HIBBING ECONOMIC DEVELOPMENT AUTHORITY
Regular Meeting
Tuesday, August 4, 2026
5:00 PM

President Steve Jurenes	City Administrator Greg Pruszinske
Vice President Celia Cameron	Finance Dir - Treasurer Sheena Mulner
Member John Schweiberger	City Clerk Candie Seppala
Member Jennifer Hoffman Saccoman	City Attorney Andy Borland
Member Pete Hyduke	
Member Mike Egan	
Member Jim Skalski	**Members may participate through remote technology**

I. CALL TO ORDER:

II. ADDS AND DELETES:

III. APPROVAL OF THE AGENDA:

IV. APPROVAL OF MINUTES:

1. Approve the Minutes of the Hibbing Economic Development Authority Meeting of July 14, 2026

V. PUBLIC HEARING:

1. Conduct the public hearing on the business subsidy request by Rebound Partners located at 527 Professional Drive, Suite 100, Northfield, Minnesota 55057 for a loan in the amount of $296,000 for predevelopment funds for the Iron Exchange at 400, the 400 Block Redevelopment Project.

VI. CONSENT AGENDA:

1. (PLACEHOLDER): Affirm the Economic Development Loan Fund account balance as of July 31, 2026 in the amount of $

2. Approve disbursements for the month of July in the amount of $226,322.28
    1. Fund 250 (HEDA ED/Rev Ln Fd) - $0
    2. Fund 255 (HEDA General Fd) - $8,476.65
    3. Fund 392 (TIF#12 DS Fd) - $0
    4. Fund 418 (Downtown Capital Prjt Fd) - $210,994.05
    5. Fund 440 (Tax Abatement Prjt Fd) - $6,851.58
    6. Fund 422 (Deferred Loan Fund) - $0
    7. Fund 610 (HEDA – AMGS) - $0

3. Set the next Regular HEDA Meeting for Tuesday, September 1, 2026, at 5:00 p.m. in the Hibbing City Hall Council Chambers

VII. PRESENTATIONS:

1. 1920 E 4th Ave update - Jacob Hanson

VIII. DEPARTMENT AND COMMITTEE REPORTS:

1. Finance Director-Treasurer Sheena Mulner

a. HEDA Loan Balances

b. TIF #12 disclosure

2. City Attorney Andy Borland

3. City Administrator Greg Pruszinske

a. Downtown Hibbing Parking and Traffic Study: Accept Final Study

IX. LOAN REQUESTS:

X. DISCUSSION ITEMS:

XI. ADJOURNMENT:

THE MINUTES OF THE REGULAR AND WORKSHOP MEETING OF THE
HIBBING ECONOMIC DEVELOPMENT AUTHORITY
July 14, 2026

Meeting Information:

- Location: Hibbing City Hall Council Chambers
- Attendees: Present at roll call were President Steve Jurenes, Vice President Celia Cameron, Member Pete Hyduke, Member Jennifer Hoffman Saccoman, Member Mike Egan and Member Jim Skalski. Member John Schweiberger was absent. Also present were Attorney Andy Borland, Finance Director Sheena Mulner, City Administrator Greg Pruszinske and City Clerk/Deputy City Administrator Candie Seppala

I. **CALL TO ORDER:** President Jurenes called the meeting to order at 5:03 p.m.

II. **ADD AND DELETES:** None

III. **APPROVAL OF AGENDA:**

Member Egan supported by Member Hyduke motioned to approve the agenda. Motion carried.

IV. **APPROVAL OF MINUTES:**

Member Hyduke supported by Vice President Cameron motioned to approve the minutes of the Hibbing Economic Development Authority Meeting of June 2, 2026. Motion carried.

V. **CONSENT AGENDA:**

Member Hoffman Saccoman supported by Vice President Cameron motioned to approve the consent agenda as read and published. Motion carried.

1. Affirm the Economic Development Loan Fund account balance as of the end of June in the amount of $1,689,349.78

2. Approve disbursements for the month of June in the amount of $35,491.01

1. Fund 250 (HEDA ED/Rev Ln Fd) - $0
2. Fund 255 (HEDA General Fd) - $6,588.65
3. Fund 392 (TIF#12 DS Fd) - $5,342.50
4. Fund 418 (Downtown Capital Prjt Fd) - $2,021.46

5. Fund 440 (Tax Abatement Prjt Fd) - $20,099
6. Fund 422 (Deferred Loan Fund) - $0
7. Fund 610 (HEDA – AMGS) - $1,439.40

3. Set the next regular HEDA meeting for Tuesday, August 4, 2026, at 5 p.m. in the Hibbing City Council Chambers.

VI. PRESENTATIONS:

1. Iron Exchange at 400 – Rebound Partners Mike Kappers / Melissa Graftass of Architecture Advantage / Online: Brett Reese & Dan Gatchell, both of Rebound Partners
    a. Update presentation on the Iron Exchange Building covering design, construction and capital stack

Started the presentation with the four-story rendering that had been presented to the Heritage Preservation Commission back in May, but noted that the project exterior has been updated and is now five-stories. The new look is more historic and in better alignment with other buildings along Howard Street (noted that balconies are recessed instead of decks that project out). Many changes since initial discussions in July 2025. Kappers noted the underground parking was too cost prohibitive and there were not enough units to make the numbers work. They are now pretty confident they have a really good project moving forward.

Overview: five stories, 80 market-rate rentals, about 6,000 square feet of commercial/retail space on ground level, 85 parking spaces (including 21 covered spaces), projected cost: about $23.3 million; construction partner selected: BJ Baas of Cambridge, Minn.; county assessed value is estimated at $18.2 million (up from about $10.2 million)

Construction partner selection process: solicited 8 contractors and received 6 proposals. Following a qualifications-based scoring system and 3 interviews, BJ Baas was selected. They currently have a multifamily project under construction in Grand Rapids (132 units called Mill + Miss). They will also be investing in the project.

Units: the mix has changed to a better financial balance of studios and one bedrooms. Changed the two-bedroom designs to have some with two beds, two baths and some two beds, one bath. This helped to reduce the square footage and get more units. 20 units per floor, with four levels of living space.

Parking: 21 covered stalls within the building. 44 parking stalls to the immediate south of the building (back parking lot/alley area on the property). Another 20 angled-parking stalls just south of that (currently the city hall parking lot) that would be refinished and utilized as parking for the apartment project. Total: 85 spots, putting it just over the one-to-one ratio for the number of units.

Commercial/Retail: approximately 20,000 to 25,000 square feet on the northeast corner. Some shared working space, conference space available. The northwest corner is an additional retail space (about 2,000 square feet or so along there). The façade will have large windows to look as though it is retail space.

One year ago it was about $24.6 million with more commercial/retail space and less units. Then they got working on the numbers, looked at revenues for rental rates for the retail portion and for the residential. Everybody was shocked to see how low rental rates are here. In January, total project costs were at about $23 million with an $8.2 million gap – way too high. So went back to drawing board with architects (now on 8th revision). Today at about $23.3 million with a financial gap of about $4.7 - $5 million.

Plan to raise equity: BJ Baas has committed "a really, good sizable amount of equity." They will turn to the community and look for at least a 12-15% plus return to get investors interested and then secure bank financing. Currently it's about $13.8%. They will also check with nonprofits and anyone in the community that wants to invest. They are moving forward with an All Funders meeting on July 29.

The plan is to close before Dec. 31 and then start construction in the spring. The build is an estimated 14 months; completion would be around May 2028.

Member Hyduke asked about the site's current basement floors and walls, and how that factors in. Graftass said their understanding was that those slabs were coming out and that the perimeter foundations to hold up the sidewalks and utilities were going to remain. Member Hyduke questioned who takes on the risk of assessing it when it was not in the demolition package. He said that needs to be discussed to determine the best path.

Member Hoffman Saccoman asked how confident are they in raising enough to cover the financial gap? Kappers said they are fairly confident and excited about it. He mentioned the Minnesota Housing Fund, adding they've reached out to a number of foundations.

Member Skalski questioned if 35% is a lot for gap financing on a typical project.

Reese said it is because the rents are inhibiting (much lower) in rural communities while construction costs are similar to other areas. He added that he's confident and optimistic the project will have the support of the IRRRB and mentioned the St. Paul Foundation.

Kappers said at the first presentation the gap was at $8.5 million (35%) and that included TIF. They initially thought that was separate and learned later that the $8.5 million included TIF. The $4.7 million is separated from TIF. He added that TIF is expected to be about $2.1 million or something for the net present value – but well under that $8 million and closer to that $5 million they initially thought it was going to be. The current gap is 20% -- not 35%.

Member Hyduke questioned state financing housing and asked how they anticipate it will play into this. Gatchell said that will also be discussed in the All-Funders meeting, including eligibility and timelines.

Member Egan commented about the structural side of the site and who will be taking responsibility for it. Rebound stated the challenge is their project team did not do the demolition package and their structural engineer is not comfortable making assessments on the existing slabs to remain because they weren't at all familiar with the buildings.

Deputy City Administrator Candie Seppala asked where permission to use the city hall parking lot came from. Kappers said that came from talks with former Community Development Director Betsy Olivanti. Member Hyduke said the city engineer is going to assess parking around the whole facility (city hall).

City Administrator Greg Pruszinski stated they have considered removing the curb between the alleyways to allow for a large, open lot to gain additional parking while looking to keep the parking on the east and west sides of city hall relatively similar to what they currently are. He stated they are also working on 2-3 concept drawings which includes parking along the south side (front of city hall) to maximize parking.

b. Predevelopment funding request covering design, architecture and project management

Member Hoffman Saccoman asked whether the city will have representation at the Funders Meeting on July 29th. Attorney Andy Borland responded, noting that because the size of the request is above HEDA's threshold, it is considered a Business Subsidy and a public hearing would be required. He suggested conducting the hearing at the next meeting on Aug. 4.

Discussion about the pre-development agreement versus the pre-development funding request ensued. There was some confusion between the two and the timeline moving forward.

Member Egan supported by Vice President Cameron made the motion to call a public hearing to consider a business subsidy agreement with Rebound Partners. Motion carried.

VII. DEPARTMENT AND COMMITTEE REPORTS:

1. Finance Director Sheena Mulner

a. HEDA Loan Balances

Loans that were paid off: Howard Court Salon's COVID Loan, Mesaba Animal Hospital's COVID Loan and Elks Lodge's COVID Loan

Hibbing Heating & Ac started paying its principal and interest payments on July 1

Yoder Building Supplies started their principal and interest payments on July 1

AMGS started on its working capital loan on July 1

Granite Homes was dropped for their principal and interest. It was supposed to be interest only, so that will be corrected

Most everyone is still current. Those recovered funds have been put back into the Revolving Loan Fund to lend it out to other entities.

Balances in our different funds:

- 250 Revolving Loan Fund: $1.5 million with about $1.4 million to lend
- 24 Fund: $246,000
- Deferred Loan Program: about $6,000

b. Authorize the Finance Director to sign the agreement with Range Credit Bureau, Inc. and related POA's to authorize RCB to begin collecting on the judgements for Moxie, LLC and Arrowhead Motorcycle Apparel & Supplies LLC

Member Hyduke supported by Member Egan motioned for Finance Director Mulner to sign the agreement. Motion carried.

2. City Attorney Andy Borland
   a. Howard Court pending litigation

A foreclosure by action proceeding has commenced by Park State Bank and HEDA is named in the lawsuit because it had granted funds to Howard Court Properties LLC. Borland said he served and filed a prompt answer on July 13, 2026, on HEDA's behalf. He also filed a complaint to recognize that HEDA is in second position, which means if the foreclosure goes through, the Authority is not going to see anything with respect to that. He included a cross claim against Howard Court Properties based on the note and say, if in fact they lose the property, HEDA wants the balance of.

A conference is scheduled for July 23, and he plans to participate on behalf of HEDA.

VIII. DISCUSSION ITEMS:

1. 400 Block Redevelopment Update

Grant-writing & Project Management Consultant Miriam Kero reviewed her role on the project in past years, which included securing redevelopment and shovel ready dollars back in 2024, and what she sees as funding sources to apply for ahead. Those sources include a housing grant from IRRRB, the Minnesota Workforce Housing Deferred Loan Program.

2. Jefferson School Redevelopment Update

Consultant Kero stated she's currently working on a DEED Redevelopment Grant for the property (which has a current projected appraised value of $215,000 and a rough estimate of $9.464 million after development). She noted she has some estimates on costs and will also be applying for funds for asbestos abatement, hazardous materials abatement and then demolition. This is a total of three grants for this project (including two from IRRRB).

3. Nortec Building Update

City Administrator Pruszinski stated the City has a purchase agreement on the property. Closing date is believed to be Aug. 5.

4. Community Development Director position update

City Administrator Pruszinski stated the position has been offered to Stephanie Skraba, former City Administrator of the City of Chisholm. She is set to start on Aug. 31.

X. ADJOURNMENT:

There being no further items on the agenda, a motion was made by Member Hyduke and supported by Vice President Cameron to adjourn the meeting at 6:01 p.m. Motion carried.

_____ _____

President Steve Jurenes Candie Seppala, Deputy City Administrator

Hibbing EDA

Annual Disclosure of Tax Increment Districts for the Year Ended December 31, 2025

TIF District Name:	TIF 12
Current net tax capacity	80,958
Original net tax capacity	14,391
Captured net tax capacity	66,567
Principal and interest payments due during current year	60,010
Tax increment received	99,406
Tax increment expended	65,650
Month and year of first tax increment receipt	June 2015
Date of required decertification	12/31/2040
Increased property tax imposed on other properties as a result of fiscal disparities contribution *	14,798 **

* The fiscal disparities property tax law provides that the growth in commercial-industrial property tax values is shared throughout the area. In a tax increment financing district, this value sharing can either result in a decrease in tax increment financing district revenue or a tax increase for other properties in the municipality depending on whether the tax increment financing district contributes its share of the growth.

** Amounts displayed here indicate that the district did not contribute its growth in commercial-industrial property tax values and represent the resulting increase in taxes on other properties in the City for taxes payable in 2025.

Additional information regarding each district may be obtained from:

Sheena Mulner, Finance Director/Treasurer
401 East 21st Street Hibbing, MN 55746
(218) 262-3486
sheenamulner@hibbingmn.gov

Downtown Hibbing
Parking and Traffic Study

June 2026

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Introduction

This report summarizes the process and key findings of the parking and traffic conducted for downtown Hibbing (see **Figure 1**). The primary objective of the study was to evaluate parking demand throughout the district, along with traffic demand and operations, with particular emphasis on traffic control devices at each intersection.

The parking component of the study focused on the downtown core and evaluated the utilization of more than 740 off-street parking spaces (both public and private) and approximately 920 on-street parking spaces. The traffic assessment examined operations at signalized intersections along Howard Street and 1st Street.

STUDY GOALS

The following goals were established for the study and were referenced throughout the study process to guide the development of recommendations.

- **District approach:** Parking in downtown settings should be managed and operated from a district-wide perspective.
- **Solutions that work in harmony:** Traffic and mobility solutions should enhance and complement the downtown's unique charm and character.
- **Experience based:** Parking and traffic solutions should enhance customer experience, support businesses, and community goals.
- **Collaborative:** Partner with businesses, residents, and agencies to create parking strategies that reflect shared goals.

STUDY PROCESS

The study process began in October 2025 and concluded in April 2026. Throughout this period, regular updates and discussions were held with City staff, as well as the Hibbing Economic Development Authority (HEDA), Planning Commission, and City Council. Public engagement was also a key focus of the study, with community outreach conducted through local newspaper updates, an interactive online map for site-specific comments, and ongoing coordination and dialogue with the Chamber of Commerce and downtown businesses.

Figure 1: Study Area

Existing Conditions

LAND USE

Downtown Hibbing functions as the city's primary commercial node and is zoned to accommodate a diverse mix of uses. The area is characterized by small, locally owned businesses such as restaurants, cafés, specialty retail shops, professional offices, financial institutions, and personal services, many of which occupy traditional storefront buildings along Howard Street. Downtown also functions as the center of local government and public services, with Hibbing City Hall and the public library located within the district, contributing to consistent daytime activity and foot traffic. Civic, cultural, and community destinations further reinforce downtown's role as a gathering place.

In addition to its established land use pattern, downtown Hibbing is experiencing evolving development interest that reflects a continued emphasis on reinvestment and mixed-use growth. At the time of this study, the 400 block was in the development review process for a proposed ~70-unit housing complex, representing a significant addition of residential activity in the downtown core. Renovations to the historic Androy building were also underway to convert the space into an event center, further strengthening downtown as a destination for community events and regional visitors.

Understanding these existing conditions and future development trends is important to ensure that parking strategies balance current demand with anticipated needs. As downtown continues to evolve as a mixed-use district, parking must remain flexible and responsive to support commercial activity and civic functions, as well as new residential and retail uses.

PARKING SUPPLY

There are approximately 1,660 parking spaces within the study area (see **Table 1**). Off-street parking is owned and managed by a combination of public and private property entities. The bulk of off-street parking is owned by private property owners with only a few city owned lots. In contrast, 55% of the total parking supply is located on-street, all of which is managed by the city.

Table 1: Parking Supply (Spaces)

Ownership	On-Street	Off-Street	Total (%)
Public	920	259	1,179 (71%)
Private	0	481	481 (29%)
Total	920 (55%)	740 (45%)	1,660 (100%)

PARKING UTILIZATION

Parking utilization counts were collected to understand how the existing parking supply is being used. Counts were collected during typical peak periods (9:00 a.m., 12:00 p.m., 3:00 p.m., and 6:00 p.m.) during the week of September 22, 2025, on Tuesday, Thursday, and Saturday. The counts were used to capture changes in parking demand by location and time of day. Parking locations were evaluated using the following capacity thresholds to determine when parking is over or underutilized:

- 0 to 74% - No capacity issues
- 75 to 84% - Monitor capacity
- 85 to 92% - At or approaching capacity
- 93%+ - At capacity

The counts were summarized by taking the highest observed parking utilization for each location, regardless of the day, to show a "worst-case" scenario for each time-period. Results are summarized in **Table 2** and **Table 3**, and shown on study area maps and parking utilization tables in **Appendix A**. This approach helps identify where parking demand peaks and where spaces tend to be underutilized.

Table 2: On-Street Parking Utilization

	Parking Utilization (Max Observed)			
	9 a.m.	12 p.m.	6 p.m.	10 p.m.
Number Utilized	297	376	333	363
Percent Utilized	32%	41%	36%	39%

Table 3: Off-Street Parking Utilization

	Parking Utilization (Max Observed)			
	9 a.m.	12 p.m.	6 p.m.	10 p.m.
Number Utilized	286	348	340	239
Percent Utilized	39%	47%	46%	32%

Parking utilization counts indicate that, from a districtwide perspective, the downtown area has an adequate supply of parking. However, the findings also show that on-street parking in certain locations is consistently utilized throughout the day, reflecting strong demand for parking spaces adjacent to businesses. For example, on-street parking along Howard Street experiences heavy use during lunch and dinner hours, with demand particularly concentrated near restaurants. On-street parking in front of the library also experiences consistently high utilization throughout the day.

Although parking demand is concentrated along Howard Street, on-street spaces located one to two blocks away are generally underutilized. Similarly, off-street parking lots exhibit relatively low usage overall, with only four lots exceeding 84% utilization at any point during the day. These higher-use lots are primarily located near City Hall and the library and still provide capacity to handle additional parking demand.

The parking patterns indicate that while the combined supply of public and private parking is sufficient to meet overall demand, usage is unevenly distributed. This imbalance appears to be driven by a strong user preference for on-street parking, which offers greater convenience, visibility, and proximity to key destinations compared to off-street options.

TRAFFIC OPERATIONS

Traffic operations were evaluated using historical traffic count data and newly collected intersection turning movement counts and pedestrian / bicyclist counts. The turning movement counts were collected from 6 a.m. to 7 p.m. on Wednesday, September 24, 2025 to identify travel and operational patterns. The assessment also included a review of roadway and intersection geometry, access management, traffic control devices, and existing multimodal facilities to provide a comprehensive understanding of how the transportation system functions within the study area.

All existing traffic signals within the study area are beyond their useful service life and would require full replacement if retained. The intersections reviewed as part of this analysis include:

- 1st Avenue and Howard Street
- 3rd Avenue and Howard Street
- 5th Avenue and Howard Street
- 7th Avenue and Howard Street
- 9th Avenue and Howard Street
- 12th Avenue and Howard Street
- 1st Avenue and East 21st Street
- 1st Avenue and West 23rd Street
- 1st Avenue and 25th Street (East and West)
- 1st Avenue and West 31st Street
- 1st Avenue and 37th Street

Existing traffic volumes at the intersections do not meet signal warrant criteria (**Table 4**). Based on operational conditions and surrounding land use context, retaining traffic signals at 1st Avenue and 31st Street, as well as at 1st Avenue and 37th Street, is justified. However, if these signals did not already exist, current traffic volumes and conditions would not warrant their installation under existing criteria. Any decision to replace retained signals would also require accessibility upgrades to meet current ADA requirements.

The traffic assessment also determined that traffic volumes along Howard Street are well within the capacity of a two-lane roadway. From a capacity standpoint, the existing center two-way left-turn lane is not necessary.

Table 4: Signal Warrants

Major	Minor	Signal	Warrant 1 100%			Warrant 1 60%			Signal Justified
			A	B	A/B	A	B	A/B	
Howard St	1st Ave	Yes	0	0	0/0	0	0	6/0	No
	3rd Ave E	Yes	0	0	0/0	0	0	10/1	No
	5th Ave E	Yes	0	0	0/0	0	0	0/2	No
	7th Ave E	Yes	0	0	0/0	1	0	7/6	No
	9th Ave E	Yes	0	0	0/0	0	0	0/2	No
	12th Ave E	Yes	0	0	0/0	3	0	10/2	No
1st Ave	Howard St	Yes	0	0	0/0	0	0	9/0	No
	E 21st St	Yes	0	0	0/0	0	3	3/11	No
	E 23rd St	Yes	0	0	0/0	0	3	0/9	No
	E 31st St	Yes	0	0	0/0	3	7	**9/12**	**Retention Justified**
	E 37th St	Yes	4	0	10/0	**12**	**8**	**12/12**	**Retention Justified**

SAFETY

Five (5) years of crash history (2020 – 2024) within the study area was reviewed to evaluate safety performance and identify patterns or trends. While overall crash frequencies are generally at or below typical conditions, the corridor experiences higher crash rates when compared to facilities with similar characteristics (**Table 5**). Despite this elevated corridor-level crash rate, the analysis did not identify any specific intersection-related safety deficiencies or recurring crash patterns that would indicate operational or geometric issues.

Across the project area, there have been no fatal crashes and three serious injury crashes, with one (1) serious injury crash each at Howard Street / 4th Avenue, 1st Avenue / 33rd Street, and 1st Avenue / 37th Street (**Table 6**). These serious injury crashes appear to be isolated events rather than part of a broader trend, as no single intersection demonstrated a concentration of crashes exceeding expected thresholds.

Overall, the findings indicate that while the corridor exhibits higher crash rates relative to comparable corridors (**Table 5**), crashes are dispersed and do not point to localized, intersection-specific problems.

Table 5: Total Crash Rate

	Total Crash Rates			
	Observed	Statewide Average	Critical Rate	Critical Index
Howard Street	6.991	1.098	2.280	**3.07**
1st Avenue	4.247	1.317	2.040	**2.08**

Table 6: Fatal and Serious Injury Crash Rates

	Total Crash Rates			
	Observed	Statewide Average	Critical Rate	Critical Index
Howard Street	16.646	2.802	19.880	**0.84**
1st Avenue	11.176	3.384	11.750	**0.95**

Note: MnDOT's critical crash rate represents a statistically calculated threshold used to determine whether a roadway segment or intersection is experiencing more crashes than would be expected for similar facilities, accounting for traffic volume and normal variation. The critical crash index compares the observed crash rate to this threshold, with values greater than 1.0 indicating a higher-than-expected crash experience and the need for further safety evaluation.

SIGN INVENTORY

A comprehensive sign inventory was conducted throughout the study area to better understand existing conditions and identify opportunities to improve parking related wayfinding. The purpose of the inventory was to evaluate how effectively signage supports motorists and visitors in locating available parking and navigating between destinations. The inventory identified approximately 372 signs displaying a wide range of messages, including parking restrictions, directional information, and regulatory notices.

The review revealed significant inconsistency in sign design, messaging, and regulatory information, which can create confusion for users. In addition, there is no clear or consistent wayfinding system identifying City owned municipal parking lots, limiting visibility of available off-street parking. Most regulatory signs are for 2-hour parking with variable enforcement time periods (24 hours, 9:30 a.m. to 5:30 p.m., 9:30 a.m. to 5:30 p.m. Monday to Friday) across the study area.

Directional signage is primarily used to indicate traffic flow (one-way or do not enter). The directional signage for parking is concentrated along Howard Street and is sparce on cross streets. Additionally, the southeast corner of the study area has a high concentration of signage for parking-permit-only areas intermixed with other signage.

These findings indicate an opportunity for the city to improve clarity, consistency, and overall effectiveness of parking signage through a more coordinated and user focused wayfinding strategy.

Alternatives and Recommendations

The following recommendations will help the City of Hibbing find the right mix of on- and off-street parking for existing and future needs and acknowledge the important role on-street parking plays in business vitality. The recommendations also present opportunity to reconfigure travel lanes and intersections. These recommendations recognize the collective interest that public and private entities have in managing parking, while finding low-cost, high-benefit solutions. The recommendations are further supported by a timeline for potential implementation.

MODIFY AND IMPROVE INTERSECTIONS

Purpose: To align traffic control and intersection design with current and anticipated traffic volumes and operational needs, improve safety for all users, and eliminate the maintenance and operational burden associated with aging traffic signals that are no longer warranted.

Time Frame: Short Term (1 to 2 years)

Cost: Signal replacement (if retained): Minimum $470,000 per intersection

Summary: The traffic analysis determined that the signals along Howard Street and 1st Avenue are no longer warranted. Based on this finding, the intersections were evaluated for their Level of Service (LOS) to determine how well they would operate with a two-way stop control. LOS is a standard metric used to describe intersection performance based on average vehicle delay. Levels range from LOS A, representing minimal delay and optimal operation, to LOS F, where demand exceeds available capacity. In the study area, LOS A through LOS C is generally considered acceptable. The intersection capacity analysis results, summarized in **Table 8**, show that all study intersections and approaches operate at an acceptable LOS B or better during typical weekday peak hours regardless of having a signal or two-way stop control.

Howard Street Recommendation

It is recommended that stop control along Howard Street includes a balanced mix of two-way and four-way stops. This approach would help manage traffic flow while providing appropriate spacing to support traffic calming. The recommended stop control locations for Howard Street are provided in **Table 7** and are intended to remain flexible, subject to modification at the direction of the City Engineer.

Table 7: Stop Control Recommendations

Intersection	Stop Control Recommendation	Note
Howard St & 1st Ave E	4 way	A roundabout was evaluated but determined not to provide sufficient benefit to justify the cost.
Howard St & 3rd Ave E	2 way	To provide balanced spacing between four way stop controls.
Howard St & 5th Ave E	4 way	To provide balanced spacing between two way stop controls.
Howard St & 7th Ave E	2 way	To provide balanced spacing between four way stop controls.
Howard St & 9th Ave E	4 way	To provide balanced spacing between two way stop controls.
Howard St & 12th Ave E	2 way	To provide balanced spacing between four way stop controls
Howard St & 3rd Ave E	4 way	To provide balanced spacing between two way stop controls.

1st Avenue Recommendation

At the intersections of 1st Avenue and 31st Street and 1st Avenue and 37th Street, retaining the existing signals remains operationally acceptable. However, converting these intersections to stop-controlled operations, either two-way or four-way, would also function adequately based on current conditions with a left-turn lane. Full signal replacement at these locations would require substantial investment, including updated signal equipment, intersection geometrics, and ADA-compliant pedestrian upgrades, with costs starting at approximately $470,000 per intersection (see **Figure 2** and **Figure 3**).

Note that in early 2026, a signal pole at the intersection of 1st Avenue and 31st Street was damaged during a weather event and was temporarily replaced with a four-way stop. The four-way stop has operated effectively and has received positive feedback from both the community and City Council. Based on this precedent and technical review, it is recommend the signals at 1st Avenue and 31st Street and 1st Avenue and 37th Street be replaced with a four-way stop control.

Table 8: LOS - Capacity Analysis Summary

	Existing Conditions				Two Way Stop Control (TWSC)				TWSC w/o Left Turn				Mixed TWSC / AWSC			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	LOS (Delays)	Average / 95th% Queue	LOS (Delays)	Average / 95th% Queue	LOS (Delays)	Average / 95th% Queue	LOS (Delays)	Average / 95th% Queue	LOS (Delays)	Average / 95th% Queue	LOS (Delays)	Average / 95th% Queue	LOS (Delays)	Average / 95th% Queue	LOS (Delays)	Average / 95th% Queue
1st Ave & Howard St	**B (11)**	39' / 85'	**B (13)**	32' / 111'	**A / A (6)**	42' / 72'	**A / A (7)**	53' / 84'	**A / A (6)**	43' / 71'	**A / A (6)**	53' / 81'	**A / A (6)**	39' / 65'	**A / A (7)**	44' / 71'
Howard St & 3rd Ave E	**B (11)**	38' / 88'	**B (11)**	38' / 91'	**A / A (6)**	36' / 61'	**A / A (7)**	44' / 73'	**A / A (6)**	35' / 61'	**A / A (7)**	44' / 71'	**A / A (7)**	41' / 65'	**A / A (9)**	44' / 74'
Howard St & 5th Ave E	**A (8)**	55' / 96'	**B (12)**	102' / 171'	**A / A (5)**	15' / 44'	**A / A (6)**	25' / 51'	**A / A (4)**	14' / 42'	**A / A (6)**	26' / 48'	**A / A (7)**	40' / 61'	**A / A (8)**	42' / 67'
Howard St & 7th Ave E	**A / A (6)**	25' / 49'	**A / A (7)**	39' / 64'	**A / A (6)**	28' / 58'	**A / A (7)**	35' / 59'	**A / A (5)**	28' / 52'	**A / A (7)**	35' / 60'	**A / A (8)**	51' / 78'	**A / A (8)**	53' / 80'
Howard St & 9th Ave E	**A / A (5)**	27' / 53'	**A / A (6)**	26' / 50'	**A / A (6)**	28' / 54'	**A / A (6)**	24' / 49'	**A / A (5)**	28' / 56'	**A / A (5)**	23' / 49'	**A / A (5)**	26' / 55'	**A / A (5)**	27' / 53'
Howard St & 12th Ave E	**B (13)**	66' / 122'	**B (15)**	88' / 154'	**A / A (7)**	41' / 71'	**A / A (8)**	41' / 70'	**A / A (7)**	42' / 72'	**A / A (8)**	41' / 70'	**A / A (7)**	54' / 91'	**A / A (7)**	49' / 81'
1st Ave & E 21st St	**A / A (6)**	30' / 60'	**A / A (7)**	31' / 57'	**A / A (6)**	30' / 60'	**A / A (6)**	29' / 53'	**A / A (5)**	30' / 57'	**A / A (6)**	28' / 54'	**A / A (6)**	31' / 62'	**A / A (7)**	29' / 53'
1st Ave & E 23rd St	**A (8)**	54' / 105'	**B (11)**	86' / 168'	**A / A (6)**	28' / 57'	**A / A (7)**	29' / 54'	**A / A (6)**	26' / 55'	**A / A (7)**	30' / 57'	**A / A (6)**	26' / 53'	**A / A (8)**	32' / 61'
1st Ave & W 25th / E 25th (Dupont Rd)	**A / A (6)**	38' / 68'	**A / A (8)**	42' / 70'	**A / A (6)**	41' / 70'	**A / A (8)**	41' / 68'	**A / A (7)**	37' / 69'	**A / A (8)**	39' / 67'	**A / A (7)**	36' / 64'	**A / A (7)**	40' / 71'
1st Ave & E 31st St	**B (11)**	87' / 154'	**B (14)**	104' / 189'	**A / A (7)**	33' / 60'	**A / A (8)**	38' / 66'	**A / A (8)**	32' / 63'	**A / A (8)**	38' / 64'	**A / A (10)**	60' / 89'	**A / A (10)**	65' / 99'
1st Ave & E 37th St	**B (13)**	87' / 157'	**B (19)**	153' / 249'	**A / A (8)**	40' / 72'	**A / A (9)**	50' / 82'	**A / A (9)**	43' / 76'	**A / B (11)**	56' / 98'	**A / A (10)**	61' / 96'	**A / B (12)**	73' / 112'

Figure 2: 1st Avenue and 31st Street Intersection Concept

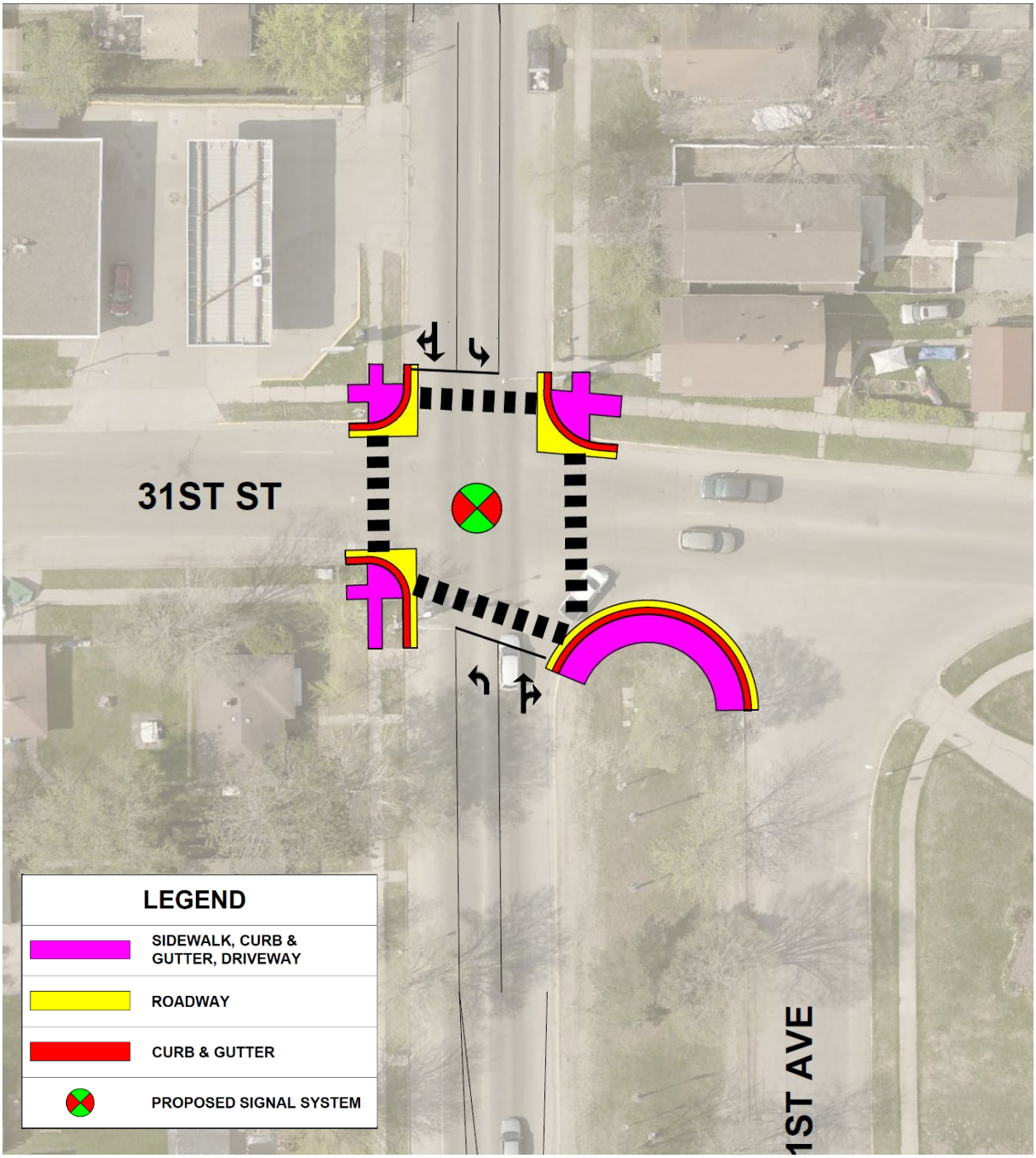
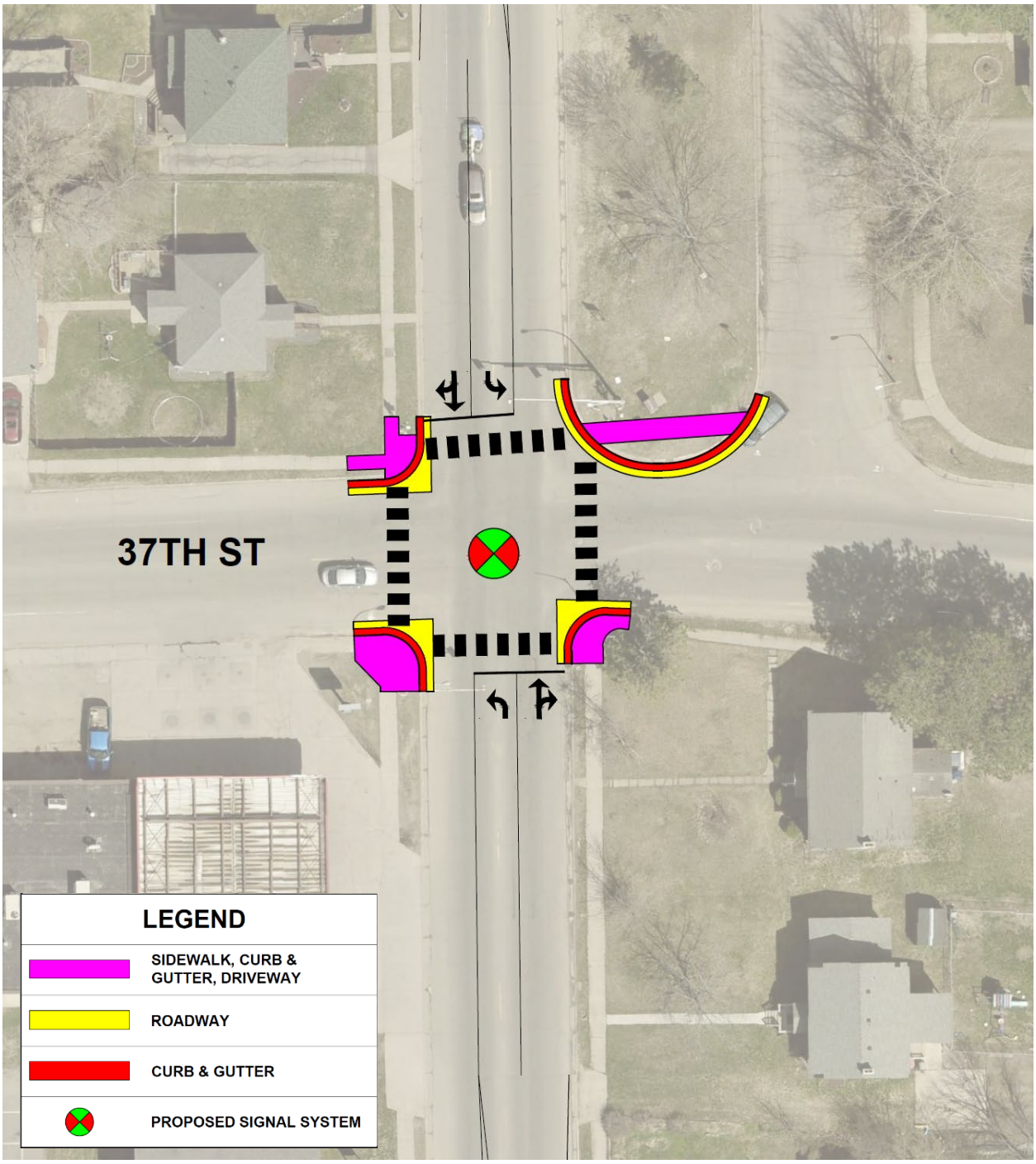


Figure 3: 1st Avenue and 37th Street Intersection Concept



RECONFIGURE HOWARD STREET

Purpose: To better align Howard Street's cross-section with current and anticipated traffic volumes, increase convenient on-street parking to support downtown businesses, and enhance pedestrian comfort and safety along the corridor.

Time Frame: Long-term (5+ years) and to be coordinated with future roadway rehabilitation or reconstruction needs.

Cost: Incremental cost for striping, curb extensions, and signage is expected to be high if implemented today.

Summary: Based on the traffic operations analysis, current traffic volumes on Howard Street do not warrant the continued use of a two-way center left turn lane. The existing roadway configuration exceeds what is necessary to accommodate present traffic demands, and the center turn lane encourages higher vehicle speeds that are inconsistent with a downtown main street environment. Removing this lane would help calm traffic, better reflect the intended downtown character, and allow roadway space to be reallocated to support local businesses and pedestrian activity.

The recommended reconfiguration removes the center turn lane and introduces angled parking along the south side of the street. Angled parking will need to be designed to meet Minnesota State Aid (MSA) standards. This change is anticipated to result in a net gain of approximately six to eight parking spaces per block, improving access and visibility for adjacent businesses and strengthening the economic vitality of the downtown area as shown in (see **Figure 4**).

The reconfiguration also creates opportunities to add curb extensions (bump-outs) at intersections on the north or the south side of Howard Street. These improvements shorten pedestrian crossing distances, enhance visibility, calm traffic, and contribute to a more walkable and inviting main-street character, consistent with MSA Design Standards.

Implementation of this recommendation is best deferred until Howard Street is scheduled for future rehabilitation or reconstruction, which would help minimize both costs and disruption. Implementing a restripe under current conditions may pose operational challenges due to the existing roadway crown, which is designed to facilitate stormwater runoff. Shifting travel lanes would place the crown within a drive lane, complicating snow removal operations. Coordination with Public Works would also be required to adjust snowplowing practices to ensure angled parking areas are adequately cleared following snow events.

Figure 4: Example Angled Parking Concept

REVISE PARKING REQUIREMENTS

Purpose: To align downtown parking requirements with market demand and national best practices, reduce development costs, and encourage new residential investment in the downtown core.

Time Frame: Completed

Cost: Implemented as part of this study.

Summary: Prior to this study, downtown residential developments were required to provide two parking spaces per dwelling unit, a standard more reflective of suburban environments than downtown conditions. The study team recommended reducing this requirement to one parking space per unit within the downtown district to coincide with anticipated development proposals.

This change reflects best practices, industry standards, and observed parking utilization patterns, and acknowledges the availability of on-street and shared parking resources downtown. Reducing minimum parking requirements lowers development costs, improves project feasibility, and supports additional housing options in the downtown area.

This recommendation was implemented during the study process. On April 6, 2026, the City Council adopted a revised parking ordinance establishing a minimum requirement of one parking space per residential unit within the downtown district.

CREATE BETTER WAYFINDING

Purpose: To improve access to parking, reduce unnecessary circulation, and make downtown Hibbing easier to navigate for residents and visitors by providing clear, consistent, and intuitive signage.

Time Frame: Short- to Medium-Term (1–3 years)

Estimated Cost: $50,000–$100,000 (design, fabrication, and installation, depending on phasing)

Summary: An inventory of the 372 city signs in the study area was conducted to understand the current landscape of signage and parking lots and how they coordinate together. The recommendation is to develop clear, consistent, and simple signage to help direct people to parking lots and navigate through downtown Hibbing and understand parking regulations. Other recommendations include developing branding and a hierarchy or family of signs to ensure visitors can utilize signage in a predictable fashion.

Key components of the recommended wayfinding program include:

a) Strengthening directional signage to public parking lots at key entry points along Howard Street, 1st Street, and 5th Street, in both directions.

b) Increasing visibility of parking lot entrances with signage placed at primary access points.

c) Improving consistency by simplifying and standardizing 2-hour parking enforcement hours across downtown.

d) Increasing clarity by auditing existing signage to verify accuracy and necessity, and removing outdated, redundant, or conflicting signs.

e) Establishing a hierarchy or “family” of signs (gateway, directional, regulatory, and identification) so users can easily understand and follow information.

Implementing this recommendation in phases allows the City to spread costs over time while immediately improving downtown navigation and parking utilization. In the near term, the City should install wayfinding signs directing drivers to public parking lots along Howard Street. These signs should be considered at the intersections of 2nd Avenue, 5th Avenue, and 6th Avenue. These signs are typically mounted on signal masts; however, as signals are converted to stop control, wayfinding signs will need to be installed on separate poles and mounted at a minimum height of 7 feet above the sidewalk, consistent with best practices for pedestrian clearance.

An effective wayfinding plan should also consider the streamlining of regulatory parking signs using the following standards:

a) Install parking regulation signs at the beginning and end of every block face.

b) Repeat parking regulation signs at intervals of approximately 100 to 150 feet along each block face.

c) In higher-demand or visually cluttered areas, install signs approximately every 5 to 8 parking spaces.

d) Provide additional signs were vehicles, street furniture, trees, or snowbanks may block visibility.

e) Reduce spacing where parking regulations are time-limited, vary by day or season, or include multiple restrictions.

f) Install signs at each location where a parking regulation changes mid-block.

APPLY A DISTRICT-WIDE PARKING APPROACH

Purpose: To balance parking supply and demand across downtown, improve utilization of underused off-street parking, and support long-term economic vitality through coordinated management strategies.

Time Frame: Ongoing

Cost: Low to Moderate (staff time, policy development, and minor infrastructure investments)

Summary: While downtown Hibbing has sufficient parking when viewed from a districtwide perspective, utilization is uneven and heavily influenced by user preference for convenient on-street spaces. A districtwide approach to parking management is recommended to address this imbalance and ensure that parking functions as a shared resource rather than a collection of independent facilities.

Districtwide management strategies may include:

a) Coordinating public and private parking resources to encourage shared use.
b) Adjusting time limits and enforcement to support business turnover while reducing unnecessary cruising.
c) Promoting underutilized off-street lots through signage, wayfinding, and potential pricing or validation strategies.
d) Periodically monitoring parking utilization to inform future policy or infrastructure changes.
e) Exploring partnerships with major employers or institutions to manage demand during peak periods.

Taking a holistic, districtwide approach allows the City to respond to changing conditions and reduces the need for costly expansion of parking supply while meeting user needs.

The study includes a parking demand model that staff can use to understand how parking spaces are being used. The model helps identify locations where there is more parking than is needed and shows where there may be opportunities to make better use of these spaces. This information can support decisions about allowing shared use of parking in certain areas.

Shared parking agreements allow parking spaces to be used by more than one group when their needs do not overlap. For example, one group may need parking during the day (office space), while other needs it in the evening or on weekends (restaurants). These agreements outline who can use parking, when it can be used, and any basic responsibilities for upkeep and management. Shared parking can help reduce the need to build more parking while making better use of existing spaces.

Findings and Summary

Overall, the study found that downtown Hibbing has enough parking and roadway capacity to meet current needs, but how those resources are used varies by location. Parking demand is strongest on and near Howard Street, where people prefer convenient on-street spaces close to businesses, while many nearby off-street lots remain underused throughout the day. Traffic volumes are generally low and do not require signals, creating opportunities to stop controlled intersections.

The study also shows that more clear signage, a shared approach to parking management, and updated parking requirements can improve access and use of existing spaces without building new parking. Together, these findings support a downtown approach that better aligns parking management and traffic operations, with an emphasis on low-cost, high-benefit solutions and on identifying future opportunities to repurpose street space, such as converting center turn lanes to other uses.

Appendix A: Parking Counts

Table A-1: Off-Street Parking Utilization (Max Count Observed)

ID	Supply	Max Utilization							
		9:00 AM		12:00 PM		3:00 PM		6:00 PM	
		#	%	#	%	#	%	#	%
1	24	0	0%	11	46%	13	54%	8	33%
2	24	4	17%	7	29%	7	29%	5	21%
3	22	5	23%	5	23%	9	41%	4	18%
4	20	1	5%	2	10%	2	10%	1	5%
5	18	11	61%	12	67%	14	78%	2	11%
6	12	12	100%	7	58%	6	50%	6	50%
7	20	13	65%	8	40%	8	40%	8	40%
8	33	4	12%	15	45%	13	39%	15	45%
9	16	4	25%	4	25%	5	31%	5	31%
10	68	16	24%	18	26%	15	22%	26	38%
11	22	0	0%	0	0%	0	0%	0	0%
12	20	11	55%	14	70%	12	60%	16	80%
13	18	7	39%	8	44%	8	44%	1	6%
15	20	6	30%	7	35%	6	30%	2	10%
16	35	18	51%	17	49%	19	54%	3	9%
17	24	19	79%	19	79%	18	75%	17	71%
18	16	9	56%	11	69%	12	75%	10	63%
19	16	3	19%	3	19%	2	13%	2	13%
20	24	11	46%	13	54%	15	63%	5	21%
21 (West)	11	8	73%	9	82%	9	82%	7	64%
21 (East)	11	6	55%	10	91%	12	109%	8	73%
22	48	16	33%	16	33%	16	33%	8	17%
23 (West)	13	7	54%	7	54%	8	62%	1	8%
23 (East)	13	7	54%	6	46%	9	69%	2	15%
24	24	19	79%	19	79%	19	79%	11	46%
24b	12	9	75%	10	83%	9	75%	5	42%
25	12	3	25%	8	67%	6	50%	1	8%
26	48	30	63%	41	85%	32	67%	43	90%
27	12	1	8%	2	17%	2	17%	1	8%
28	10	1	10%	3	30%	2	20%	0	0%
29	8	7	88%	8	100%	8	100%	5	63%
30	4	0	0%	2	50%	1	25%	0	0%
31	20	8	40%	11	55%	11	55%	6	30%
32	20	5	25%	6	30%	6	30%	4	20%
33	22	5	23%	9	41%	6	27%	1	5%

Table A-2: On-Street Parking Utilization (Max Count Observed)

ID	Supply	Max Utilization							
		9:00 AM		12:00 PM		3:00 PM		6:00 PM	
		#	%	#	%	#	%	#	%
1st_E_1	3	2	67%	0	0%	0	0%	0	0%
1st_E_2	14	4	29%	10	71%	8	57%	11	79%
1st_E_3	12	1	8%	4	33%	3	25%	1	8%
1st_E_4	15	4	27%	4	27%	12	80%	9	60%
1st_W_1	3	0	0%	1	33%	1	33%	2	67%
1st_W_2	24	7	29%	12	50%	11	46%	9	38%
1st_W_4	14	2	14%	3	21%	11	79%	8	57%
2nd_E_1	9	3	33%	5	56%	4	44%	7	78%
2nd_E_2	14	9	64%	11	79%	8	57%	10	71%
2nd_E_3	12	2	17%	1	8%	2	17%	3	25%
2nd_E_4	14	1	7%	1	7%	1	7%	3	21%
2nd_W_1	9	5	56%	5	56%	4	44%	7	78%
2nd_W_2	14	1	7%	3	21%	2	14%	8	57%
2nd_W_3	12	4	33%	3	25%	2	17%	9	75%
2nd_W_4	14	5	36%	5	36%	5	36%	5	36%
2ndW_E_1	5	0	0%	0	0%	0	0%	0	0%
2ndW_W_1	5	0	0%	0	0%	0	0%	0	0%
3rd_E_1	12	8	67%	9	75%	9	75%	3	25%
3rd_E_2	12	8	67%	7	58%	3	25%	6	50%
3rd_W_1	10	7	70%	7	70%	7	70%	8	80%
3rd_W_2	12	10	83%	7	58%	6	50%	3	25%
3rdW_E_1	6	0	0%	0	0%	0	0%	0	0%
3rdW_W_1	6	0	0%	0	0%	0	0%	0	0%
4th_E_1	16	4	25%	5	31%	6	38%	9	56%
4th_E_2	4	1	25%	3	75%	3	75%	1	25%
4th_W_1	14	1	7%	7	50%	5	36%	8	57%
4th_W_2	4	3	75%	2	50%	3	75%	1	25%
5th_E_1	20	7	35%	9	45%	12	60%	18	90%
5th_E_2	4	3	75%	0	0%	0	0%	0	0%
5th_W_1	20	7	35%	12	60%	9	45%	16	80%
5th_W_2	4	1	25%	1	25%	1	25%	0	0%
6th_E_1	15	7	47%	10	67%	7	47%	11	73%
6th_E_2	5	2	40%	2	40%	1	20%	1	20%
6th_E_3	9	3	33%	3	33%	3	33%	3	33%
6th_W_1	20	7	35%	9	45%	10	50%	16	80%
6th_W_2	3	2	67%	2	67%	0	0%	1	33%
6th_W_3	9	4	44%	2	22%	2	22%	3	33%
7th_E_1	18	6	33%	7	39%	5	28%	6	33%
7th_E_2	5	5	100%	5	100%	3	60%	3	60%
7th_E_3	10	6	60%	4	40%	6	60%	5	50%
7th_W_1	16	6	38%	5	31%	8	50%	6	38%
7th_W_2	5	2	40%	1	20%	2	40%	0	0%
7th_W_3	10	7	70%	8	80%	4	40%	4	40%
8th_E_1	16	6	38%	7	44%	5	31%	0	0%

ID	Supply	Max Utilization							
		9:00 AM		12:00 PM		3:00 PM		6:00 PM	
		#	%	#	%	#	%	#	%
8th_E_2	14	8	57%	10	71%	8	57%	7	50%
8th_W_1	14	1	7%	2	14%	1	7%	2	14%
8th_W_2	5	3	60%	3	60%	2	40%	3	60%
8th_W_3	10	0	0%	0	0%	0	0%	0	0%
19th_S_1	8	4	50%	3	38%	3	38%	3	38%
19th_S_2	7	1	14%	0	0%	1	14%	0	0%
19th_S_3	10	0	0%	0	0%	0	0%	0	0%
19th_S_4	6	1	17%	0	0%	0	0%	0	0%
21st_N_1	8	0	0%	0	0%	2	25%	1	13%
21st_N_2	7	1	14%	1	14%	0	0%	1	14%
21st_N_3	10	0	0%	2	20%	2	20%	1	10%
21st_N_4	10	0	0%	2	20%	1	10%	3	30%
21st_N_5	10	3	30%	3	30%	3	30%	0	0%
21st_N_6	6	1	17%	0	0%	1	17%	1	17%
21st_N_7	10	0	0%	2	20%	2	20%	0	0%
21st_S_1	8	0	0%	0	0%	1	13%	0	0%
21st_S_2	8	1	13%	3	38%	2	25%	1	13%
21st_S_3	9	0	0%	0	0%	0	0%	0	0%
21st_S_4	10	1	10%	2	20%	2	20%	1	10%
21st_S_5	8	0	0%	0	0%	0	0%	0	0%
21st_S_6	8	2	25%	2	25%	3	38%	2	25%
21st_S_7	10	9	90%	7	70%	5	50%	0	0%
22nd_N_1	8	2	25%	4	50%	4	50%	1	13%
22nd_N_2	8	0	0%	0	0%	1	13%	2	25%
22nd_S_1	8	4	50%	4	50%	4	50%	1	13%
22nd_S_2	8	0	0%	0	0%	0	0%	0	0%
23rd_N_1	8	2	25%	2	25%	2	25%	0	0%
23rd_S_1	8	0	0%	0	0%	2	25%	1	13%
Howard_N_1	4	0	0%	0	0%	0	0%	0	0%
Howard_N_2	21	6	29%	8	38%	7	33%	7	33%
Howard_N_3	9	5	56%	10	111%	6	67%	12	133%
Howard_N_4	10	5	50%	8	80%	5	50%	10	100%
Howard_N_5	10	5	50%	8	80%	9	90%	4	40%
Howard_N_6	10	4	40%	8	80%	8	80%	7	70%
Howard_N_7	10	9	90%	10	100%	8	80%	9	90%
Howard_N_8	7	6	86%	6	86%	2	29%	5	71%
Howard_N_9	8	6	75%	7	88%	4	50%	3	38%
Howard_S_1	11	1	9%	1	9%	1	9%	2	18%
Howard_S_2	7	3	43%	6	86%	7	100%	5	71%
Howard_S_3	11	2	18%	10	91%	6	55%	12	109%
Howard_S_4	10	9	90%	9	90%	7	70%	8	80%
Howard_S_5	9	6	67%	6	67%	4	44%	4	44%
Howard_S_6	9	2	22%	8	89%	3	33%	6	67%
Howard_S_7	10	3	30%	6	60%	3	30%	7	70%
Howard_S_8	5	0	0%	3	60%	0	0%	3	60%
Howard_S_9	7	7	100%	5	71%	6	86%	3	43%

ID	Supply	Max Utilization							
		9:00 AM		12:00 PM		3:00 PM		6:00 PM	
		#	%	#	%	#	%	#	%
Industrial_S_1	12	1	8%	1	8%	1	8%	1	8%
Industrial_S_2	12	0	0%	2	17%	0	0%	0	0%
Industrial_S_3	6	0	0%	0	0%	0	0%	0	0%

Figure A-1: Max Utilization – 9 AM

Figure A-2: Max Utilization – 12 PM

Figure A-3: Max Utilization – 3 PM

Figure A-4: Max Utilization – 6 PM

Figure A-5: On-Street Parking ID