (Public) - Map ID (Lots A - F)	299	38%
Off-Street Parking (Semi-Public/Private)	365	45%
Total	**797 ***	**100%**

** Excludes parking lots associated with apartments/residential homes, post office truck parking, Lakeville Tire and Auto, and small lots associated with office buildings.*

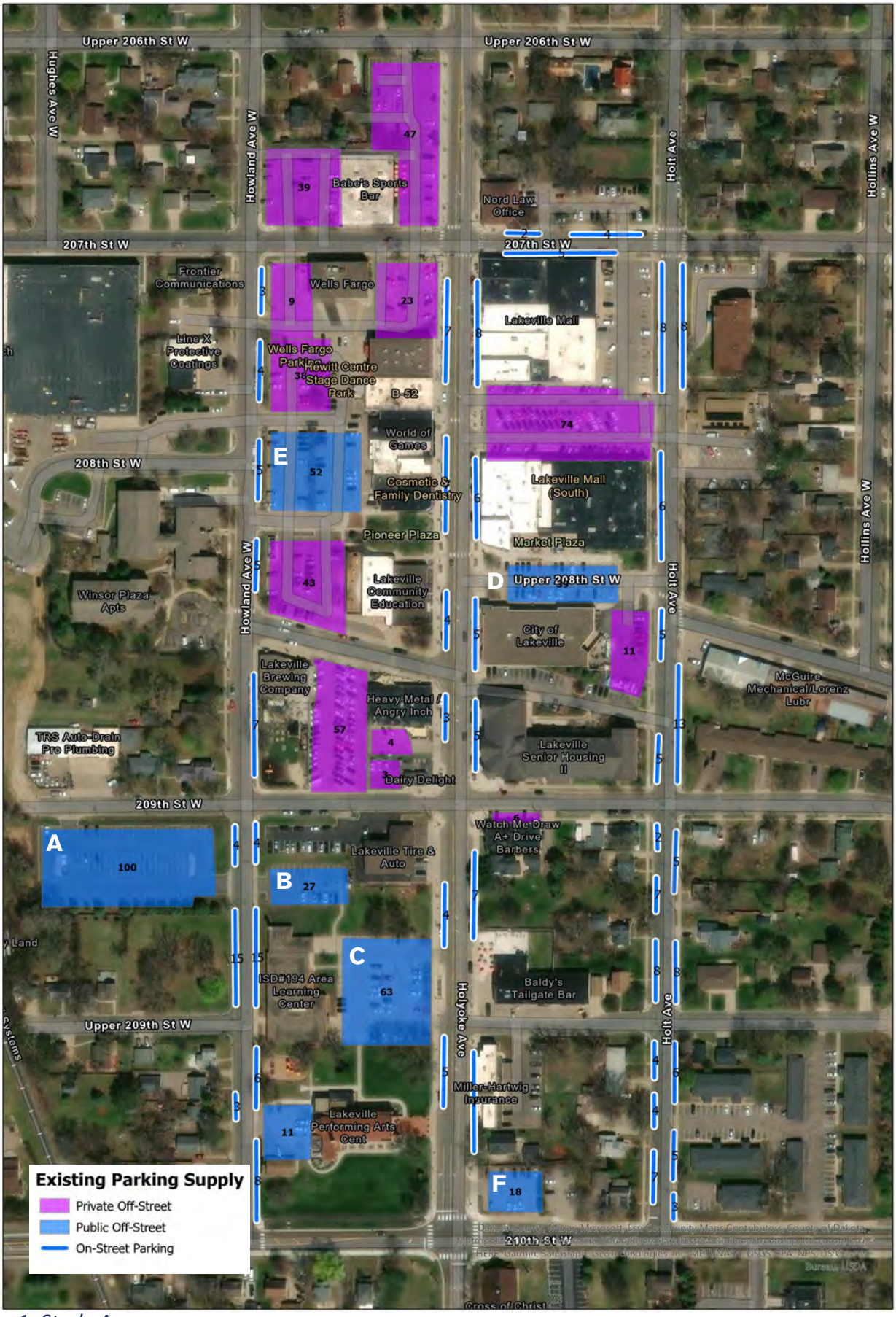


Figure 1: Study Area

Tables 2 - 4 represent the highest (MAX) parking utilization count collected, regardless of the day, to demonstrate a "worst case" scenario. The utilization counts represent the percentage of vehicles occupying a parking lot or on-street parking space to determine if a location is at capacity. Findings are also depicted in Figures 2 – 4.

Table 2: Morning (9 a.m.) MAX Utilization County Collected

Parking Type	Number of Spaces	Utilization	Available (Vacant) Spaces
On-Street Parking (Public)	133	68%	42
Off-Street Parking (Public)	299	35%	194
Off-Street Parking (Semi-Public/Private)	365	54%	167
Total	**797**	**49%**	**403**

Table 3: Morning (12 p.m.) MAX Utilization County Collected

Parking Type	Number of Spaces	Utilization	Available (Vacant) Spaces
On-Street Parking (Public)	133	77%	31
Off-Street Parking (Public)	299	39%	183
Off-Street Parking (Semi-Public/Private)	365	74%	96
Total	**797**	**61%**	**310**

Table 4: Evening (6 p.m.) MAX Utilization County Collected

Parking Type	Number of Spaces	Utilization	Available (Vacant) Spaces
On-Street Parking (Public)	133	76%	32
Off-Street Parking (Public)	299	56%	132
Off-Street Parking (Semi-Public/Private)	365	84%	60
Total	**797**	**72%**	**224**

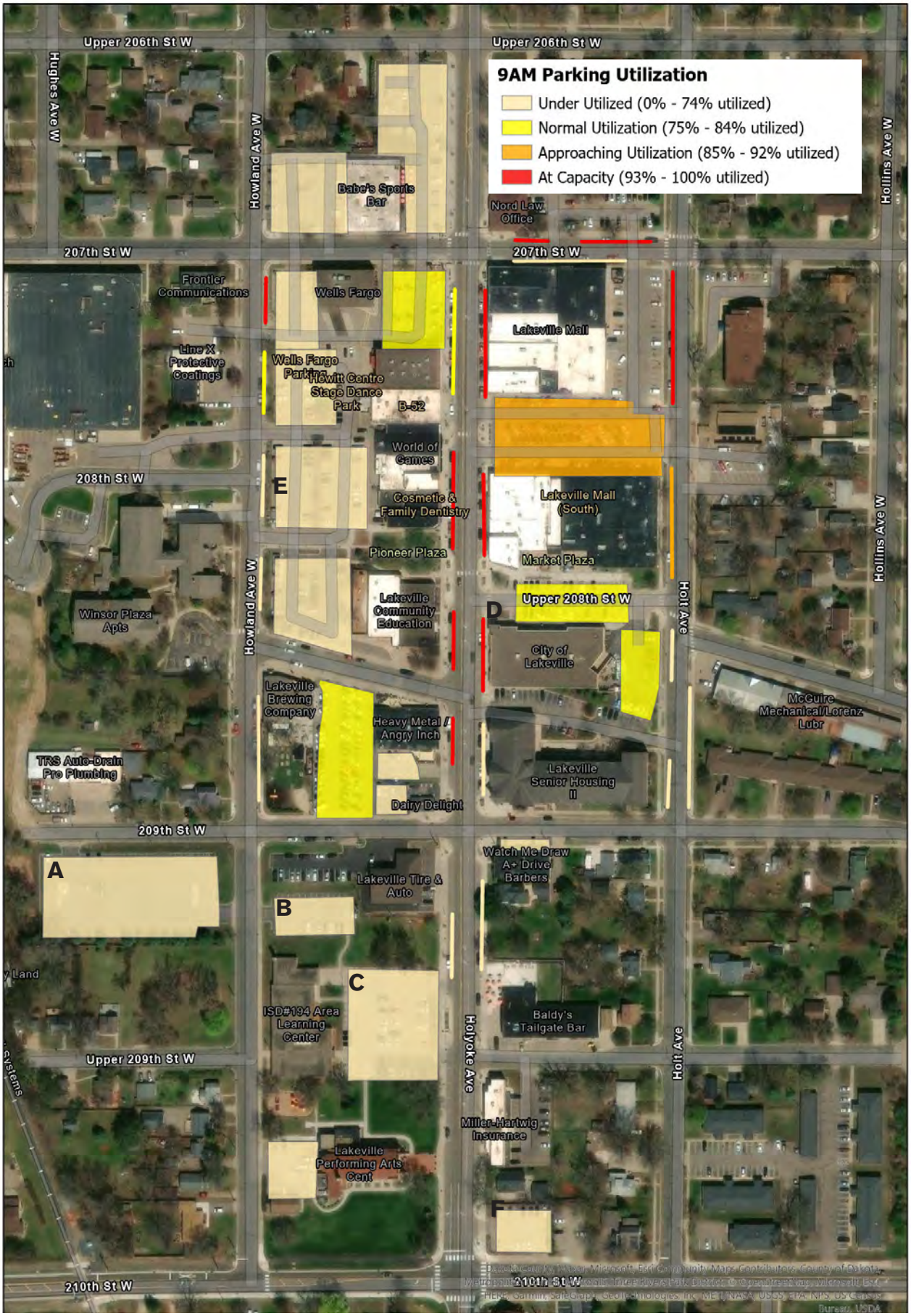


Figure 2: Morning Parking Utilization

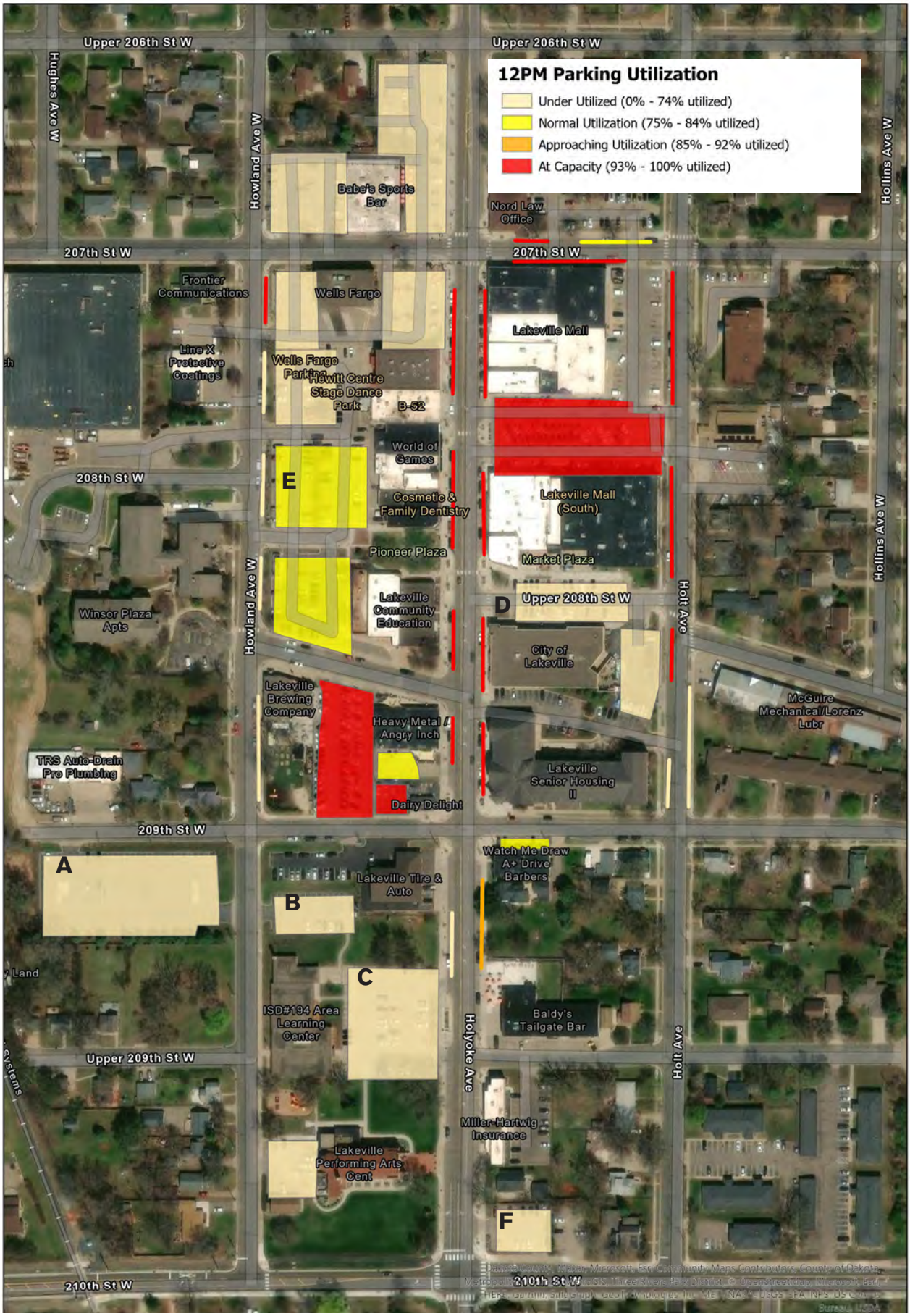


Figure 3: Afternoon Parking Utilization

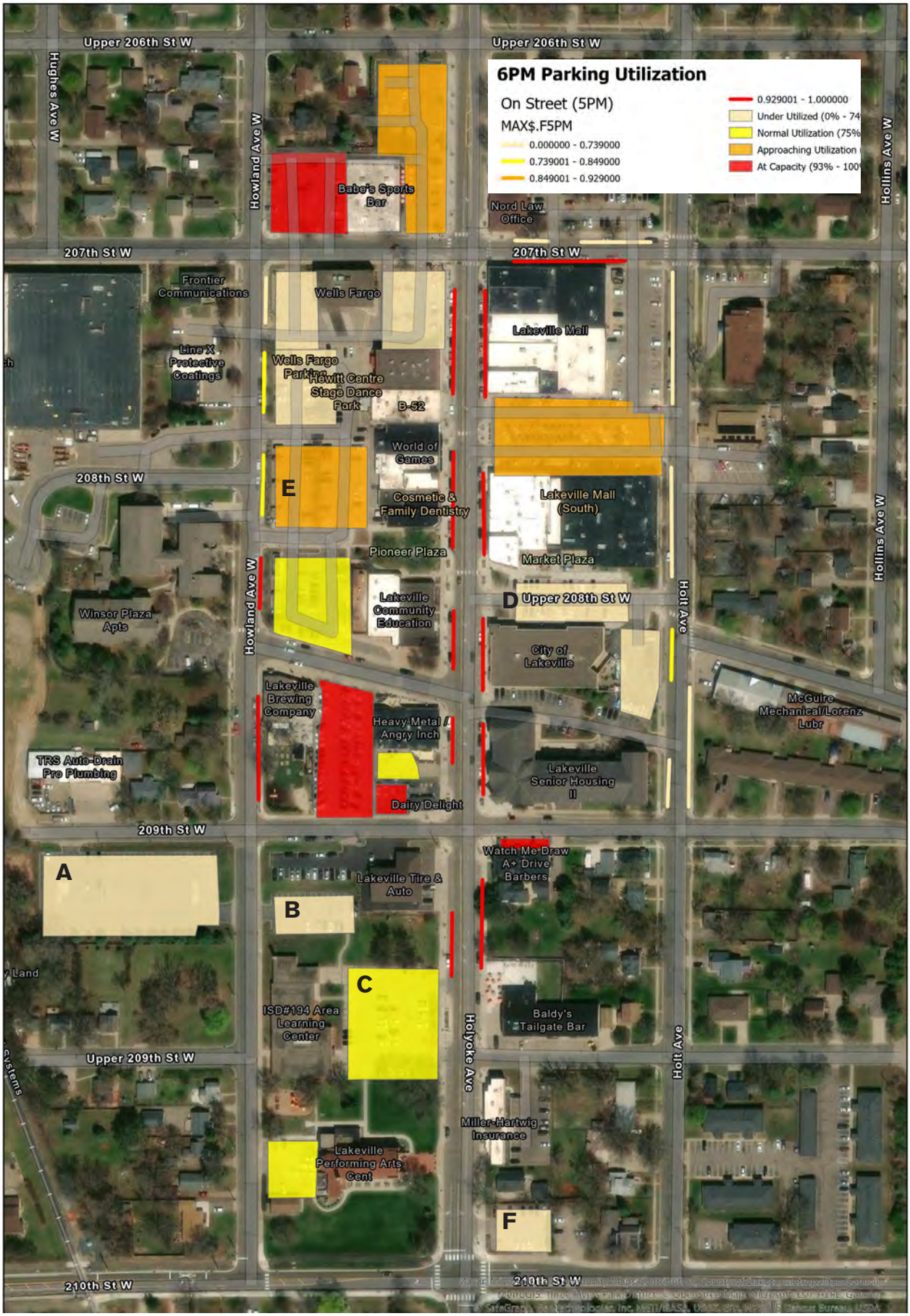


Figure 4: Evening Parking Utilization

Utilization Count Findings

The utilization counts found that a majority of the parking demand occurs during the afternoon and evening hours, which is driven by the downtown's entertainment uses, events, and activities (e.g., Lakeville Area Arts Center, breweries and restaurants). Parking lots located in the core near restaurants are experiencing heavy utilization (85% - 100% occupied). This also includes on-street parking along Holyoke Ave. A summary of the findings is listed below:

- Based on the utilization counts, there is a surplus of parking within the downtown from a district-wide perspective.
- On-street parking is at a premium for its convenience (front-door parking) and zero-time restrictions.
- There are very few areas experiencing capacity issues during the morning hours.
- On-street parking along Holyoke Ave. is experiencing heavy utilization during the morning, afternoon, and evening hours.
- On-street parking along Howland Ave. is underutilized.
- City lots are underutilized during various times of the week (see Table 5 – 6).
- Parking associated with Wells Fargo bank is underutilized in the afternoon/evening hours.
- There are approximately 70 to 90 available spaces in City Lot A throughout the day.
- Findings suggest the Downtown Lakeville has an ample supply of parking (on- and off-street), but should be managed differently to alleviate parking demand pressures in the core.

Shifting Demand

It is assumed when a downtown's parking supply is at 93% utilization it is at full capacity. The remaining 7% capacity helps maintain a healthy supply of parking to manage traffic circulation and parking turnover. Based on these industry standards, the parking lots located in the core are typically at capacity and above the 93% utilization threshold during the afternoon and evening hours.

Off-street and on-street parking in the core is typically chosen first based on their visibility, zero-time restrictions, and ease of access from Holyoke Ave. As a result, traffic becomes an issue as people circle the block or wait for an available space to free up. Alleviating these parking stresses in the core will help improve the perception of Downtown Lakeville not having enough parking. Shifting parking demand to underutilized lots will require a combination of strategies that are discussed later in this study.

Findings from the utilization counts have demonstrated there is approximately 130 to 190 underutilized public off-street parking spaces (see Table 5 – 6). Most of this excess supply is associated with City Lot A. This excess supply should be viewed as an opportunity to shift parking demand from the core. Shifting 15 vehicles from the core (on-street or off-street) will help reduce parking demand and stabilize utilization rates below 93%. Many of the parking strategies and recommendations discussed throughout this study are designed to help facilitate this shift.

Future Needs and Available Supply

Excess parking supply should be viewed as an opportunity to accommodate new developments or uses. Reducing the amount of parking required by a developer may provide them more flexibility to build at a higher density or provide other amenities on-site (e.g., open space or public gathering places). Minimizing the consumption of land for parking also provides a developer financial incentive for more productive development.

As part of this study, a parking tool was created to assess parking impacts associated with a development project or new use/building tenant. The model's assumptions are based on utilization counts and industry standards. This tool will help the City achieve the following objectives:

- Maximize the downtown's existing parking supply before building more parking.
- Quickly determine a new use or development's parking requirements.
- Test development scenarios in the downtown and their potential impact on the existing parking supply.
- Explore shared parking opportunities between potential developers and private property owners.
- Track and monitor utilization rates over time.

Table 5: Public Off-Street Parking Utilization Rates

City Lot	Number of Spaces	Morning Utilization	Afternoon Utilization	Evening Utilization
A	100	6%	8%	27%
B	27	22%	26%	30%
C	63	38%	37%	78%
D	39	82%	72%	62%
E	52	60%	77%	88%
F	18	33%	56%	72%
Total	**299**	**35%**	**39%**	**56%**

Table 6: Public Off-Street Parking Available Spaces

City Lot	Number of Spaces	Morning Utilization	Afternoon Utilization	Evening Utilization
A	100	94	92	73
B	27	21	20	19
C	63	39	40	14
D	39	7	11	15
E	52	21	12	6
F	18	12	8	5
Total	**299**	**194**	**183**	**132**

Development Scenario

The parking tool was used to test a development scenario and its potential impact to 70 available off-street spaces. The available spaces are associated with City Lot A (see Figure 1) and based on utilization count findings (see Table 6). The development scenario chosen for this exercise was also based on the City's Parking Requirements for the Central Business District (Zoning Ordinance - Chapter 19, Section 11-19-13: Number of Spaces Required). Based on these assumptions, the parking tool helped determine how much development the downtown could absorb if there are 70 available parking stalls to meet their needs. The tool determined the downtown's excess parking supply could accommodate the following development scenarios:

- 1.5 spaces per 1 multifamily unit or townhouse
  46 units = 70 parking spaces (the code requires 46 of these spaces to be enclosed)
- 5 spaces per 1,000 sq.ft. of floor area for a restaurant
  14,000 sq.ft. of floor area = 70 parking spaces
- 3 spaces per 1,000 sq.ft. of floor area for commercial/office
  23,300+ sq.ft. = 70 parking spaces

District-Wide Parking Models

Finding the appropriate parking management solutions for Downtown Lakeville requires a district-wide parking approach. A district-wide parking approach uses a combination of strategies to maximize the existing parking supply, while reducing the demand to build additional spaces. This approach is commonly applied in downtown settings to encourage walkability, foster economic growth, and strengthen the urban form. The various district-wide models that have been used across the nation are summarized below.

Downtown Development Authority (DDA)

A typical downtown development authority oversees infrastructure projects, including parking facilities, roadway projects and physical buildings. Their overall purpose is to also increase the quality of life for residents and businesses through economic and physical revitalization of the downtown.

Enterprise Funds

An Enterprise Fund is primarily a self-supporting program that requires developers to pay a fee in lieu to fulfill their parking requirements. Collected funds go back into maintaining and operating the City's parking supply and other infrastructure projects.

Parking Benefit Districts

Typically, revenue generated from parking meters automatically reverts back to a municipality's general fund and the place where the meter revenue is collected sees no direct benefit. A parking benefits district is a designated area in which the parking revenues raised are then reinvested back into the district for a wide range of improvements. The funds may be used to purchase smart parking meters, walking and biking infrastructure, or to pay for improvements to the public realm, such as street trees, benches, and lighting. Typically, meter revenue is reinvested in the district, while revenue generated from parking violations is used to fund further enforcement.

Parking benefit districts not only create a new stream of funding for district improvements, but they also can help better manage parking supply and demand. Parking benefits districts support economic development and neighborhood revitalization efforts. This tool is attractive because, instead of using local tax revenue or assessments for improvements, parking benefits districts capture money from visitors. Business owners are more likely to report parking violations within parking benefits districts because violations result in lost revenue for the district.

Special Service Districts

Special service districts or improvement districts are often responsible for maintaining parking operations and services in designated districts. These districts are often partnerships between municipal departments, local organizations, private developers, and private businesses. Improvement districts are financed through parking revenue, property taxes paid by property owners, or member fees. Improvement districts that manage parking communicate parking locations, rates, and typically provide flexible monthly parking options and reduced parking with merchant ticket validation.

Public-Private Partnerships

The configuration and management of public-private parking partnerships varies by the specific parking needs and demands within the district, along with the adjacent land uses. These partnerships are created to maximize the sharing of parking spaces by various users. Financing for public-private partnerships is provided through developer payments, user fees, common area maintenance charges, and the payment of a fee in lieu of providing parking spaces required by a zoning ordinance.

District-Wide Parking Strategies

Each district-wide parking model is designed to reduce parking demand and maximize its resources. The City of Lakeville should consider the various strategies used in each model to help better manage parking. Each strategy serves as a mechanism to help better manage the downtown's parking supply and demand before investing in large capital improvements (building parking lots or structures). It is important to recognize this study does not recommend more parking.

There are many players that can help advance the recommended parking strategies through direct or indirect efforts. Many of these efforts are linked to partnerships between the City of Lakeville, property owners, and businesses. Both groups should have a vested interest in implementing the study's recommendations. The roles and responsibilities for carrying out a particular strategy are identified in Table 7. Table 7 also provides a timeline for when a particular strategy should be implemented. In some cases, a strategy should be implemented today; whereas others may require more collaboration or when Downtown Lakeville's overall utilization rate reaches a threshold that would require immediate action.

Strategy #1 – Monitor Utilization

The City of Lakeville should continue to monitor parking utilization in all areas of Downtown. This will provide a better baseline of data for determining when a particular parking strategy should be explored or implemented. The City should establish a set schedule for when utilization counts are collected to ensure consistent reporting on an annual basis. The recommended times include 9 a.m., 12 p.m., and 5 p.m. Counts should occur year-round during typical days that experience the heaviest demand. Utilization counts can be tracked and monitored within the study's parking tool.

Strategy #2 – Create Shared Parking Agreements

Supporting shared parking opportunities is a critical step in helping manage parking in key areas of Downtown Lakeville. Shared parking is a simple concept of utilizing parking facilities jointly among different businesses or uses in an area that takes advantage of different peak parking characteristics. For example, restaurants typically see a high parking demand during the evening hours versus office space during the day. This scenario would be an opportunity to share office space parking during the evening hours with downtown patrons and employees.

During the study, the City of Lakeville reached an agreement with Wells Fargo to utilize their parking during the afternoon/evening hours. This will free up 25 underutilized off-street parking stalls and help alleviate the parking pressures occurring in the core. There are no other shared parking opportunities at this time.

Strategy #3 – Manage On-Street Parking for Short-Term Users and Patrons

Findings from the utilization counts have demonstrated heavy on-street parking utilization. This is a result of no time restrictions or parking enforcement. As a result, people will choose the closest parking space (front-door parking) or circle the block until a space becomes available. On-street parking should be viewed as a resource and amenity to the downtown. It should be managed for short-term users (e.g., patrons visiting downtown for 1 to 2 hours). Users (e.g., employers) spending longer periods of time in the downtown (2+ hours) should be expected to park further away or in surface lots. Table 8 helps demonstrate general characteristic of users in a downtown setting.

Some businesses have expressed concerns that downtown employees are utilizing on-street parking, resulting in negative impacts to on-street parking turnover. Managing on-street parking for short-term users (see Table 7) requires time restrictions (1-to-2-hour limits). This will help shift long-term users to off-street parking lots; however, this strategy requires some level of parking enforcement. At this time, the city does not have plans to start a parking enforcement program. Signing on-street parking for 1 to 2 hours without parking enforcement has some short-term benefits in helping shift long-term on-street parking users to off-street parking lots. However, the benefits decrease over time as people learn that there is no enforcement or ramifications for parking beyond the posted time restriction.

Table 7: Generalized Description of Parking Users & Needs

Parking User	Examples of Users	Parking Demand	Parking Type
Limited Users	• Parcel delivery • Pickup/Drop-off (Uber, Lyft, Childcare) • Dry Cleaner • Convenience Store • Take-Away Food/Coffee • Business Delivery	0 to 30 minutes	On-Street Parking
Short Term User	• Fast/Casual Food (eat in) • Grocery Store • Sit down restaurant/bar/brewery	1 to 2 hours	On-Street Parking
Long Term User	• Sit down restaurant /bar/brewery • Multi-Stop/Window shoppers • Tourists • Park users • Residential Guest	2 to 4 hours	Off-Street Parking
Daily User	• Employees • Residents • Hotel Guests • Events	4 to 8+ hours	Off-Street Parking

Strategy #4 - Revive Existing Public Lots

The study has recommended a shift in parking demand from the core to underutilized public parking lots, in particular City Lot A located at 209th St. and Holyoke Ave. This shift should focus on a number of strategies that direct people to the lot and physical improvements to make it more attractive to use and feel like it's part of downtown. A number of these improvements are depicted in Figure 5 and discussed throughout this section.

A planning level-cost estimate (see Table 8) was prepared for the proposed improvements depicted in Figure 5. The concept and cost estimates will need to be refined through surveys and a more detailed design/engineering process. In the meantime, the concept and cost estimates provide a solid foundation for moving forward in programming future improvements. As the concept is refined over time, it is important to continue discussions with adjacent property owners and businesses to ensure their concerns and needs are being considered.

Wayfinding

Wayfinding systems serve a key role well beyond responding to the need for basic navigation, identification, and information. Wayfinding elements, such as monuments, directional systems, directories, interpretive, and even regulatory signs can enrich and enhance the users experience in Downtown Lakeville and help with traffic congestion. More importantly, signage can help direct people to underutilized or unknown areas available for public parking.

Parking wayfinding signs are located at major intersections of Holyoke Ave. The signs today point vehicles in multiple directions, which may cause some confusion on where city lots are located. There are also some inconsistencies in how municipal lots are signed or signage is not prominent enough for vehicles to see. A wayfinding plan has been established to provide the City guidance on where wayfinding signage should be located (see Figure 6).

An effective wayfinding plan should also include clearly marked and labeled city lots. This provides visitors visual cues on where to park. It is also an opportunity to re-brand the lots by assigning them names or colors (e.g., Lot A or Red Lot). The City will need to determine a preferred approach for naming the lots. Regardless of the name or color assigned to a lot, a cohesive naming plan will help bolster marketing and communication strategies. For example, lot names provide businesses an easier way to describe to people where to park when visiting downtown (e.g., we are located behind Lot A or parking is available in Lot A).

Overall, wayfinding signs are a simple high-benefit solution that will help direct vehicles to underutilized city parking lots. Wayfinding signs for parking should also work together with other wayfinding needs that move people and not just cars. The wayfinding plan has also included locations for trail signage that directs pedestrians/bicyclists between key destinations and a proposed trailhead at the city lot (209th/Holyoke Ave.).

Pedestrian/Bicycle Connections

City Lot A offers a wide range of opportunities for better utilization and to serve as a trailhead for the Lake Marion Regional Trail. Figure 5 includes recommended improvements that will help formalize this location as a trailhead, while improving pedestrian and bicycle connections to the downtown.

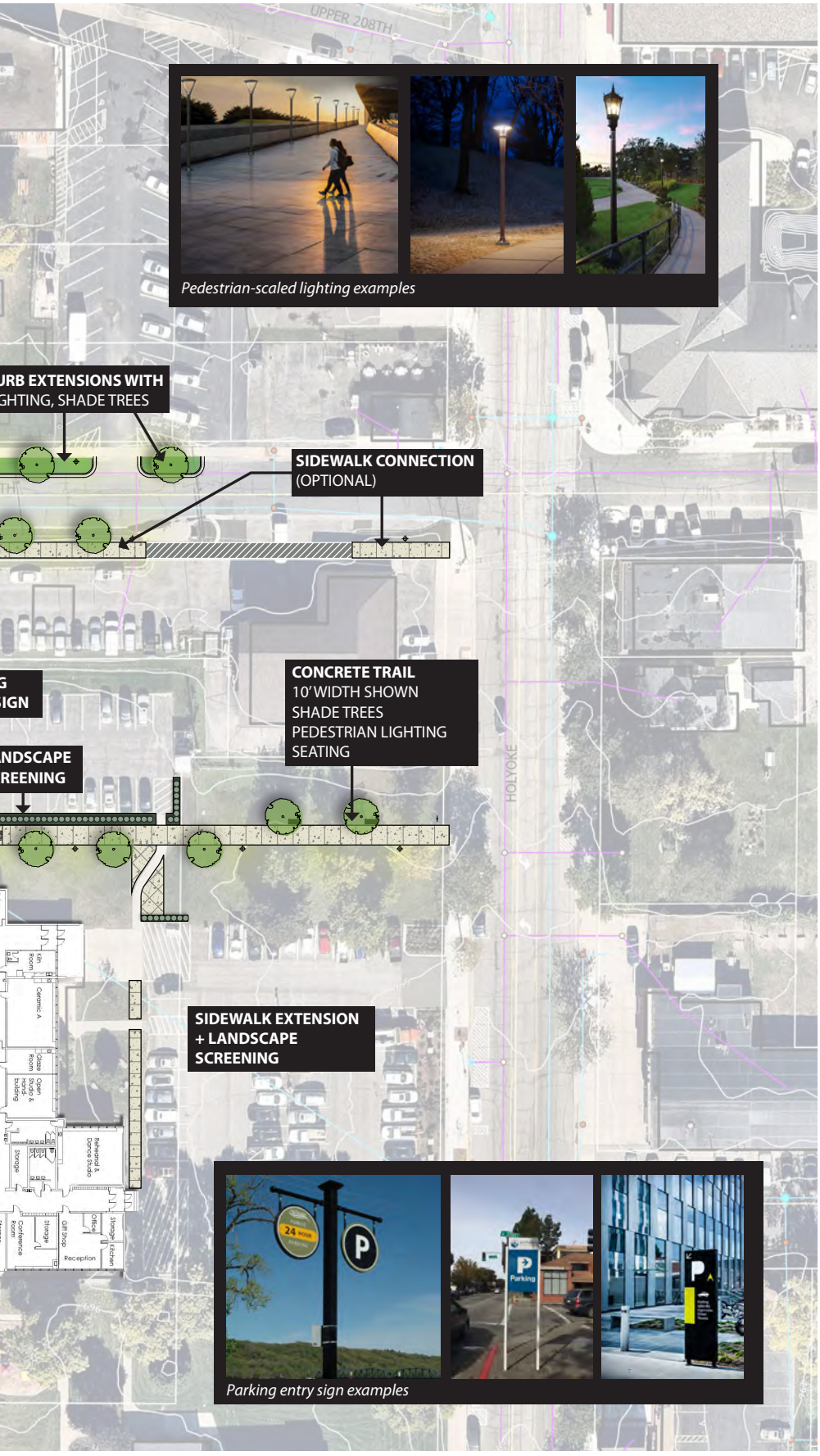
Table 8: Preliminary Cost Estimates for Figure 5

ng - Concept Cost Estimate

DESCRIPTION	Base - West Parking + Connectivity				Regional Trail				209th Street Sidewalk Extension			
	UNIT	EST QTY	UNIT COST	SUBTOTAL	UNIT	EST QTY	UNIT COST	SUBTOTAL	UNIT	EST QTY	UNIT COST	SUBTOTAL
SITE PREPARATION												
	LS	1	$5,000	$5,000	LS	1	$5,000	$5,000	LS	1	$500	$500
REMOVALS / DEMO												
Curb Removal	LF	470	$5	$2,350	LF	56	$5	$280	LF		$5	$0
Concrete Removal	SY	500	$5	$2,500	SY	130	$5	$650	SY		$5	$0
EXCAVATION / EARTHWORKS												
	LS	1	$3,000	$3,000	LS	1	$2,000	$2,000	LS	1	$500	$500
STORMWATER												
Catch Basins to be moved	EA		$5,000	$0	EA	2	$5,000	$10,000	EA		$5,000	$0
SITE ELECTRICAL												
Pedestrian-scale lighting	EA	6	$6,000	$36,000	EA	11	$6,000	$66,000	EA	3	$6,000	$18,000
Receptacles	EA		$5,000	$0	EA	2	$5,000	$10,000	EA		$5,000	$0
Connection	LS	1	$5,000	$5,000	LS	1	$5,000	$5,000	LS		$5,000	$0
EV charging station	EA	2	$15,000	$30,000								
PAVING												
3" Bituminous Trail	SF		$15	$0	SF	6820	$15	$102,300	SF		$15	$0
4" Concrete walk	SF	1000	$12	$12,000	SF	6580	$12	$78,960	SF	1750	$12	$21,000
4" Concrete walk - special finish	SF		$25	$0	SF	500	$25	$12,500	SF		$25	$0
Concrete curb and gutter	LF	864	$35	$30,240	LF	125	$35	$4,375	LF		$35	$0
Pedestrian ramps	EA	6	$5,000	$30,000	EA	7	$5,000	$35,000	EA		$5,000	$0
SITE FURNISHINGS												
Benches	EA		$800	$0	EA	3	$800	$2,400	EA		$800	$0
Trail Wayfinding	EA		$1,000	$0	EA	5	$1,000	$5,000	EA		$1,000	$0
Parking Entry Sign	EA	3	$5,000	$15,000	EA		$5,000	$0	EA		$5,000	$0
Trash Receptacles	EA		$1,500	$0	EA	2	$1,500	$3,000	EA		$1,500	$0
Kiosk	EA		$2,000	$0	EA	1	$2,000	$2,000	EA		$2,000	$0
Bike Racks	EA		$800	$0	EA	3	$800	$2,400	EA		$800	$0
STRIPING + CONTROLS												$0
24" high vis crosswalk	LF	144	$40	$5,760	LF	132	$40	$5,280	LF		$40	$0
4" Striping stalls	LF	2650	$8	$21,200	LF		$8	$0	LF		$8	$0
RRFB	EA	1	$20,000	$20,000	EA		$20,000	$0	EA		$20,000	$0
LANDSCAPE												
Planting beds	SF	1381	$12	$16,572	SF	1340	$12	$16,080	SF		$10	$0
Rain garden	SF	1514	$50	$75,700	SF			$0	SF		$10	$0
Shade Trees	EA	9	$500	$4,500	EA	11	$500	$5,500	EA	2	$500	$1,000
Turf areas	AC	0.25	$3,000	$750	AC	0.25	$3,000	$750	AC	0.15	$3,000	$450
Site Restoration	AC	0.25	$3,000	$750	AC	0.25	$3,000	$750	AC	0.15	$3,000	$450
RETAINING WALL												
CIP	LF	116	$200	$23,200	LF		$200	$0	LF		$200	$0
			Sub Total	**$339,522**			**Sub Total**	**$375,225**			**Sub Total**	**$41,900**
SOFT COSTS												
Mobilization	10%	0.1	$339,522	$33,952	10%	0.1	$375,225	$37,523	10%	0.1	$41,900	$4,190
Design/Engineering	15%	0.15	$339,522	$50,928	15%	0.15	$375,225	$56,284	15%	0.15	$41,900	$6,285
Inspections/Fees/Permits	LS	1	$3,000	$3,000	LS	1	$2,000	$2,000	LS	1	$500	$500
Contingency	15%	0.15	$339,522	$50,928	15%	0.15	$375,225	$56,284	15%	0.15	$41,900	$6,285
			Total	**$478,331**			**Total**	**$527,315**			**Total**	**$59,160**

Total (All)	**$1,064,806**

Figure 5: Concept Plan for City Lot A Improvements & Connections to Downtown



Improved Parking Lot Aesthetics and Lighting

Parking should be viewed as a customer service. A visitor's first experience starts from the moment they park their car and walk to their destination. Offering a positive experience from a parking perspective involves a combination of strategies, such as a wayfinding signs, maintained facilities, and availability. More importantly, a visitor should feel safe the moment they park their car. Design can play an important role in creating safe environments. This can be achieved through Crime Prevention Through Environmental Design (CPTED) strategies. CPTED is defined as a multi-disciplinary approach for reducing crime through urban and environmental design and the management and use of built environments. Examples of CPTED strategies include clear sight lines, adequate lighting, minimizing concealed and isolated routes, active pathways and street edges, and signage. CPTED strategies were considered as part of the design plan to improve safe connections between City Lot A and downtown. Figure 5 has identified locations for lighting and other amenities to enhance the pedestrian's comfort level when parking in City Lot A and additional lighting between the parking lot and downtown.

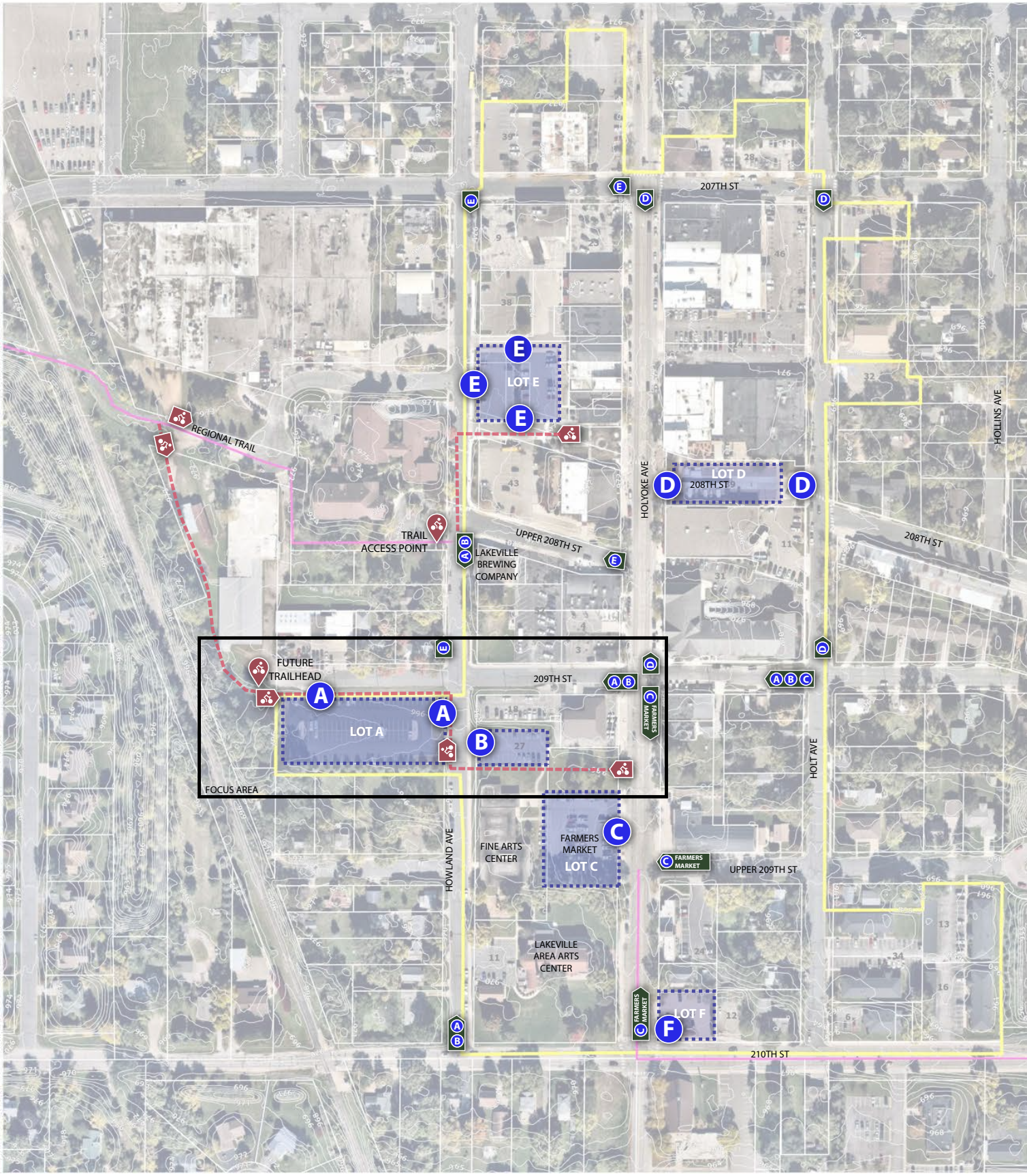


Figure 6: Wayfinding Plan

Municipal Parking Lot Destinations
- *Unique name/identity for each municipal lot (Lot A, B, etc.)*
- *Consider map kiosk of downtown destinations at each lot*

Public Parking Lot Entry Sign
- *Entry sign to be clearly visible to drivers from the nearest intersection*
- *Labeled with unique name/identity for each municipal lot (Lot A, B, etc.)*
- *Entry sign to be clearly visible to drivers from the nearest intersection*

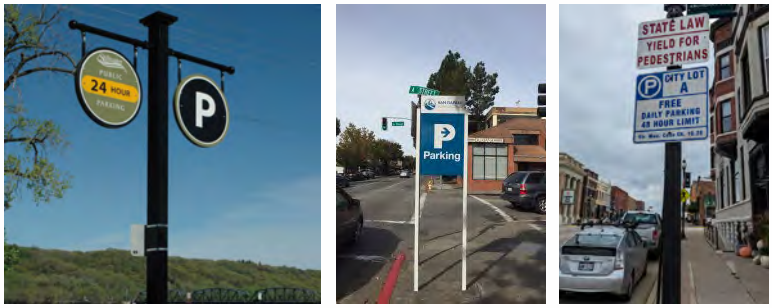
Public Parking Directional Sign
- *Labeled with unique name/identity for each municipal lot (Lot A, B, etc.)*
- *Consider additional labels for Farmers Market, Fine Arts Center, etc.*
- *Approximate walk/bike time to destination ("2 minute walk")*
- *Consider other languages?*

WAYFINDING FRAMEWORK FOR TRAIL ACCESS

Trail Access Point
- *Trailhead and trail access amenities such as seating, map kiosk, fix-it station, trash/recycling receptacles*

Trail Access Directional Sign
- *Visible at pedestrian level to direct pedestrians and bicyclists to trailhead and trail access point*

Enhanced Trail Connection
- *Extension of regional trail to connect to businesses / downtown destinations*



Parking lot entry sign examples

Public parking directional sign examples

Trail access directional sign examples

Strategy #5 – Consider Revising the City's Parking Requirements

The City of Lakeville has established parking requirements for new uses within the Downtown (Zoning Ordinance - Chapter 19, Section 11-19-13: Number of Spaces Required). Proposed developments are reviewed on a case-by-case basis through the development review process. This process provides staff the flexibility to explore shared parking agreement, while finding innovative solutions to reduce parking in the area.

The City may want to consider other parking requirements for new developments to ensure parking needs are being met, without negatively impacting the downtown's urban form and character. These tools are listed below and help support a district-wide parking approach.

Maximum Parking Requirement

Maximum parking requirements limit the number of parking spaces, which varies between the type of land use or development. This approach helps ensure parking is not being overbuilt, while promoting compact development and higher-end uses.

Parking Overlay District

Maximum parking requirements can be established through an overlay district. An overlay district can also set standards for how parking is designed and built through design guidelines.

Travel Demand Management Plans (TDMP)

A TDMP outline measures to mitigate parking demand as part of the development permit process, which can result in innovative solutions that are tailored to the specific needs of an area. A TDMP would be required of the developer or property owner.

Strategy #6 – Create Dedicated Employee Parking

Lots: The number of employees in Downtown Lakeville contribute to the parking demand. As noted, there is some concerns employees are utilizing on-street parking near businesses (see Strategy 3). Designating areas for employee parking will help maintain a healthy supply of parking for customers within the core. Managing on-street parking for customers will require a stronger commitment by businesses to ensure their employers are not utilizing those spaces. Employees need to be encouraged to park outside of the core in underutilized city lots – City Lot A or the Wells Fargo parking lot. Implementing this strategy will require a business to educate their staff on the appropriate areas to park during their orientation or regular reminders.

Strategy #7 – Rekindle the Special Service District:

The Downtown Lakeville Business Association special service district is a nonprofit organization that began in 1995. It is supported by a special service district tax, with the goal of preserving and redeveloping historic Downtown Lakeville. In essence, a small portion of the property taxes collected in the downtown are redirected back to the Downtown Lakeville Business Association's initiatives.

Special service districts are common funding mechanism cities use to fund a variety of capital improvements and operations/maintenance needs. Downtown Lakeville businesses should consider rekindling the special services district to fund down impromptus and its financial benefits from an economic development perspective. Funds from the special service district could help fund the proposed improvements identified in Figure X.

Strategy #8 – Adhere to Snow Removal Policies:

Snow and ice control is key to providing Downtown Lakeville as a year-round destination. Removing snow and ice after a weather event can be a challenging task. It requires partnerships between different agencies and the help of property owners to clear roads, sidewalks and parking lots. There are also a number of variables to consider when orchestrating the removal of snow and ice. The time of day, day of the week, future forecasts, and the amount of snow and ice accumulation can influence priorities and schedules. Based on these variables, the city needs some fluidity in prioritizing snow and ice removal during and after weather events. This fluidity helps the city align resources (e.g., staff and equipment) with the appropriate weather event.

Business and property owners can also play an active role in removing snow and ice after a weather event. Almost half of the downtown's parking supply is

owned/operated by private businesses or property owners. In that respect, everyone (public and private sector) has a role and responsibility in removing snow and ice to ensure parking is available and sidewalks are safe to use.

Next Steps

The parking strategies discussed throughout this study were generally supported by the Downtown Businesses and recognized as viable options by City Council. Some strategies are more viable options today, while others may require further consideration. Overall, the study concluded there is enough parking to meet today's needs from a district-wide parking perspective. The recommended strategies will help better manage parking efficiencies. It is also important to recognize the bulk of the downtown's parking demand is generated during the afternoon and evening hours. However, there is ample space available in the western city lot (City Lot A) and shared afternoon/evening spaces in Wells Fargo Bank lot. These underutilized parking lots should be better utilized to alleviate parking pressures in the core. It is also an opportunity to work towards public improvements that helps integrate the western city lot with downtown.

Moving forward, the City of Lakeville and downtown businesses/property owners should actively work together on the various parking strategies (see Table 9) and to formalize a district-wide parking approach. This will require on-going dialogue and annual meetings to discuss the progress being made towards a specific strategy. It is also an opportunity to reassess parking behaviors, which can change dramatically over time with a new use or redevelopment project.

STRATEGY	R
A. Monitor Utilization	Implement a program to and during different sea business community.
B. Create Shared Parking Agreements	Identify and formalize sh private parking lots for p hours.
C. Manage On-Street Parking for Short-Term Users and Patrons	Explore on-street parkin program when the down average 90% over a 6-m
D. Consider Revising the City's Parking Requirements	Review and update the C ments to ensure future d serve their needs.
E. Create Dedicated Employee Parking Lots	Strongly encourage dow
F. Install Wayfinding Signs	Install wayfinding signag lots (see concept.
G. Formalize City Lot A as a Trailhead	Formalize City Lot A as a dations depicted in the c
H. Implement Pedestrian Improvements to City Lot A	Implement the recomm improvements depicted
I. Rekindle the Special Service District	Explore the financial ben trict to fund downtown i
J. Adhere to Snow Removal Policies	Prioritize snow and ice re Downtown Lakeville par as soon as possible.

Table 9: Implementation Matrix

ECOMMENDATION	ROLE	LEVEL OF EF-FORT	TIME LINE
o continue parking counts at specific times sons. Review findings with the downtown	City	Low	On-Going
hared-parking agreements that open ublic use during the afternoon/evening	City/Businesses	Medium	On-Going
g restrictions and a parking enforcement ntown's overall parking utilization rates onth period.	City	High	Long-Term
Central Business District's parking require-development provides ample parking to	City	Low	Mid-Term
wntown employees to park in City Lot A.	Businesses	Low	On-Going
ge at key locations to direct people to City	City	Low	On-Going
trailhead by implement the recommen-concept.	City	Medium	Mid-Term
ended ped/bike, lighting, and landscaping in the concept.	City	High	Short-Term
nefits to reinstitute the special service dis-improvements.	City/Businesses	High	Long-Term
emoval during weather events to ensure rking is available and sidewalks are cleared	City/Businesses	Medium	On-Going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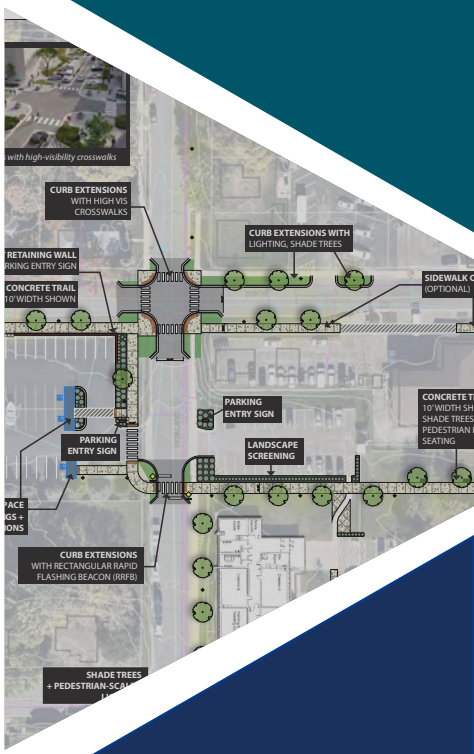
CURB EXTENSIONS
WITH HIGH VIS
CROSSWALKS
CURB EXTENSIONS WITH
LIGHTING, SHADE TREES
RETAINING WALL
CONCRETE TRAIL
PARKING
ENTRY SIGN
PARKING
ENTRY SIGN
LANDSCAPE
SCREENING
CURB EXTENSIONS
WITH RECTANGULAR RAPID
FLASHING BEACON (RRFB)

HKGi