

**EXHIBIT 5
TO
REDEVELOPMENT AGREEMENT**

PARKING DEVELOPMENT AGREEMENT

BETWEEN

THE CITY OF BLOOMINGTON AND HENNEPIN COUNTY

**PARKING DEVELOPMENT AGREEMENT
BETWEEN
THE CITY OF BLOOMINGTON
AND
COUNTY OF HENNEPIN**

RECITALS

This Agreement is made this ___ day of _____, 2016, by and among the County of Hennepin ("County") and City of Bloomington ("City"). The County and City are collectively referred to herein as the "Parties".

Whereas, the Parties have entered into a certain Development Agreement and a certain Lease Agreement to develop a land area owned by the City and located at the City's Civic Plaza facility at 1800 West Old Shakopee Road, Bloomington, Hennepin County, Minnesota for a District Court facility serving the City of Bloomington, as well as other suburban communities as an expansion of Civic Plaza ("Court Facility").

Whereas, the Court Facility addition will total approximately 36,000 gross square feet ("GSF"), consisting of two stories and including two courtrooms and is estimated to generate a demand for between 77 and 169 parking spaces at Civic Plaza according to a parking study conducted by Alliant Engineering dated April 15, 2016, and attached hereto as Exhibit #1.

Whereas, the parking demand generated by the Court Facility will require the implementation of strategies aimed at maximizing and managing the use of all available parking spaces at Civic Plaza, and post-implementation, the Court generated parking demand has the potential to occasionally exceed the supply of parking spaces, mostly on days when large City-scheduled meetings and events are held for over 200 participants.

Whereas, in developing the Civic Plaza complex, the City constructed more parking than was initially needed to accommodate potential future growth in parking demand from existing uses on the campus, the development of unfinished space within the building and other physical or service additions to the campus in the future.

Whereas, the City desires to reserve its ability to utilize the existing unused parking capacity in the future if City uses require it.

Whereas, it is the goal of the Parties to have adequate available parking spaces to meet the on-going needs of the City and the County during the term of the Lease Agreement.

Now therefore, by this Agreement the Parties seek to: 1) identify methods of optimizing the available parking for both Court personnel and users, as well as for all Civic Plaza functions; 2) identify and implement parking maximization measures; and 3) where there is an independently verified need for the construction of a parking facility to commence the process of constructing a parking facility that meets the projected combined parking demands of the Parties over the course of the Lease term.

AGREEMENT

1. The foregoing recitals are incorporated and made part of this Agreement.
2. The City agrees to allow general public parking, including parking associated with the operation of the Court Facility, in its West Civic Lots B and C, its East Lot A, depicted generally in Exhibit #2, and includes parking spaces specifically designated for short term guests in West Civic Lot B.
3. The City will actively promote use by City and County staff of Lot A daily excess capacity.
4. The City agrees to consolidate assigned City employee and fleet car parking in its Southwest Lot D, depicted generally in Exhibit #3, and allow for City employee parking in that lot, along with designated parking spaces for two District Court judges. The City also agrees to make spaces available for assigned Courts staff parking in the parking area west of Logan Avenue currently used entirely for police impound lot.
5. The County, along with the Fourth Judicial District Court Administration, agrees to confer with the City at least quarterly to establish a City special events calendar and minimize court appearances on dates where there are special events scheduled by the City or its Arts Center at Civic Plaza with a likely attendance in excess of 200 persons.
6. The City, working with its Arts Center, will make reasonable efforts to schedule special events at Civic Plaza with a likely attendance in excess of 100 persons to days where the court schedule contains minimal court appearances.
7. The City may direct a subsequent parking study of the Civic Plaza parking lots by Alliant Engineering, or such other qualified third party consultant as the Parties mutually agree upon, to identify improved parking management and mitigation measures and to determine whether or not parking demand at Civic Plaza is exceeding parking supply and to determine the likely cause for the excess parking need, as well as the amount of parking needed for County purposes. The cost of that parking study will be shared by the Parties.

8. If the City, based on the consultant determines that there is a need for additional parking supply then the Parties agree to meet within 20 calendar days of their receipt of the parking study to identify parking management and mitigation measures, including without limitation, scheduling changes, identification of other parking opportunities (such as at St. Luke's church to the south of Old Shakopee Road), traffic demand management techniques by both the users of the Court Facility and Civic Plaza employees, restriping and improved mass transit services.

9. To the extent that the excess parking demand is reasonably attributed by the consultant, based upon both observation and an analysis of the court calendars, to the operation of the Court Facility, the County agrees to pay for its proportionate share of the cost of any parking management and mitigation measures.

10. The Parties agree to promptly implement the parking management and maximization strategies they identify to study their effectiveness at least 90 days after their full implementation.

11. If the management and mitigation measures are found to be inadequate, the City can direct the County to construct additional parking, including structured parking, on the Civic Plaza site.

12. If structured parking or other additional parking is directed, the Parties agree to negotiate in good faith and to execute an additional agreement that identifies, at a minimum, the location, design, size, construction plans and specifications, materials, architect, contractor, schedule of construction and method of financing each Party's proportionate share of the costs of construction, insurance and maintenance of the parking facility over the term of the Lease Agreement. The County's contribution to the cost of constructing the parking facility shall take into consideration the number of years remaining in the Lease Agreement and will not be required to construct new structured parking if less than 10 years remains on the base lease term, or within three (3) years of the end of any Lease extension.

13. The Parties agree that any such parking facility to be constructed under the terms of this Agreement must be of a compatible character and quality of materials and construction as the Civic Plaza Center and Court Facility and acceptable to the City's Director of Public Works.

14. The Parties agree that this Agreement and all rights and responsibilities created thereby shall be binding upon and inure to the benefit of the Parties and all their respective successors and assigns.

15. The Parties agree that the term of this Agreement shall be coextensive with the term of the Lease Agreement.

16. The Parties agree that a breach by either party of the responsibilities of this Agreement shall constitute an Event of Default under the terms of the Lease Agreement.

17. The Parties agree in the event of a dispute between the Parties arising out of this Agreement that representatives of each meet and discuss a mutually agreeable resolution of the dispute in a timely manner. Should either Party declare an impasse in the dispute resolution process, the Parties agree that the matter will be promptly presented to the Minnesota Office of Administrative Hearings for mediation. Each Party hereto agrees to cooperate and actively participate in the mediation process with the costs being shared equally. Each Party to the mediation shall be responsible for its own costs and expenses, including attorney's fees.

In Witness Whereof, the Parties have executed this Agreement.

Remainder of the page intentionally left blank. Signature pages to follow.

Signature Page for Parking Development Agreement

CITY OF BLOOMINGTON

DATED:

By: Its Mayor

DATED:

By:
Its City Manager

Reviewed and approved by the City Attorney.

City Attorney

Signature Page for Parking Development Agreement

APPROVED AS TO FORM

By: _____
Assistant County Attorney
Date: _____

COUNTY OF HENNEPIN

By: _____
Chair of its County Board
Date: _____

By: _____
County Administrator
Date: _____

By: _____
Assistant County Administrator
Public Works
Date: _____

ATTEST

By: _____
Deputy/Clerk of the County Board
Date: _____

RECOMMENDED FOR APPROVAL

By: _____
Department Director, Community Works
Date: _____

**EXHIBIT 1
TO
PARKING DEVELOPMENT AGREEMENT**

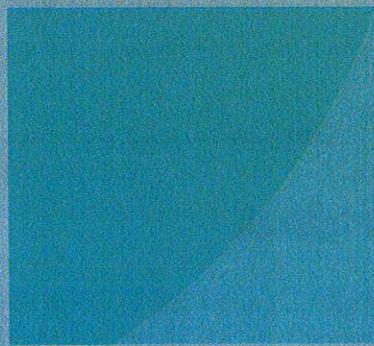
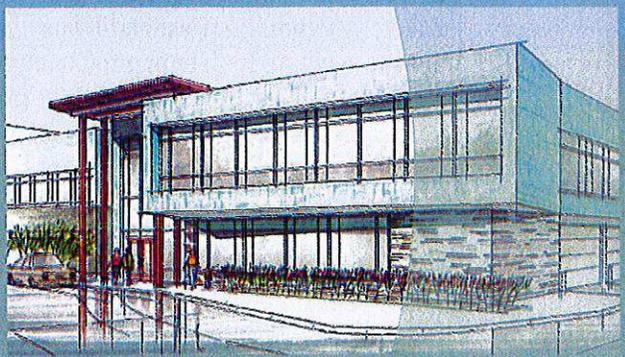
Alliant Engineering Report and Addenda

Exhibit 1



FINAL REPORT | APRIL 15, 2016

SOUTH SUBURBAN DISTRICT COURTS STUDY



Prepared for: Hennepin County



Prepared by: Alliant Engineering, Inc.

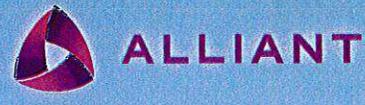


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1.0 Introduction

Alliant Engineering has conducted a parking and traffic study for Hennepin County to document parking operations and traffic operations for the relocation of the Southdale Regional Center District Courts to the Bloomington Civic Plaza.

1.1 Project Description

Hennepin County District Court proposes to relocate the South Suburban Division from its current location at the Southdale Regional Center to Bloomington Civic Plaza at 1800 W. Old Shakopee Road. The program requirements for the proposed expansion are approximately 19,000 square feet. The project location and proposed site concept plan are illustrated in Figure 1. Table 1 summarizes the proposed land use characteristics.

Table 1. Proposed Land Use Changes

Estimated Schedule	Land Use Changes	Parking Changes
Project Completion: 2017	<ul style="list-style-type: none">Construct Building Expansion (19,000 SF)2 District Courtrooms	<ul style="list-style-type: none">No Changes

With the relocation of the Southdale Regional Center District courts to the Bloomington Civic Plaza, there are parking capacity concerns as it relates to serving the existing Civic Plaza uses, the Performing Arts Center and other city related services. In addition, the facility will also result in more motor vehicles entering and exiting the site via Logan Avenue. The goal of this study is to accomplish the following:

- Document the existing and proposed conditions with respect to parking and traffic facilities;
- Document the parking impacts with the proposed project;
- Identify any traffic operations issues; and
- Identify any mitigation strategies to address parking or traffic impacts.

2.0 Parking Impact Analysis

A parking study has been completed to document the expected parking operations related to the existing Bloomington Civic Plaza and the proposed South Suburban District Courts. The parking study includes the documentation of the existing parking utilization, estimation of the expected parking demand and the parking supply versus demand analysis.

2.1 Field Survey

To document normal weekday parking operations, existing parking data for the Bloomington Civic Plaza parking lots was collected between 8:30AM to 4:00 PM on Wednesday, February 17, 2016. The Bloomington Civic Plaza are consists of the following parking lots and typical uses:

- East Civic Lot A: general public parking
- West Civic Lot B: general public parking and some staff parking
- West Civic Lot C: general public parking and City of Bloomington fleet vehicles. Currently used primarily by fleet vehicles.
- West Civic Lot D: primarily staff parking and assigned city services parking. Public parking is not allowed in this lot.
- Impound Lot E: City of Bloomington Impound Lot.
- Parking Lots F: Department of Motor Vehicles (DMV), Animal Control and Public Health buildings: general public parking and staff parking
- Police Parking Lot G: City of Bloomington Police Department: assigned/restricted parking

The following key time periods were surveyed:

- 8:30 AM
- 11:00 AM
- 1:30 PM
- 4:00 PM

During each period, the total number of parking stalls and the total number of parked vehicles were documented. Figure 2 illustrates the location of each parking lot. Although the Impound Lot E, basement parking garage, and Police Parking Lot G are shown in Figure 1, the total parking supply in these lots were not assumed to be part of the general parking requirements or included as part of this parking study.

2.2 Existing Parking Utilization

Figure 2 summarizes the results of the existing parking utilization field survey by each lot and the total for the general public parking areas. One day was assumed to provide an accurate representation of the site on a given day without major events or meetings. All

South Suburban District Courts Parking and Traffic Study

the parking lot traffic were employee cars or individuals that visited the building for daily business. On this date, the maximum number of parked cars was during the 8:30 AM time period with a total of 271 parking spots open for all parking areas. The general public area included East Civic Lot A, West Civic Lot B, and West Civic Lot C with a total parking availability ranging from 154 (AM) parking spots open (39% availability) to 189 (PM) parking spots open (48% availability).

Table 2 documents the total existing parking supply and Table 3 summarizes the number of available parking stalls as collected on February 17, 2016.

Table 2. Existing Parking Stalls

East Civic Lot A	West Civic Lot B	West Civic Lot C	West Civic Lot D	Impound Lot E ⁽¹⁾	DMV/Animal/Public Health Lot F	Police Lot G ⁽¹⁾	Total Stalls ⁽¹⁾
113	240	42	85	64	96	43	683 / 576

⁽¹⁾ Impound Lot E and Police Lot G are shown for information. The total number of stalls are not included in the total supply.

Total supply without these lots is 576

Table 3. Available Parking Stalls

Time	Number of Available Parking Spots					Total Spots Available
	East Lot A	West Lot B	West Lot C	West Lot D	DMV LOT F	
8:30 AM	83	54	17	51	50	255
11:00 AM	83	68	26	44	51	272
1:30 PM	84	81	24	42	27	258
4:00 PM	96	97	16	59	53	321

Note: All vehicles parked within West Lot C during the field study were observed to be City fleet vehicles.

2.3 Supplemental Parking Utilization Study

The City of Bloomington performed a parking study of the Bloomington Civic Plaza in October 2014¹ to determine if there would be adequate parking supply to support additional demand that would be created by a suburban court addition to Civic Plaza. Table 4 summarizes a comparison of the 2014 to 2016 parking utilization data. The comparison found the 2014 parking survey was, on average, approximately 21% less than those collected in 2016. It should be noted that even with 2016 survey having a higher parking demand, no meeting, classes, or events were scheduled. The 2014 data reported low to moderate amount of Art Center Facility use occurring, including election judge training from 8:30AM to 12:00 PM, and Angelica choir in the Rehearsal Hall from 3:30 PM to 6:00 PM.

Overall, both of the studies found the AM peak hour to represent the heaviest period of demand. The 2016 parking survey will be used with the Southdale District Courts parking generation to calculate total estimated peak hour parking demand. A parking comparison for the 2014 and 2016 studies is illustrated on Figure 3.

¹ Parking Study for Bloomington Civic Plaza, City of Bloomington, November 7, 2014

South Suburban District Courts Parking and Traffic Study

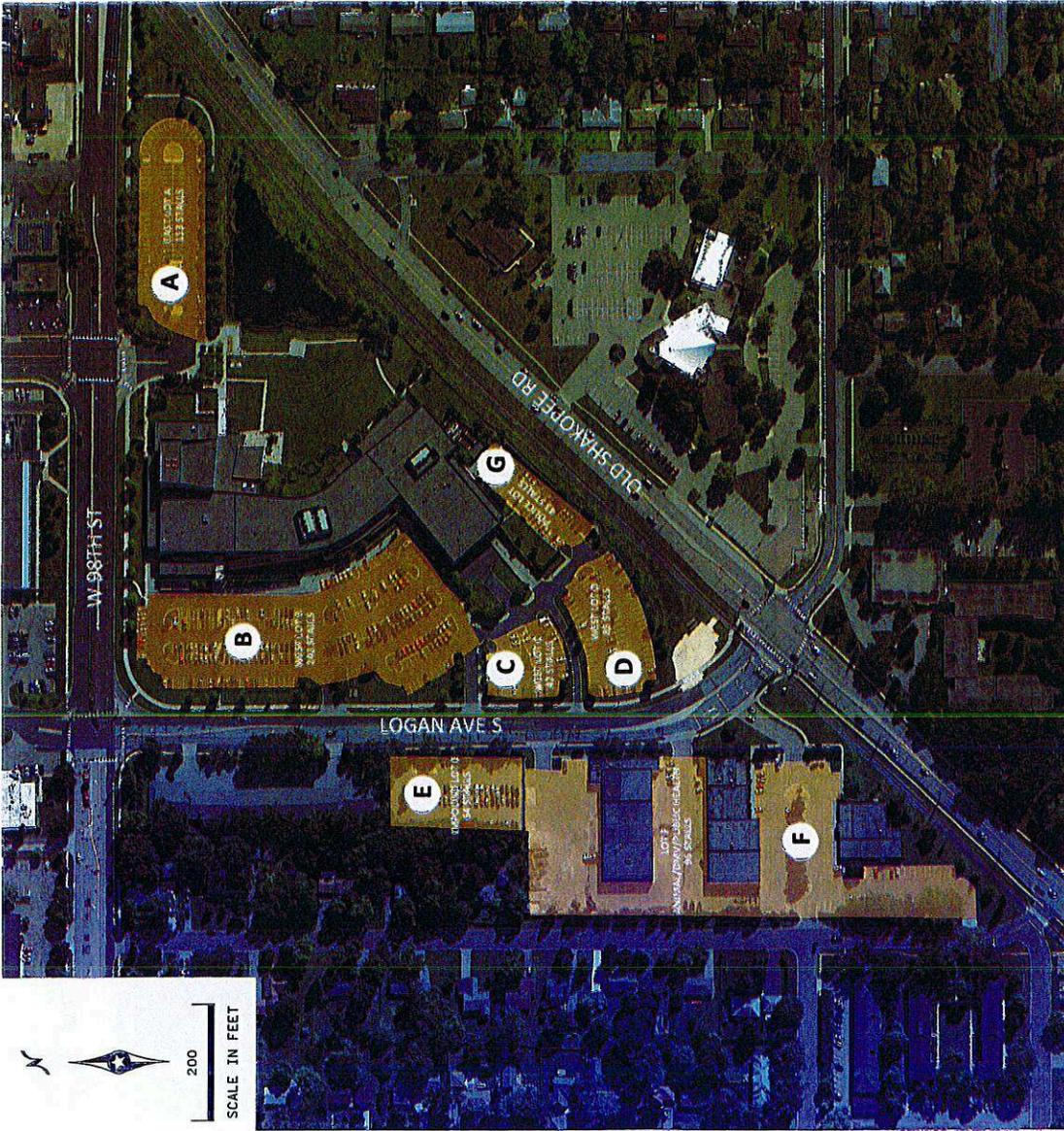
Table 4. Bloomington Civic Plaza Parking Utilization Study Comparison

Civic Plaza Parking Study 10/23/14					
Number of Available Parking Spots					
Time	East Civic Lot A	West Civic Lot B	West Civic Lot C	DMV/Animal/ Public Health LOT F	Total Spots Available
8:30 AM	110	83	17	69	279
11:00 AM	99	59	22	57	237
1:30 PM	100	56	25	60	241
4:00 PM	102	126	16	82	326

Civic Plaza Parking Study 2/17/16					
Number of Available Parking Spots					
Time	East Civic Lot A	West Civic Lot B	West Civic Lot C	DMV/Animal/ Public Health LOT F	Total Spots Available
8:30 AM	83	54	17	50	204
11:00 AM	83	68	26	51	228
1:30 PM	84	81	24	27	216
4:00 PM	96	97	16	53	262

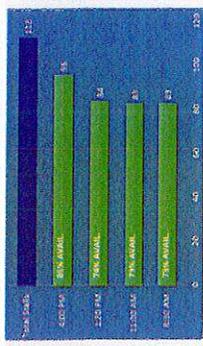
Percent Change					
Time	East Civic Lot A	West Civic Lot B	West Civic Lot C	DMV/Animal/ Public Health LOT F	Total Spots Available
8:30 AM	-33%	-54%	0%	-38%	-37%
11:00 AM	-19%	13%	15%	-12%	-4%
1:30 PM	-19%	31%	-4%	-122%	-12%
4:00 PM	-6%	-30%	0%	-55%	-24%

Note: West Civic Lot D is not shown in this comparison, since the 2014 study data was not available.

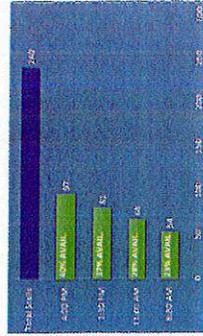


PARKING AVAILABILITY CHARTS

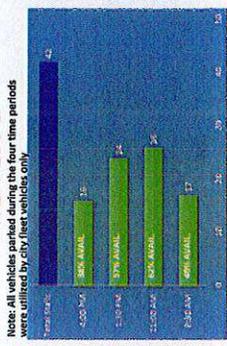
EAST LOT A



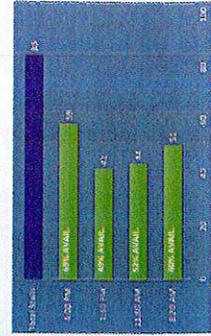
WEST LOT B



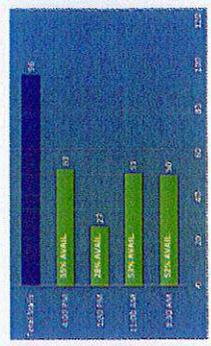
WEST LOT C



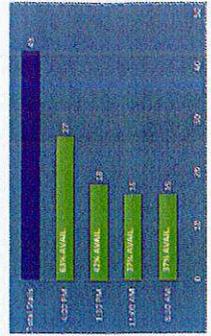
WEST LOT D



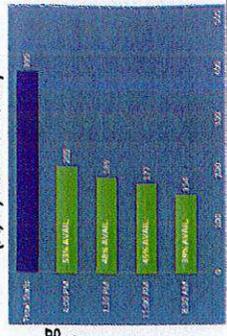
DMV LOT F



POLICE LOT G



GENERAL PARKING AVAILABILITY (A, B, AND C LOTS)



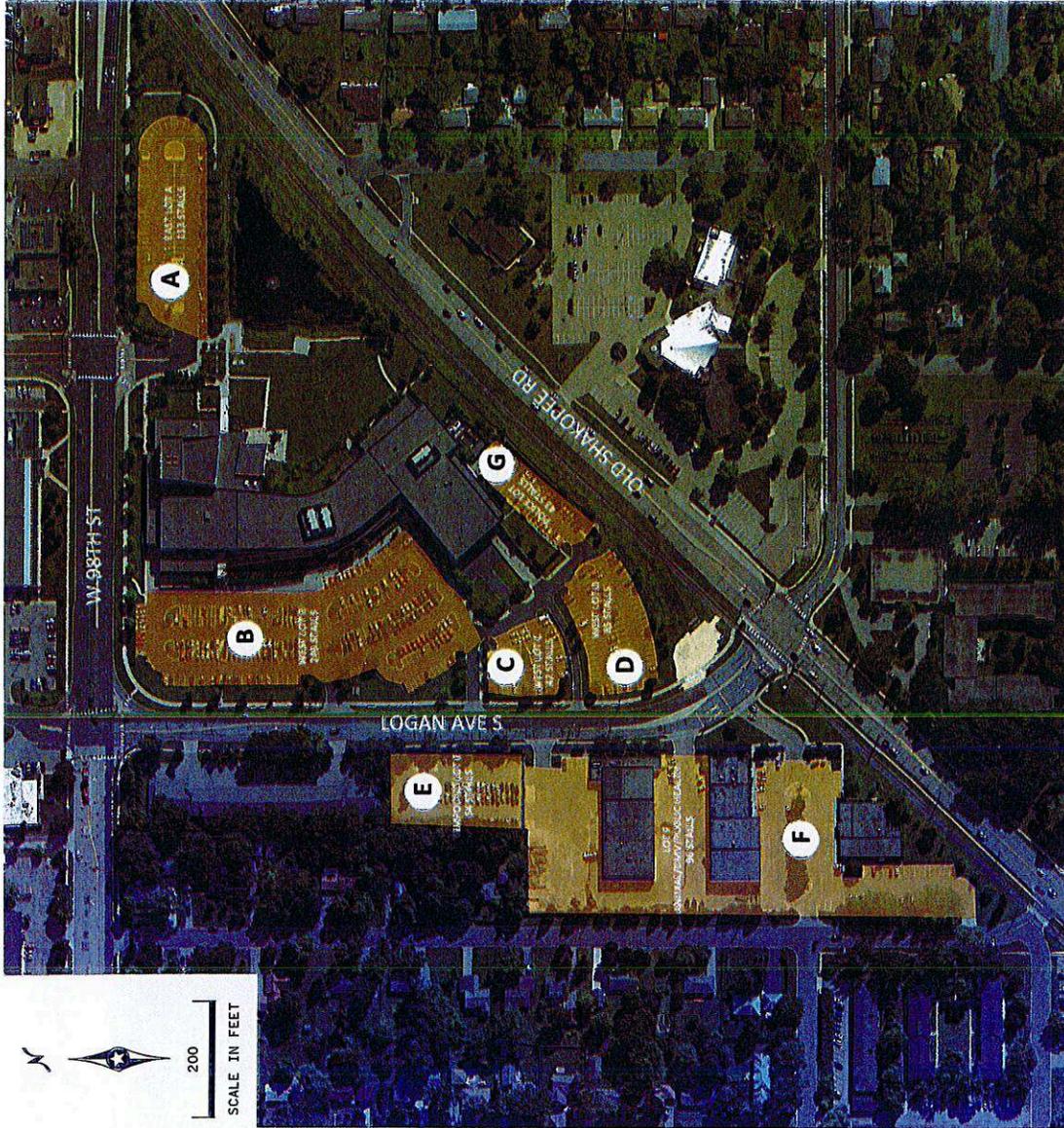
Note: Impound Lot E and Police Lot G are shown for information. The parking supply associated with these lots were not included in the overall parking supply.



Figure 2
Parking Lots & Existing Utilization

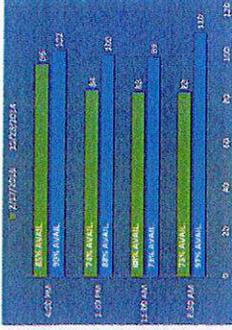
Hennepin County South District Court





2014 AND 2016 PARKING STUDY COMPARISON

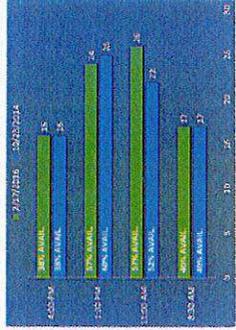
EAST LOT A



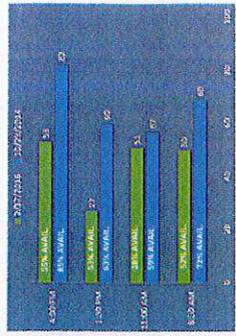
WEST LOT B



WEST LOT C



DMV LOT F



TOTAL PARKING AVAILABILITY

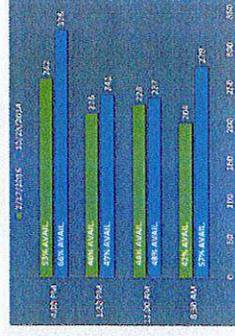


Figure 3
Parking Study Comparison

Hennepin County South District Court



2.4 Southdale District Courts Peak-Hour Parking Demand

Based upon discussion with Hennepin County and the City of Bloomington, the court’s space requirements at full build-out of the building expansion will be approximately 19,000 gross square feet and contain two District Courtrooms. The parking demand expected with the Project was estimated based on three methodologies – the Institute of Transportation Engineers (ITE)² Parking Generation Manual, 2015 Caseload Data³, and the Hennepin County Courts Pedestrian Traffic Study⁴. A summary of the estimated parking demand by method is illustrated on Figure 4.

2.4.1 Method 1 – ITE Parking Generation Manual

The first method involves the application of the parking generation rate from the ITE Parking Generation Manual. This resource documents numerical trends in parking demand for a variety of land uses based upon the day of the week, time of day, and size of the development, and whether the site is urban or suburban.

Based on the Parking Generation Manual, a parking demand of 3.02 stalls per 1,000 square feet and 0.61 spaces per employee is expected during the peak weekday time period for a judicial court located in a suburban area. Table 5 illustrates the estimated parking demand based on the ITE Parking Generation Manual.

Table 5. ITE Parking Generation

Land Use ¹ (ITE Code)	Units	Size	Parking Spaces for Courts		Staff ³	Parking Spaces for Employees		Total Parking Spaces
			Average Rate	Parking Spaces		Average Rate	Parking Spaces	
Judicial Complex (735)	1,000 sq. FT. GFA	19,000	3.02	57	48	0.61	29	87

1. Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition.

2.4.2 Method 2 – Caseload Data

The second method involves estimating the parking demand based on case load, public clientele and other court facility data provided by the Facility Services and District Court. It is assumed that the caseload data will be similar with the current facility at Southdale. The caseload data is based on the average number of hearings for each weekday during calendar year 2015 and the data identifies the average day and expected maximum conditions for AM hearings and PM hearings. Based on discussion with Hennepin County, the AM hearings are unique in that all individuals with a scheduled AM hearing are required to be present at 8:00 AM.

The case load data provided by Hennepin County Facility Services can be further broken down to define the actual number of people, or defendants, per case. In many instances a single defendant may be present for multiple cases and there are other situations where a

² Institute of Transportation Engineers, Parking Generation Manual, 4th Edition

³ Data provided by the Hennepin County Facility Services

⁴ Hennepin County Courts Pedestrian Traffic Study, Peter Bruce, February 2012



South Suburban District Courts Parking and Traffic Study

case may be heard but the defendant is not present. As such, the parking demand rate is more appropriately related to the number of defendants in attendance per case, and it is then assumed that each defendant represents the need for one parking stall. The analysis uses assumptions provided by Hennepin County Facility Services to establish a peak hour for each unique court operation. The court operations are listed below:

- Staff Component
- Public Clientele Scheduled Court Calendar Appearances
- Public Clientele Scheduled Appointments with Hearing Officer
- Public Clientele Inquiries at Counter / Public Terminals

Based on the calendar year 2015 case load data, the following provides a brief summary of the corresponding defendant data for the peak AM period. Table 6, on the following page, illustrates the estimated parking demand.

- Average number of people appearing per AM Calendar: 74 (73.6)
- Average number of cases per AM Calendar: 90 (89.65)
- Ratio of number of people appearing to number of cases per AM Calendar: 0.822
- Median day appearance count: 73 (11 days with this count)
- Highest one-day count: 126 (a Tuesday)
- Lowest one-day count: 6 (a Friday)
- Average of top 25 days (92-126): 102
- Average of top 10 days (100-126): 111
- Average of lowest 10 days (6-49): 34
- Average of lowest 25 days (6-56): 45
- 7 of the top 11 days were Fridays

South Suburban District Courts Parking and Traffic Study

Table 6. Caseload Data Parking Demand

AM Peak Period

	Southdale Occurred Hearings						Staffing Component			Hearing Officer Appointments			Public Inquiries at Counter / Public Terminal		
	Units	Average Rate	Units	Average Rate	Total Parking Spaces	Average Rate	Daily Staff Employees	Average Rate	A.M. Appointments	Total Parking Spaces	Average Rate	# of Individuals to Transact Business at the Courts	Average Rate	Total Parking Spaces	
	# Ave Daily Cases	0.822 Defendants per Case	# Ave Daily Defendants / Parking Spaces	1 Representative parking space per 10th Defendant	# Ave Daily Defendant Representatives / Parking Spaces	In-Custody Defendants / (No Parking)	1 parking space per employee	4 appointments per hour	1 parking space per individual	Total Parking Spaces	1 parking space per individual	Total Parking Spaces			
Monday	98.46	0.82	80.93	0.1	8.1	-4.32	39.0	1	25.0	39.0	4.0	10.0	1.0	2.0	130
Tuesday	96.95	0.82	79.69	0.1	8.0	-4.32	39.0	1	25.0	39.0	4.0	10.0	1.0	2.0	128
Wednesday	80.72	0.82	66.35	0.1	6.6	-4.32	39.0	1	25.0	39.0	4.0	10.0	1.0	2.0	114
Thursday	74.79	0.82	61.48	0.1	6.1	-4.32	39.0	1	25.0	39.0	4.0	10.0	1.0	2.0	108
Friday	98.05	0.82	80.60	0.1	8.1	-4.32	39.0	1	25.0	39.0	4.0	10.0	1.0	2.0	129
Average Day (Cases)	89.8	0.82	73.81	0.1	7.4	-4.3	39.0	1.0	25.0	47.0	4.0	10.0	1.0	2.0	122
Maximum Day (Cases)	126.0	0.82	103.57	0.1	10.4	-6.1	47.0	1.0	25.0	47.0	4.0	10.0	1.0	2.0	161
Average Day (Defendant)	73.6	1.0	73.6	0.1	7.4	-4.3	39.0	1.0	25.0	39.0	4.0	10.0	1.0	2.0	122
98th Percentile Maximum Day (Defendant)	111.0	1.0	111.0	0.1	11.1	-6.5	47.0	1.0	25.0	47.0	4.0	10.0	1.0	2.0	169

PM Peak Period

	Southdale Occurred Hearings						Staffing Component			Hearing Officer Appointments			Public Inquiries at Counter / Public Terminal		
	Units	Average Rate	Units	Average Rate	Total Parking Spaces	Average Rate	Daily Staff Employees	Average Rate	P.M. Appointments	Total Parking Spaces	Average Rate	# of Individuals to Transact Business at the Courts	Average Rate	Total Parking Spaces	
	# Ave Daily Cases	0.822 Defendants per Case	# Ave Daily Defendants / Parking Spaces	1 Representative parking space per 10th Defendant	# Ave Daily Defendant Representatives / Parking Spaces	In-Custody Defendants / (No Parking)	1 parking space per employee	4 appointments per hour	1 parking space per individual	Total Parking Spaces	1 parking space per individual	Total Parking Spaces			
Monday	43.03	0.82	35.37	0.1	3.5	0.00	39.0	1	17.0	39.0	4.0	10.0	1.0	2.0	83
Tuesday	42.44	0.82	34.88	0.1	3.5	0.00	39.0	1	17.0	39.0	4.0	10.0	1.0	2.0	82
Wednesday	26.36	0.82	21.67	0.1	2.2	0.00	39.0	1	17.0	39.0	4.0	10.0	1.0	2.0	68
Thursday	46.47	0.82	38.20	0.1	3.8	0.00	39.0	1	17.0	39.0	4.0	10.0	1.0	2.0	86
Friday	24.32	0.82	19.99	0.1	2.0	0.00	39.0	1	17.0	39.0	4.0	10.0	1.0	2.0	66
Average Day (Cases)	36.5	0.82	30.02	0.1	3.0	0.0	39.0	1.0	17.0	39.0	4.0	10.0	1.0	2.0	77
Maximum Day (Cases)	55.6	0.82	45.70	0.1	4.6	0.0	39.0	1.0	25.0	39.0	4.0	10.0	1.0	2.0	95
Average Day (Defendant)	29.9	1.0	29.9	0.1	3.0	0.0	39.0	1.0	17.0	39.0	4.0	10.0	1.0	2.0	77
98th Percentile Maximum Day (Defendant)	45.1	1.0	45.1	0.1	4.5	0.0	39.0	1.0	25.0	39.0	4.0	10.0	1.0	2.0	95



2.4.3 Method 3 – Hennepin County Courts Pedestrian Traffic Study

A pedestrian count was conducted for the District Courts Areas at each Regional Center. Southdale Regional Center data was collected in February of 2012. The study analyzed elevator and stair volume from 7:30 AM to 4:30 PM during two different days of the week.

The estimated parking demand based upon the pedestrian traffic study is shown in Table 8. The highest peak hour pedestrian traffic volume, with a maximum of 133 pedestrians, occurred between 7:30 AM to 9:00 AM. The pedestrian traffic volume between 1:00 PM and 2:00 PM was 60 pedestrians. A vehicle occupancy factor was developed to estimate how many parked cars per pedestrians are generated. The District Courthouse is expected to generate a similar number of single occupant motorists as a typical office facility. An estimated vehicle occupancy rate of 1.2 persons per car was used to analyze parking demand. As a result, the average day parking demand ranged from 143 parking spaces (AM) and 83 parking spaces (PM), when including the expected employee staff parking with the new South Suburban District Court location at the Bloomington Civic Plaza. On a maximum day where all employees may be present, the AM parking demand is estimated at 150 stalls.

Table 7. Parking Demand Based on Pedestrian Traffic

Average Day

Southdale Regional Courts Pedestrian Traffic ¹	Units	Size	Parking Spaces for Courts		Staff ³	Parking Spaces for Employees		Total Parking Spaces
			Average Rate ²	Parking Spaces		Average Rate ²	Parking Spaces	
7:30 AM to 9:30 AM	Persons	133	1.20	111	39	1.20	33	143
1:00 PM to 2:00 PM	Persons	60	1.20	50	39	1.20	33	83

Maximum Day

Southdale Regional Courts Pedestrian Traffic ¹	Units	Size	Parking Spaces for Courts		Staff ³	Parking Spaces for Employees		Total Parking Spaces
			Average Rate ²	Parking Spaces		Average Rate ²	Parking Spaces	
7:30 AM to 9:30 AM	Persons	133	1.20	111	47	1.20	39	150
1:00 PM to 2:00 PM	Persons	60	1.20	50	47	1.20	39	89

1. Hennepin County Courts Pedestrian Traffic Study, February 2012
2. Average vehicle occupancy rate was derived from the ITE Parking Generation Manual average peak period park demand for an office building with similar parking demand as a Judicial Complex.
3. The staffing numbers provided by Hennepin County Facility Services.
4. The maximum demand assumes all full time and part time employees (47) will arrive during the AM Peak. The total of all employees is used as a conservative estimate for the worst case. During an average day the total number of employees is assumed to be 39.

The parking demand generation for all three methods were found to be reasonable with both Method 2 and Method 3 yielding similar parking demand estimates for an average day. In evaluation of all three methods, it was determined that Method 2 represents the most realistic assessment and potentially a conservative estimate to analyze parking demand within the Bloomington Civic Plaza (Average Day – 122 parking spaces / 98th Percentile Maximum Day – 169 parking spaces).



PROPOSED BUILDING LAYOUT

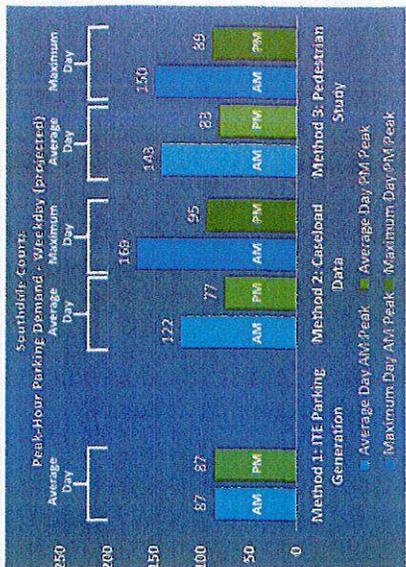
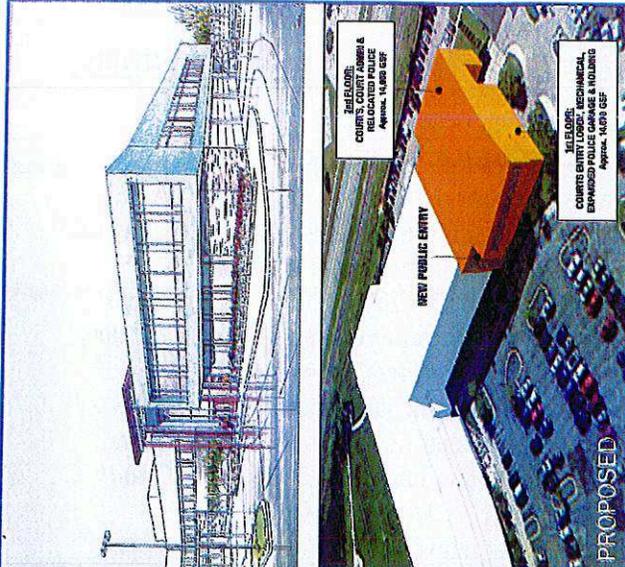


FIGURE 4
PROPOSED COURT EXPANSION AND
PARKING DEMAND

HENNEPIN COUNTY SOUTH DISTRICT COURT



South Suburban District Courts Parking and Traffic Study

2.5 Weekday City Meetings and Performing Arts Center Events

Meeting events and Performing Arts Center events occur on occasion during the weekday. The calendar year 2015 event schedule was reviewed and found that a small meeting event of 100 people or less occurred approximately 17 times. Large events (excess of 100 people) at the Performing Arts Center occur less infrequently (less than 6 to 8 times per year). The previous Bloomington Parking Study and this current evaluation conclude that the combination of the District Courts and an event at the Performing Arts Center will result in a parking supply deficiency. However, smaller events happen more frequently and need to also be considered. Table 8 shows the events that occurred in calendar year 2015 and provides an indication of the types of events, attendance and parking demand that occurred. Based on the 2015 parking information provided by the City of Bloomington, a 100 person or less event generates a demand of 0.79 parking spaces per person and a 100 person or more event generates a demand of 0.86 parking spaces per person.

Table 8. 2015 Monday-Friday Events

Event Date	Time	Group	Event Name	Location	Estimated Attendance	Estimated parking spaces	Reservation Confirmation Date
1/15/2015	8 a.m. - 12 p.m.	Loffler Companies	All Company Meeting	Schneider Theater	250	250	7/18/2014
1/15/2015	1 p.m. - 4:30 p.m.	Ucare MN	Meeting	Council Chambers	100	75	10/10/2014
1/21/2015	11 a.m. - 4 p.m.	Police Department	Retail Crime Meeting	Council Chambers	100	100	11/4/2014
2/18/2015	1 p.m. - 8 p.m.	Ucare MN	Meeting	Council Chambers	100	75	12/22/2014
2/20/2015	8 a.m. - 12 p.m.	National Speakers Association	Meeting	Rehearsal Hall	50	50	4/28/2014
2/26/2015	9 a.m. - 3:30 p.m.	Bakers Square	Employee Meeting	Rehearsal Hall	50	50	2/13/2015
3/5/2015	8 a.m. - 4 p.m.	Polica Department	SWAT Leadership Training	Schneider Theater	250	250	10/10/2014
3/11/2015	1 p.m. - 4:30 p.m.	Ucare MN	Meeting	Rehearsal Hall	50	37	12/22/2014
3/13/2015	8 a.m. - 12 p.m.	National Speakers Association	Meeting	Rehearsal Hall	50	50	4/28/2014
3/19/2015	9 a.m. - 12 p.m.	EducateU	Meeting	Rehearsal Hall	50	37	1/7/2015
4/14/2015	1 p.m. - 4:30 p.m.	Ucare MN	Meeting	Council Chambers	100	75	2/12/2015
5/4/2015	1 p.m. - 4:30 p.m.	Ucare MN	Meeting	Council Chambers	100	75	2/12/2015
5/7/2015	9 a.m. - 12 p.m.	EducateU	Meeting	Rehearsal Hall	50	37	1/7/2015
5/13/2015	12 p.m. - 3 p.m.	Police Department	Awards	Council Chambers	100	75	4/27/2015
6/4/2015	9 a.m. - 4:30 p.m.	Parks and Recreation	Staff Training	Multiple Rooms	175	150	1/5/2015
6/11/2015	1 p.m. - 5 p.m.	Alive and Kickin'	Performance	Schneider Theater	250	187	10/1/2015
6/16/2015	1 p.m. - 8 p.m.	Ucare MN	Meeting	Council Chambers	100	75	4/13/2015
7/8/2015	8 a.m. - 12 p.m.	Parks and Recreation	Safety Boot Camp	East Parking Lot closed		*Entire East lot	1/5/2015
7/9/2015	9 a.m. - 12 p.m.	EducateU	Meeting	Rehearsal Hall	50	37	1/7/2015
7/10/2015	1 p.m. - 4:30 p.m.	Ucare MN	Meeting	Council Chambers	100	75	4/13/2015
9/9/2015	11 a.m. - 4 p.m.	Human Services	Naturalization Ceremony	Schneider Theater	366	300	2/27/2015
9/18/2015	7 a.m. - 10 a.m.	City of Bloomington/Bloomington Chamber	Business Day at the City	Main Lobby	130	130	6/1/2015
10/9/2015	1 p.m. - 4:30 p.m.	Ucare MN	Meeting	Council Chambers	100	75	7/21/2015
11/10/2015	7 a.m. - 12 p.m.	Human Services	Veteran's Breakfast	Main Lobby	175	100	5/4/2015
12/2/2015	1 p.m. - 4:30 p.m.	Ucare MN	Meeting	Council Chambers	100	75	7/21/2015

Notes:

- The bolded grey events have an estimated attendance over 100. On a typical year 6-12 daytime events of this scale take place.
- The remaining events listed have an estimated attendance of 50-100. Parking can become difficult if concurrent meetings are taking place.
- Meetings/events with an estimated attendance under 50 are not listed.
- *Kids are bussed to the City Hall from summer parks program. The entire lot is blocked off from parking to accommodate the event.

2.6 Parking Analysis

A parking analysis was completed to compare the estimated parking demand (based upon Method 2) against the available parking supply. The parking analysis compares the average day and the typical maximum parking demand for the South District Courts. A

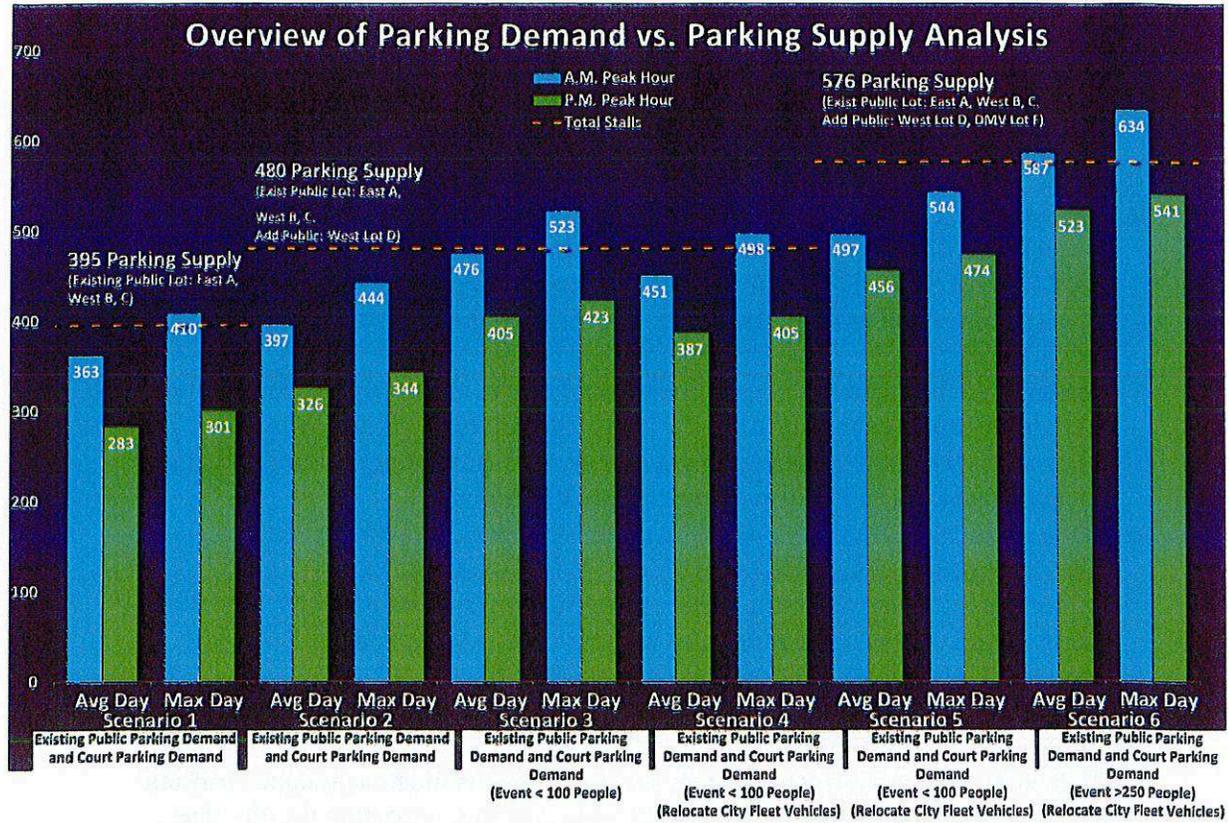


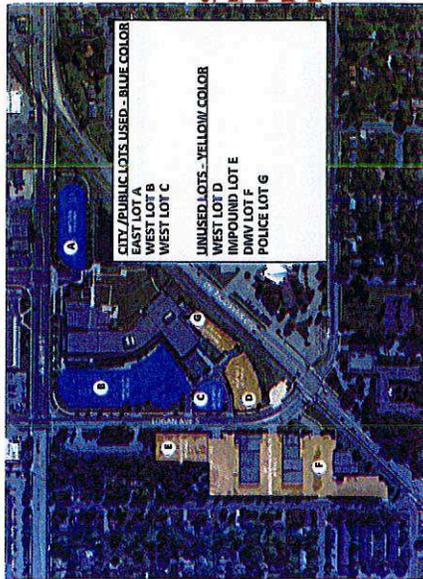
total of 6 scenarios were analyzed to help assess potential demands and frame the context for parking management strategies.

- **Scenario 1:** Existing baseline parking demand from the 2016 parking survey plus the addition of South Suburban District Court parking demand. (Assumes the following parking lots are available for general – public and staff – parking: East Civic Lot A, West Civic Lot B and West Civic Lot C).
- **Scenario 2:** Existing baseline parking demand from the 2016 parking survey plus the addition of South Suburban District Court parking demand. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Includes the parking management strategy of consolidating assigned parking within West Lot D and allowing general public parking.
- **Scenario 3:** The addition of South Suburban District Court parking demand plus 100 person or less event. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Includes the parking management strategy of consolidating assigned parking within West Lot D and allowing general public parking.
- **Scenario 4:** The addition of South Suburban District Court parking demand plus 100 person or less event. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Includes the parking management strategies of consolidating assigned parking within West Lot D and allowing general public parking, and relocating the city fleet vehicles to other locations (e.g., Impound Lot E).
- **Scenario 5:** The addition of South Suburban District Court parking demand plus 100 person or less event. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Includes the parking management strategies of consolidating assigned parking within West Lot D and allowing general public parking, relocating the city fleet vehicles to other locations (e.g., Impound Lot E), and providing general public parking within the DMV Lot F.
- **Scenario 6:** The addition of South Suburban District Court parking demand plus 250 person event. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Include parking management strategies of consolidating assigned parking within West Lot D and allowing general public parking, relocating the city fleet vehicles to other locations (e.g., Impound Lot E), and providing general public parking within the DMV Lot F.

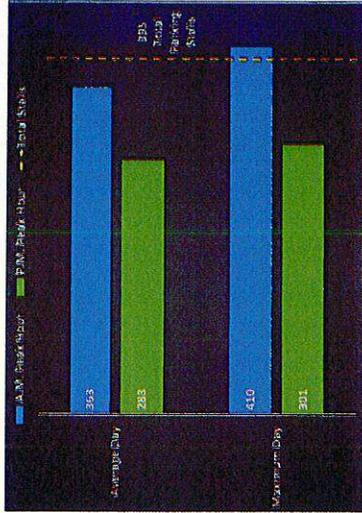
A graphical comparison of the parking demand versus supply analysis for each scenario is provided on Figure 5. An overall summary of the parking demand versus supply analysis is shown in Table 9.

Table 9. Parking Analysis Summary.





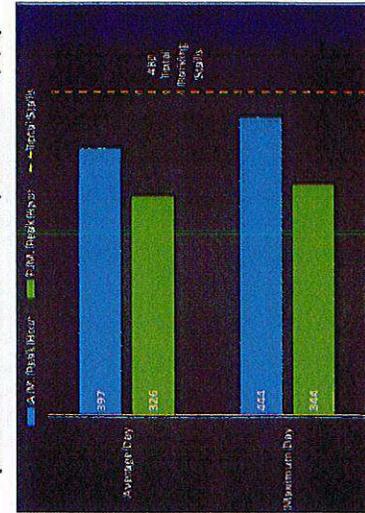
EXISTING PUBLIC PARKING DEMAND AND COURT PARKING GENERATION WITH WEST LOT A, WEST LOT B, WEST LOT C (OCCUPIED LOTS: EAST LOT A, WEST LOT B, WEST LOT C)



**SCENARIO 1
 PARKING DEMAND INCLUDES FLEET VEHICLES**

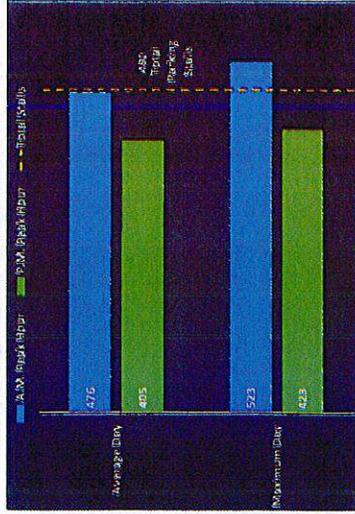


EXISTING PUBLIC PARKING DEMAND AND COURT PARKING GENERATION WITH WEST LOT D FOR CITY/PUBLIC USE (EVENT < 100 PEOPLE) (OCCUPIED LOTS: EAST LOT A, WEST LOT B, C, D)

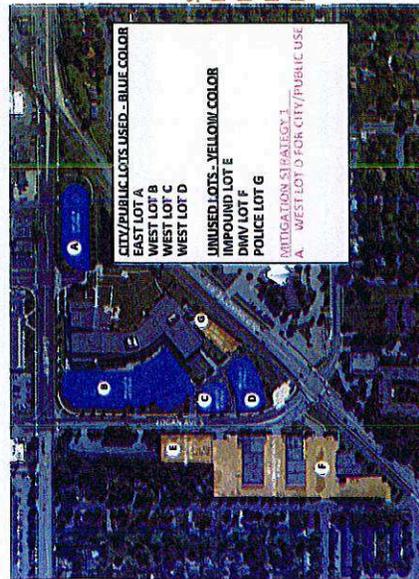


**SCENARIO 2
 PARKING DEMAND INCLUDES FLEET VEHICLES**

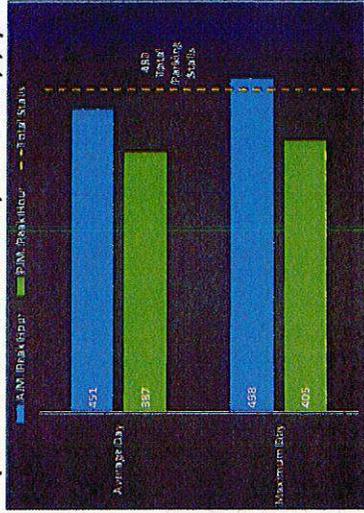
EXISTING PUBLIC PARKING DEMAND AND COURT PARKING GENERATION WITH WEST LOT D FOR CITY/PUBLIC USE (EVENT < 100 PEOPLE) (OCCUPIED LOTS: EAST LOT A, WEST LOT B, C, D)



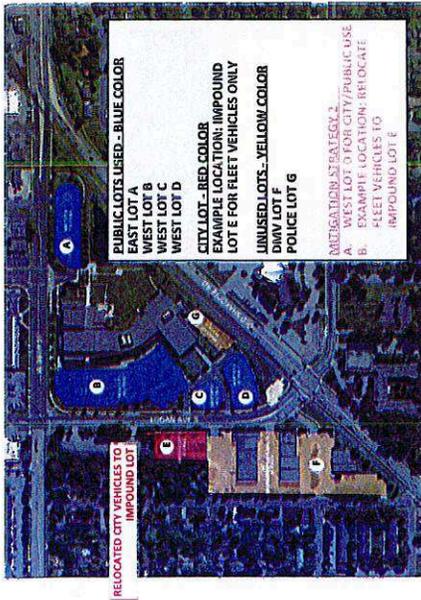
**SCENARIO 3
 PARKING DEMAND WITH EVENT LESS THAN 100 PEOPLE INCLUDES FLEET VEHICLES**



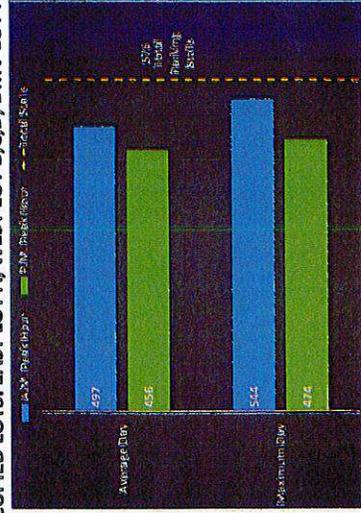
EXISTING PUBLIC PARKING DEMAND AND COURT PARKING GENERATION WITH WEST LOT D FOR CITY/PUBLIC USE (EVENT < 100 PEOPLE)
(OCCUPIED LOTS: EAST LOT A, WEST LOT B,C,D)



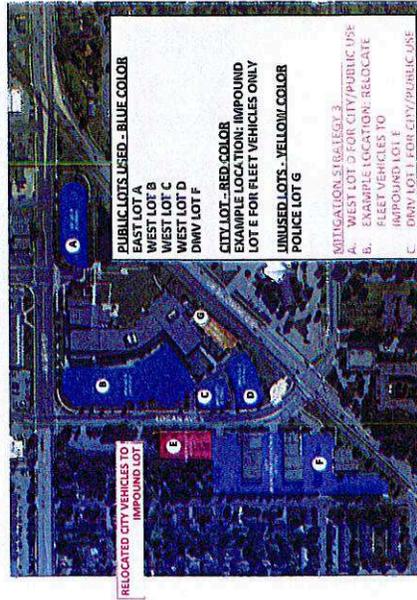
**SCENARIO 4
PARKING DEMAND WITH EVENT LESS THAN 100 PEOPLE**



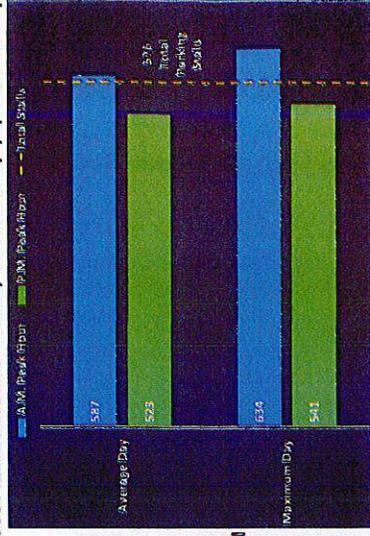
EXISTING PUBLIC PARKING DEMAND AND COURT PARKING GENERATION WITH WEST LOT D AND DMV LOT F FOR CITY/PUBLIC USE (EVENT < 100 PEOPLE)
(OCCUPIED LOTS: EAST LOT A, WEST LOT B,C,D, DMV LOT F)



**SCENARIO 5
PARKING DEMAND WITH EVENT LESS THAN 100 PEOPLE**



EXISTING PUBLIC PARKING DEMAND AND COURT PARKING GENERATION WITH WEST LOT D AND DMV LOT F FOR CITY/PUBLIC USE (EVENT > 250 PEOPLE)
(OCCUPIED LOTS: EAST LOT A, WEST LOT B,C,D, DMV LOT F)



**SCENARIO 6
PARKING DEMAND WITH EVENT GREATER THAN 250 PEOPLE**

Figure 5
Parking Demand vs. Parking Supply Analysis
Sheet 2 of 2

3.0 Traffic Impact Analysis

The following sections document the expected impacts to the transportation system resulting from the addition of the South Suburban District Courts. The purpose of the traffic analysis is to evaluate the impact of traffic generated by the proposed project on the operations and safety of the adjacent roadway network and immediate site/parking access. The following two traffic signal controlled intersections were considered for the study:

- Logan Avenue and 98th Street
- Logan Avenue and Old Shakopee Road

3.1 Existing Traffic Volumes

The weekday AM and PM peak hours represent the critical peak hours for traffic analysis. AM and PM peak hour turning movement counts were collected by Alliant Engineering in January of 2016 for both intersections mentioned above. Inbound and outbound volumes were also gathered at the three main site driveways along Logan Avenue. The 2016 existing weekday AM and PM peak hour traffic volumes for the study area are illustrated on Figure 6.

3.2 Site-Generated Traffic

The motor vehicle traffic volume estimated to be generated by the expansion was developed for the weekday AM and PM peak hours and is based on the parking demand. Using the existing parking demand, an assumption is made that each parked vehicle represents one inbound and one outbound vehicle trip. During the AM time period, most parked vehicles will occur concurrently, similar to an office building. In other words very little turn-over is expected. During the PM time period, a 50/50 distribution between inbound and outbound trips was assumed. The estimated site-generated trips for the proposed South Suburban District Courts is summarized in Table 10.

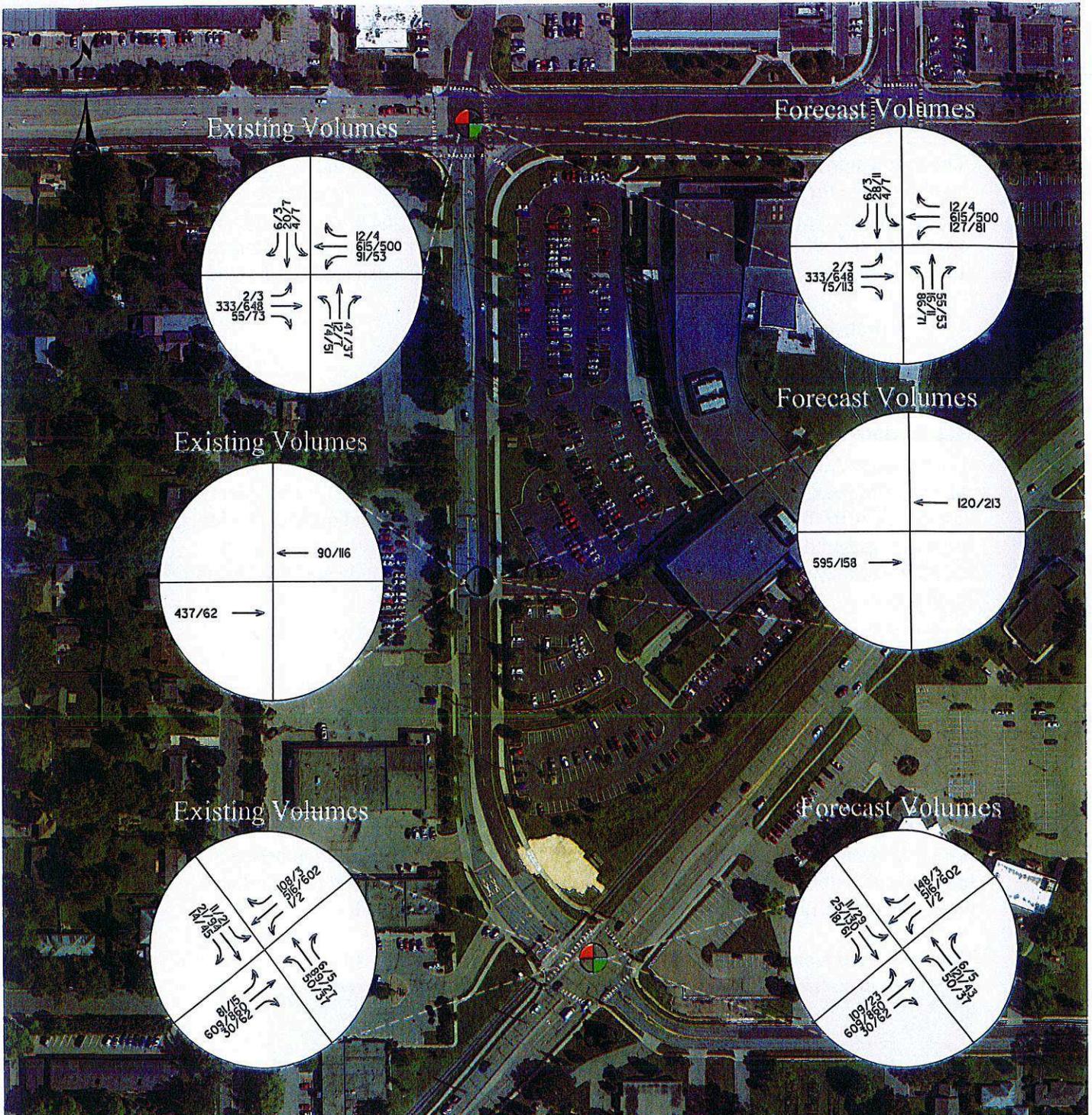
Table 10. Trip Generation Estimates

Land Use	AM Peak Hour Trips			PM Peak Hour Trips		
	Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
District Courts	159	31	190	97	97	194

1. Based off estimated parking demand

3.3 Forecast Traffic Volumes

The regional distribution of the site-generated traffic was estimated based on review of existing traffic volumes at the two study locations. The site generated trips were then assigned to the street network and added to the existing traffic volumes. The forecast intersection turning movement volumes are shown on Figure 6.



Existing Volumes

Forecast Volumes

Existing Volumes

Forecast Volumes

Existing Volumes

Forecast Volumes

LEGEND

xxx/xxx AM Volume / PM Volume

 Traffic Signal

 Thru-Stop

Note: Total driveway volumes (all three accesses) were aggregated into middle node.

Figure 6
Existing and Forecast Peak Hour Traffic Volumes

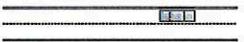
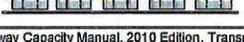
3.4 Traffic Operations Analysis

The quality of traffic flow and mobility was measured using Level of Service (LOS) methodology. LOS calculations were performed for the study area for the 2016 existing and proposed South Suburban District Courts conditions. A discussion of the capacity including LOS and queuing is included in the following sections.

3.4.1 Definition of Level of Service

The term level of service (LOS), as taken from the Highway Capacity Manual (HCM)⁵, refers to the ability of an intersection to process traffic volumes. It is defined as the delay to vehicles caused by the traffic control at the intersection. The results of the analysis are typically presented in the form of a letter grade (A-F) that provides a qualitative indication of the operational efficiency or effectiveness. By definition, LOS A conditions represent high-quality operations (i.e., motorists experience very little delay or interference) and LOS F conditions represent very poor operations (i.e., extreme delay or severe congestion). The intersection LOS is affected by the magnitudes of the traffic volumes at the intersection, their movement desires and the geometric design and traffic control at the intersection. The LOS thresholds are presented in Table 11. The LOS D/E boundary for overall operations is typically used as the indicator of congestion in an urban area. For stop-controlled intersections, a key measure of operational effectiveness is the side-street or site access LOS. Long delays and poor LOS can sometimes result on the side-street, even if the overall intersection is functioning well, making it a valuable design criterion.

Table 11. Level of Service Description

Level of Service	Description	Delay per Vehicle (Seconds)	
		Signalized Intersection	Un-Signalized Intersection
A	 Free Flow. Low volumes and no delays.	0 - 10	0 - 10
B	 Stable Flow. Speeds restricted by travel conditions, minor delays.	>10 - 20	>10 - 15
C	 Stable Flow. Speeds and maneuverability closely controlled due to higher volumes.	>20 - 35	>15 - 25
D	 Stable Flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	>35 - 55	>25 - 35
E	 Unstable Flow. Low speeds, considerable delay, volume at or slightly over capacity.	>55 - 80	>35 - 50
F	 Forced Flow. Very low speeds, volumes exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 2010 Edition, Transportation Research Board, Exhibit 18-4 for Signalized Intersections and Exhibit 19-1 for Unsignalized Intersections.

3.4.2 Analysis Results

The intersection and access traffic operations analysis was completed for the 2016 existing and proposed District Courts for both the AM and PM peak hours using the Synchro/SimTraffic software package.

⁵ Highway Capacity Manual, Transportation Research Board, 2010 Edition.

South Suburban District Courts Parking and Traffic Study

As shown in Table 12, all intersections evaluated are expected to operate a LOS B or better. The new vehicle trips generated by the South Suburban District Courts are expected to have a negligible impact on the area street network and intersection operations. In review of the existing site driveways accessing Logan Avenue, no additional traffic operation or safety concerns are expected.

Table 12. Traffic Operations Analysis Summary

			Existing Conditions	Build Scenario
Logan Avenue and 98th Street	AM	LOS	A	A
	Peak	Intersection Delay (s/v)	8.8	9.3
	PM	LOS	A	A
	Peak	Intersection Delay (s/v)	7.7	8.0
Logan Avenue and Old Shakopee Road	AM	LOS	B	B
	Peak	Intersection Delay (s/v)	11.7	13.6
	PM	LOS	A	B
	Peak	Intersection Delay (s/v)	9.2	10.6

4.0 Conclusions

Based on the 2016 parking utilization study, parking demand generation methods evaluated, and the parking and traffic operation analysis, the following conclusions are made:

- It is noted that the East Civic Lot A is likely to continue to be underutilized due to its location. If this is the case, the available parking stalls within the West Civic Lot B and West Civic Lot D, are not expected to provide sufficient parking in any scenario during the AM time period. Strategies to increase the parking utilization in this lot need to be identified.
- The AM court parking demand is the peak condition. On a typical day and under the current Civic Plaza parking lot assignments, the amount of existing available public parking stalls within the Bloomington Civic Plaza is expected to be sufficient, though close to capacity (approximately 30 available parking stalls expected).
- On a typical meeting day of 100 people or less (occurred approximately 17 times in calendar year 2015), insufficient parking within the existing public parking lots (West Civic Lot B, East Civic Lot A and West Civic Lot C) is expected. If West Civic Lot D is utilized for public parking and the City fleet vehicles are relocated (e.g., use a portion of the Impound Lot E), then adequate parking supply is expected on a typical court case load day.
- The parking analysis was completed for average day conditions and average daily court case loads and defendants present. On days where a peak a peak number of defendants are present (upward near 111 defendants during the AM calendar, which is expected to occur less than 10 days per year), the available parking is still expected sufficient providing an event is not concurrently planned and West Civic Lot D is available for general public parking (or the fleet vehicles are relocated and East Civic Lot A, West Civic Lot B and West Civic Lot C are available for public parking). An event of any size overlapping with the morning 8:00 to 9:30 time period is expected to result in a parking supply deficiency. Utilization of the DMV/Animal Control/Public Health Lot F on the west side of Logan Avenue provides sufficient parking capacity for events of 100 people or less. Identification of the parking demand management strategies to best utilize these stalls is needed.
- On those few days a year where a large peak Civic Plaza event occurs along with either an average or peak case load day, insufficient parking is expected. Parking management strategies that utilize external parking facilities should be identified.
- The traffic operation analysis indicates that all intersections evaluated are expected to operate at an acceptable LOS B or better.

In general, the total number of existing stalls within the Bloomington Civic Plaza area appears to be sufficient (excluding major event days) for the majority of case load days. It is recommended the City of Bloomington and Hennepin County develop a parking

South Suburban District Courts Parking and Traffic Study

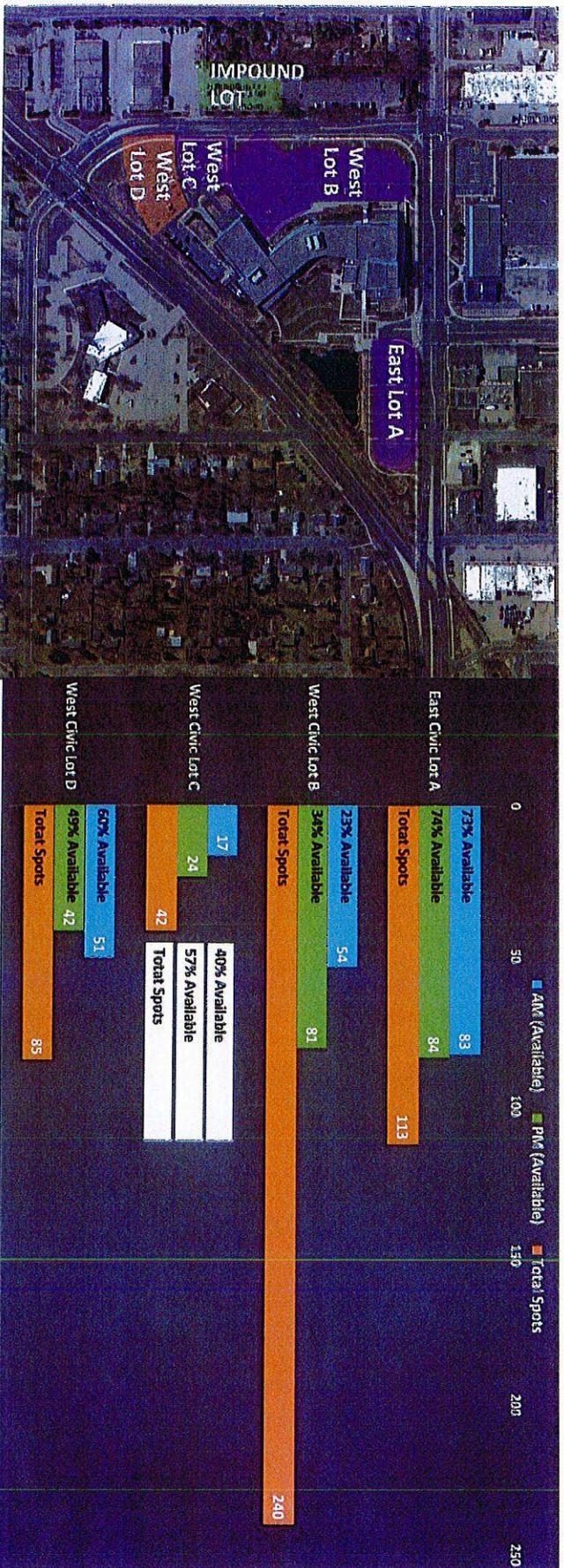
management plan. Some parking management strategies and reorganization of the parking lot uses should be considered to best utilize the available parking. Considerations include:

- It may be beneficial to consider relocating the city fleet vehicles to a portion of the Impound Lot E (or West Civic Lot D), or other area lots, to make use of the West Civic Lot C in order to provide additional convenient public parking for the District Courts.
- Identify a strategy to consolidate and more efficiently assign parking stalls within West Civic Lot D, so a portion of this lot can be utilized for general public parking (or for the South Suburban District Courts staff).
- Consolidation of the police or other staff parking within Lot G, utilization of the below grade parking garage, and locating designated areas within the existing Bloomington Civic Plaza area for employees to free up more convenient public parking may provide value.
- Identify measures to better utilize the East Civic parking lot for meeting events, staff or other Civic Plaza uses on the north end of the building.
- Develop thresholds and scenarios where the Department of Motor Vehicles/Public Health parking lot and other nearby parking sites will be utilized. As necessary provide shuttle service between parking facilities.
- Identify measures to make use of the transit routes in the area. Providing convenient access or accommodations for transit service to the Bloomington Civic Plaza may help reduce the parking demand.
- Identify strategies to spread out the District Court AM caseloads and hearing to reduce the amount of clientele that need to appear during the 8 a.m. to 9 a.m. hour (e.g., 8:30, 9:30, 10:30, etc.) to spread the peak demand.

Based on the traffic operation analysis, it is recommended the Old Shakopee Road/Logan Avenue intersection be retrofitted with flashing yellow arrow (FYA) on all four approaches. The northbound and southbound approaches should operate protected/permissive. The installation of FYA at this location is expected to greatly improve the intersection efficiency and reduce the overall motorist delay.

Existing Parking Supply

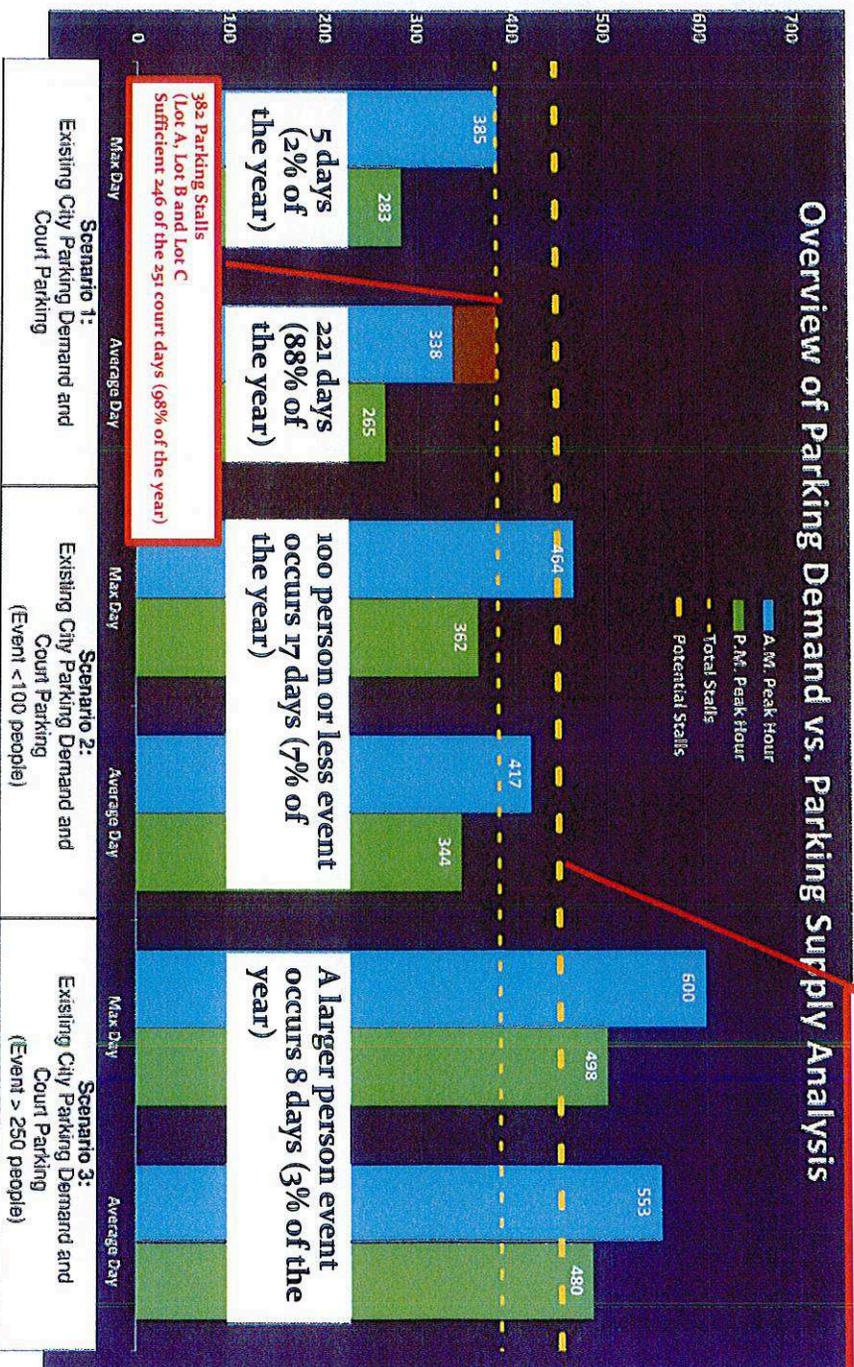
- Total Parking Supply – 395 Stalls
 - East Lot A (113), West Lot B (240), West Lot C (42), West Lot D and Impound Lot – Not Included
- 154 stalls available during the AM peak (Lots A, B, C)
- Typical Day: 41% Parking Availability
- 51 available stalls in West Lot D
- Potential for at least 63 stalls with repurposing of the impound lot
- Data collected in 2016 during typical day with no events



Parking Demand vs. Supply

445 Parking Stalls
(Lot A, Lot B, Lot C and Repurposed Impound Lot)

- 251 Court Calendar / Business Days Per Year
- 88% of the 251 Court Calendar Days Lot A, Lot B and Lot C provide sufficient parking supply.
- 97% of the 251 calendar days the parking is sufficient when also utilizing the repurposed impound lot



Parking Management Strategies

- Fully Utilize Lot A – Staff parking and/or Implement wayfinding and other information strategies
- Repurpose the Impound Lot – Relocate impound operations and revitalize lot for Courts and Staff parking (approximately 63 stalls)
- Utilize Lot D - for relocation of City Fleet vehicles and additional staff assigned parking
- Reduce Parking Demand Peaks - Coordinate city plaza event schedule with District Court calendars to reduce peak parking demand
- Encourage Transit Ridership – Investigate
- Utilize Off-Site Parking Lots When Needed – Make agreements (e.g., St. Luke's Church) and provide appropriate wayfinding and directional signing
- Electronic e-Court Servicing – Reduce number of in-person case load



