

**PARKING STUDY FOR DOWNTOWN NORTHFIELD: CHS CONSULTING GROUP  
EXISTING CONDITIONS ASSESSMENT AND SHARED PARKING ANALYSIS MEMORANDUM  
February 2023**

**Key Takeaways from the Phase I Report**

**Previous Parking Studies – Analysis:**

- Downtown Northfield **parking is generally available** at all times, with occupancy peaking at just 40% at 1 pm weekdays.
- There are, however, **imbalances between on-street and off-street parking** facilities (on-street demand substantially higher than off-street demand).
- **Demand is highest** in the Downtown Historic District.
- Previous studies, including the existing Comp. Plan, recommend adopting a **shared parking ordinance** to facilitate new development downtown.
- Previous studies also recommend **developing a wayfinding system** for parking, and expanding and **improving bicycle facilities** to reduce automobile trips.

**Existing Conditions Assessment: (Note: This study was based, in part, on the assumption that Downtown South redevelopment would include a mixed-use parking building on Water St. south of 5<sup>th</sup>).**

- Under existing conditions, **parking in Downtown Northfield is generally available** with peak parking demand occurring on weekends with occupancy at just 64% between noon and 1 pm with 601 occupied spaces and a surplus of 340 spaces.
- However, **parking demand is not evenly distributed across the study area** with Downtown North experiencing impacted on-street parking conditions on weekends with 88% of in-street spaces occupied between 2 and 3 pm. However, off-street parking facilities still have capacity with just 79% of off-street spaces occupied during the same period. **Users may not be aware of available off-street parking facilities.**
- **Parking is generally available at all times for all other Downtown subareas;** the significant imbalance in parking demand between River West and the rest of Downtown indicates **most users see the Cannon River and Highway 3 as major barriers** and are unwilling to park in River West if their destinations are in Downtown North or Downtown South, or they may be aware of the abundant parking availability in River West.

**Existing plus Project Parking Conditions:** CHS conducted a shared parking analysis to include anticipated new development. Key takeaways:

- Under existing plus new project conditions, **Downtown Northfield and each of its subareas would have adequate parking supply** to accommodate peak parking demand.
- The **Archer House development** on its own would generate a peak parking demand for up to 95 spaces at 7 pm on weekends, which exceeds the 30-space parking garage in the basement and **requiring the use of up to 65 nearby spaces in Downtown North** (which currently has 175 available spaces at 7 pm).

- The **three development sites in Downtown South**, including the Post Office, new hotel and mixed-use residential building on their own would generate a peak demand for up to 131 spaces at 7 pm on weekends, which can be accommodated by the proposed 150-space onsite parking garage.
- Under existing plus project conditions, **Downtown North would generate peak parking demand for up to 295 spaces at noon on weekends, a net increase of 47 spaces.** A new **mixed-use parking building** would be constructed by the City/Developer at 304 Washington St., resulting in a new increase of 72 spaces. Therefore, the **peak parking demand** for 295 spaces would occupy just 75% of the 395 spaces in Downtown North with a surplus of at least 100 spaces at all times.
- Under existing plus project conditions, **Downtown South would generate peak parking demand for 402 spaces at 1 pm on weekends,** a net increase of in demand for 85 spaces. The City/Developer would remove 47 on-street spaces (Water St. parking) and the project would remove 48 off-street spaces and **construct a 150-space onsite parking garage.** Therefore, the **peak parking demand** for 402 spaces would occupy 82 percent of the 490 spaces in Downtown South with a surplus of at least 88 spaces at all times.

**Note:** Proposals are currently being solicited for the next stage of parking analysis, which will focus on **parking management.**