

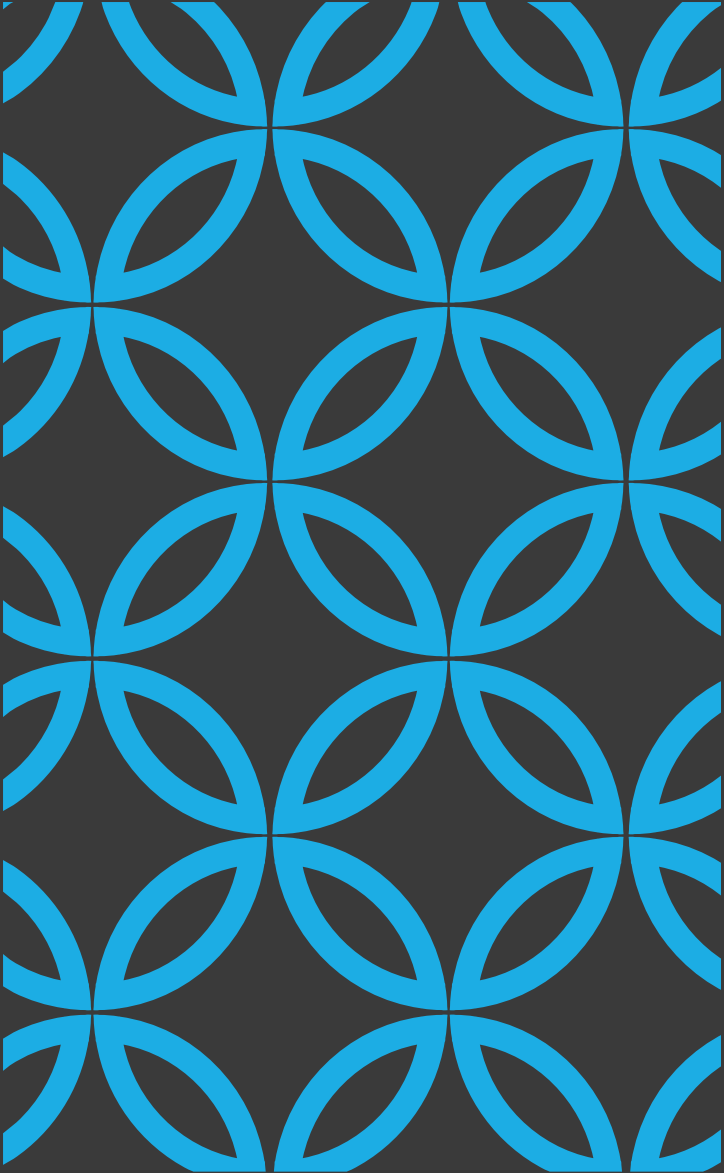


# CHAPTER 60, CHAPTER 63 ARTICLE II

Parking study meeting #2

# OVERVIEW OF AMENDMENTS

- Chapter 60 is the section of the code that lays out its intent and purpose, which includes **an intent regarding off street parking.**
- **Chapter 63, Article II, is the section of the zoning with standards for the amount of parking (minimums and maximums), the amount of bike parking, and how to calculate parking.**
- Chapter 65 is the section of the code that has standards and definitions for individual land uses, **including standards related to parking for some uses.**
- Chapter 66 is the section of the zoning code with zoning district standards, **which includes parking reductions specific to zoning districts.**



# CHAPTER 60, INTENT OF THE ZONING CODE, PROPOSED AMENDMENT

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## **Parking Reductions and Full Elimination — Sec. 60.103. - Intent and purpose**

This code is adopted by the City of Saint Paul for the following purposes:

(g) ~~To lessen congestion in the public streets by providing for off-street parking of motor vehicles and for off-street loading and unloading of commercial vehicles;~~ To provide for flexibility in addressing travel and parking demands from new and existing development;

(h) To provide for safe and efficient circulation of all modes of transportation, including transit, pedestrian and bicycle traffic;

# CHAPTER 60 AMENDMENT ANALYSIS

The current intent of the zoning code is consistent with the **planning paradigm** that zoning should be used to require off-street parking, regardless of the site's context, and that **abundant off-street parking is always desirable**.

**Too much parking can be just as harmful as too little parking**, and that the zoning code should be flexible enough so that it's possible to meet travel demands through multiple modes of transportation

**The goal of both options is to provide flexibility for addressing travel demand**

# HOW THE INTENT OF THE ZONING CODE INFLUENCES THE ADMINISTRATION OF THE ZONING CODE

**Interpretations** – one of the roles of the zoning administrator is to interpret the intent of the zoning code.

**Variances** – One the findings for variances is that any variance needs to be consistent with the intent of the zoning code.



# CHAPTER 63.201 PROPOSED AMENDMENT

## **Parking Reductions — Sec. 63.201.- Off-Street parking**

Sec. 63.201. - Off-street parking.

Off-street parking spaces shall be provided in all districts, except B4 and B5, at the time of erection, enlargement or expansion of all buildings in accordance with the requirements of this section. Before a certificate of occupancy shall be issued, the number of off-street parking spaces provided shall be as hereinafter prescribed. A parking fee may be assessed to users of off-street parking spaces, and accessory parking may be made available to the public as short-term event parking.

## **Full Elimination — Sec. 63.201.- Off-street parking**

Sec. 63.201. - Off-street parking.

Accessory off-street parking spaces are permitted subject to the requirements and limitations of this article. There are no requirements for a minimum number of parking spaces. Off-street parking spaces shall be provided , except B4 and B5, at the time of erection, enlargement or expansion of all buildings in accordance with the requirements of this section. Before a certificate of occupancy shall be issued, the number of off-street parking spaces provided shall be as hereinafter prescribed. A parking fee may be assessed to users of off-street parking spaces, and accessory parking may be made available to the public as short-term event parking.



- Sets the stage for the rest of article II, currently by stating that parking is required in all districts except B4 and B5 (downtown)

**IMPORTANCE OF THIS SECTION**



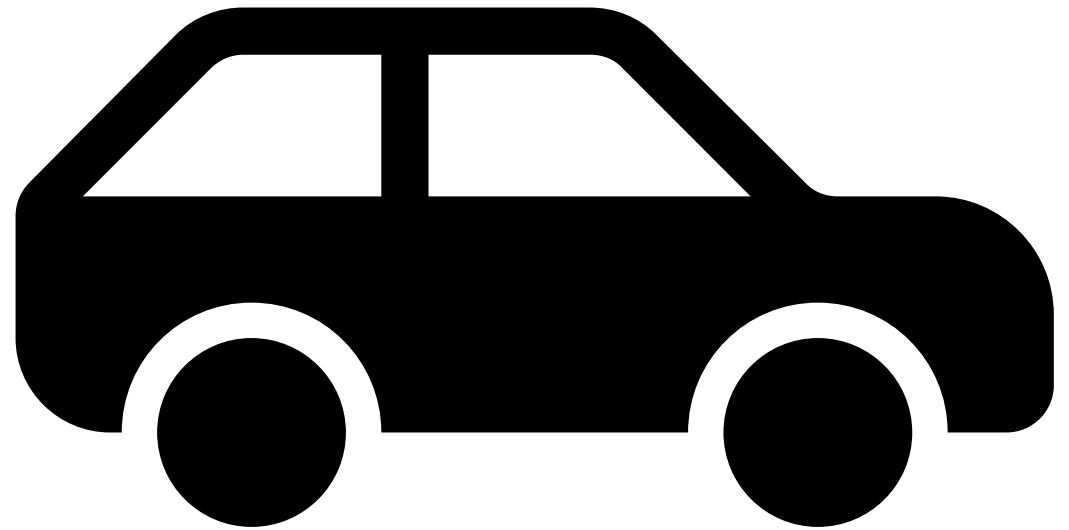
# FULL ELIMINATION — AMENDMENT

Accessory off-street parking spaces are permitted subject to the requirements and limitations of this article. **There are no requirements for a minimum number of parking spaces.** Off-street parking spaces shall be provided , except B4 and B5, at the time of erection, enlargement or expansion of all buildings in accordance with the requirements of this section. Before a certificate of occupancy shall be issued, the number of off-street parking spaces provided shall be as hereinafter prescribed.



## **BOTH OPTIONS — PARKING PRICING AND SHORT-TERM PARKING AMENDMENT**

A **parking fee** may be assessed to users of off-street parking spaces, and accessory parking may be made available to the public as **short-term event** parking.





# ANALYSIS — PRICING AND SHORT-TERM PARKING

- The proposed amendment is intended to codify a determination of the zoning administrator, the zoning code does not current have a provision regarding the pricing of parking.
- Introducing market forces to parking choices will help further 2040 Comprehensive Plan Policy T-21, which calls for reducing vehicle miles traveled by 40%.  
**Demand for any good or service, including parking, is in part a function of price.**
- When zoning is used to create abundant supplies of **free** parking at destinations, people will often choose to drive to those destinations because the cost of parking is not directly borne by them.
- Many TDMP strategies depend on the ability to price parking
- Expressly permitting temporary short-term parking in existing accessory parking facilities, as proposed in this amendment, is one method to help accommodate significant parking demand from **large venues with sporadic, short-term parking needs, such as Allianz Field.**

# PARKING REDUCTIONS AND FULL ELIMINATION —

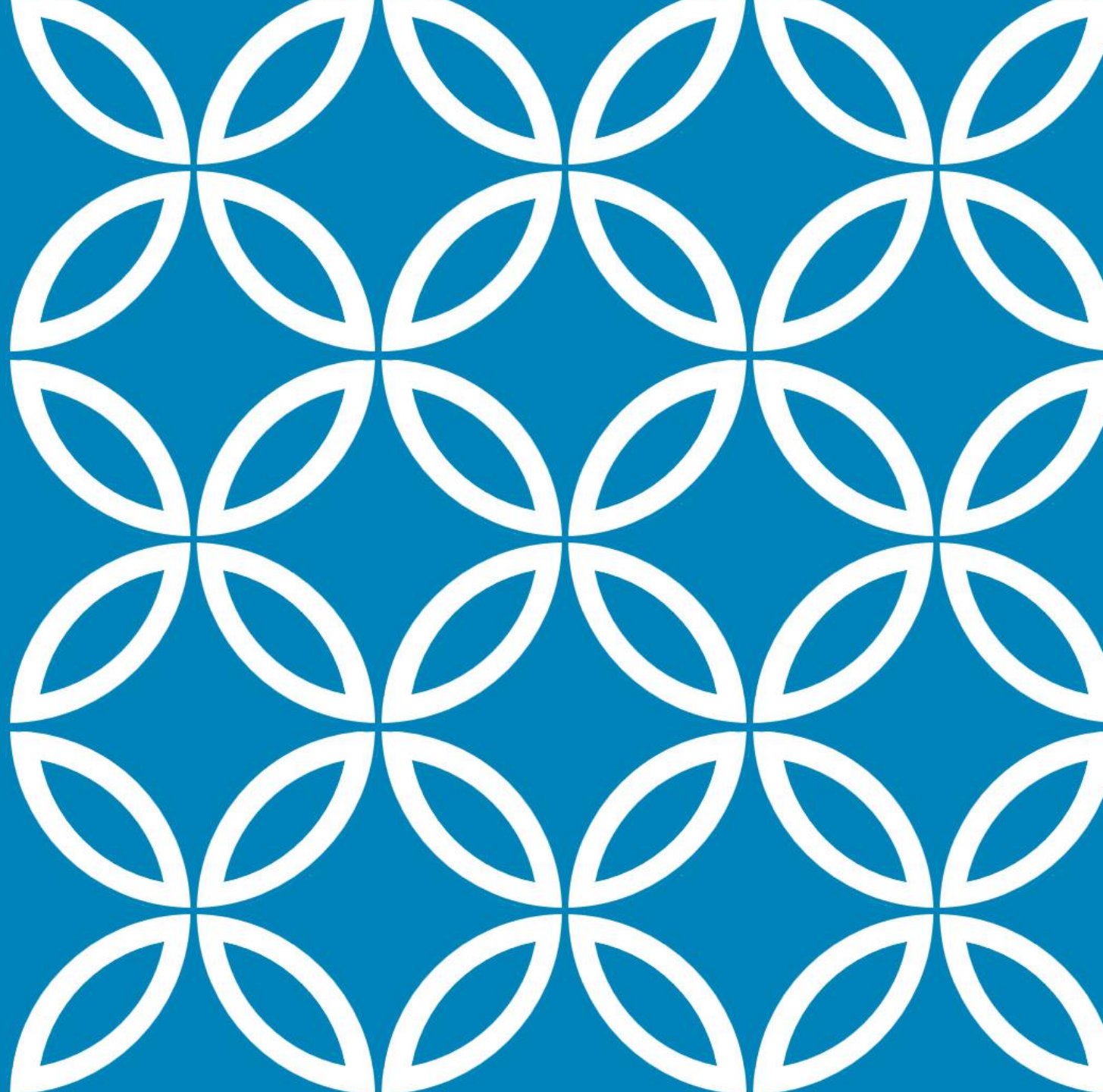
SEC. 63.202.- SITE PLAN REQUIRED

A site plan approved by the planning commission shall be required for the establishment of a new off-street parking facility, for the paving of an unimproved off-street parking facility and for the repaving of an off-street parking facility whose existing paved surface is removed. These facilities shall meet all standards and regulations for parking facilities and site plans contained in this zoning code, and all paving shall require a building permit pursuant to chapter 33 of the Legislative Code. ~~In such case, where the zoning administrator determines that excess parking exists for the site, the parking shall be brought into compliance with this zoning code unless there is an existing shared parking arrangement.~~ A site plan shall not be required when a new coating is applied over an existing paved surface. Site plans for one- to four-family dwellings may be approved by the zoning administrator.

# ANALYSIS

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Existing excess parking over the maximum would have **legal non-conforming status**. **This provision violates State law** and should be struck for both options.





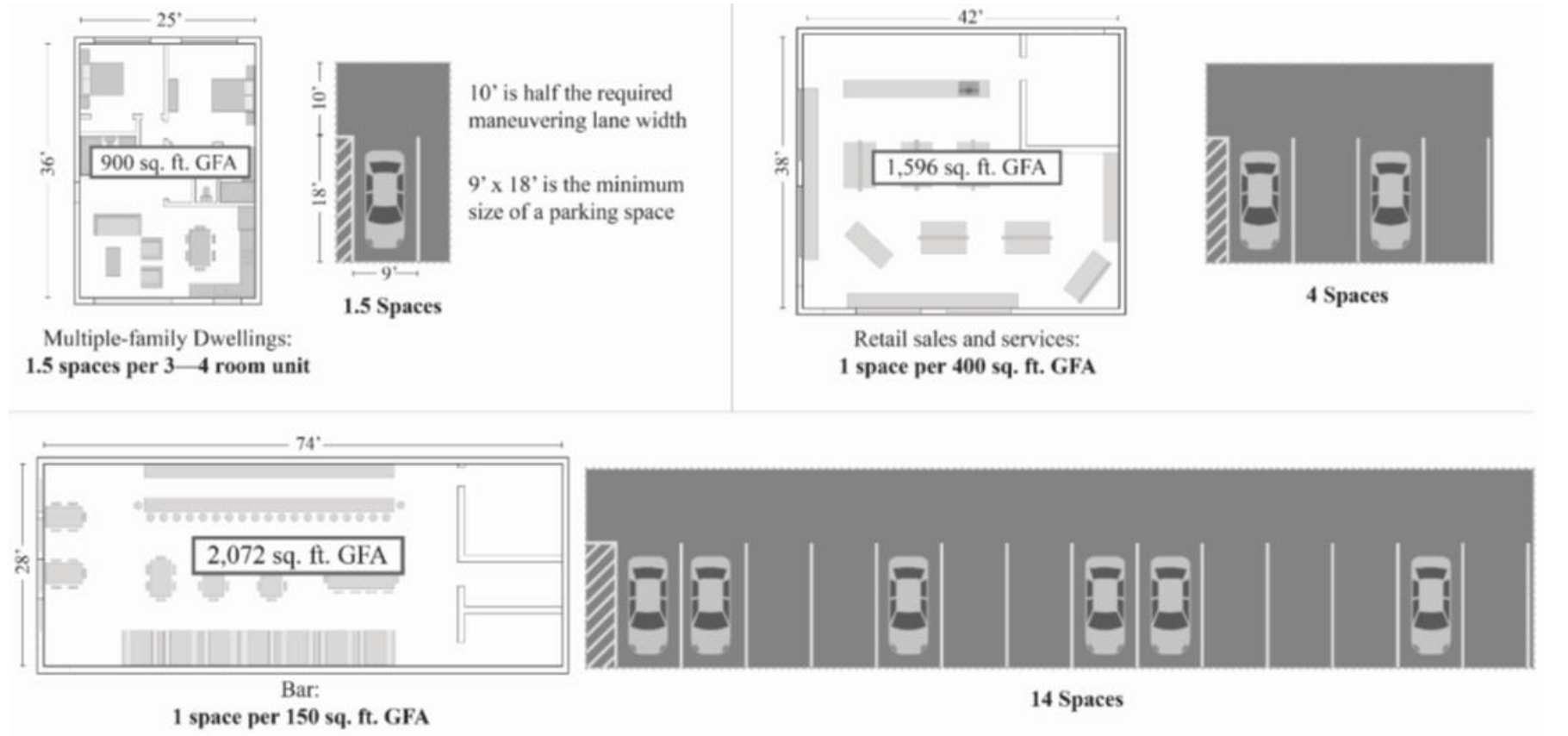
# PARKING REDUCTIONS — SEC. 63.206.-RULES FOR COMPUTING REQUIRED PARKING

- ~~—(c)—~~ In addition to the requirement of section 63.204, there shall be provided off-street parking spaces for all bars or premises licensed for entertainment class C as provided herein:
- ~~—(1)—~~ Issuance of a license to an existing structure not previously licensed for a bar or entertainment class C during the twenty-four (24) months preceding the application, off-street parking pursuant to section 63.207.
- ~~—(2)—~~ Expansion of a bar or premises licensed for entertainment class C, off-street parking pursuant to section 63.207, **plus twenty-five (25) percent of any parking shortfall for the existing licensed area.** "Parking shortfall" shall mean the difference between required parking pursuant to section 63.207 for the existing area as currently licensed minus the number of parking spaces actually provided for that area. The percentage of the parking shortfall to be provided shall be increased to forty (40) percent if there is a bar or premises licensed for entertainment class C within six hundred fifty (650) feet of the existing establishment.





# BAR PARKING REQUIREMENT



# ANALYSIS

- To simplify and create more uniformity in the code by eliminating specific requirements for these uses.
- **New bars can only be established in commercial development districts.**
- Since August 16, 1995, when the original commercial development districts were established, **there have been very few bars established outside of the downtown commercial development district in establishments that weren't already licensed as a bar.**
- Similarly, there is one class C license in Saint Paul, and because of the distance requirements from protected and residential uses, **it is extremely unlikely that a new adult use with a class C license will ever be established in Saint Paul without a variance of these distance requirements.**

## PARKING REDUCTIONS — SEC. 63.206.-RULES FOR COMPUTING REQUIRED PARKING

~~Planning commission approval is required if a shared parking agreement involves more than twenty five (25) shared parking spaces, results in more than a thirty five (35) percent decrease in required parking, or involves three (3) or more parties or uses.~~



# ANALYSIS

Generally, Planning Commission approvals are best reserved for **planning issues that may require subjective review** of a proposal to determine consistency with approved plans and policies, and where specific conditions may be needed to manage potential negative externalities.

Irrespective of the size or number of parking spaces, the use of existing parking facilities by multi-users is unlikely to **raise policy issues** or warrant many conditions of approval, so staff recommends the review of **shared parking agreements be done administratively.**



# FULL ELIMINATION — SEC. 63.206.- RULES FOR COMPUTING REQUIRED PARKING

Sec. 63.206. - Rules for computing ~~required~~ maximum parking.

- (a) For the purpose of computing the maximum number of parking spaces ~~required~~, the definition of "gross floor area" in section 60.207 shall apply.
- (b) When units or measurements determining the maximum number of ~~required~~ parking spaces result in ~~the requirement of~~ a fractional space, any fraction up to and including one-half ( $\frac{1}{2}$ ) ~~shall be disregarded, and any fraction over one-half ( $\frac{1}{2}$ )~~ shall permit one (1) parking space.



# FULL ELIMINATION — SEC. 63.206.- RULES FOR COMPUTING REQUIRED PARKING

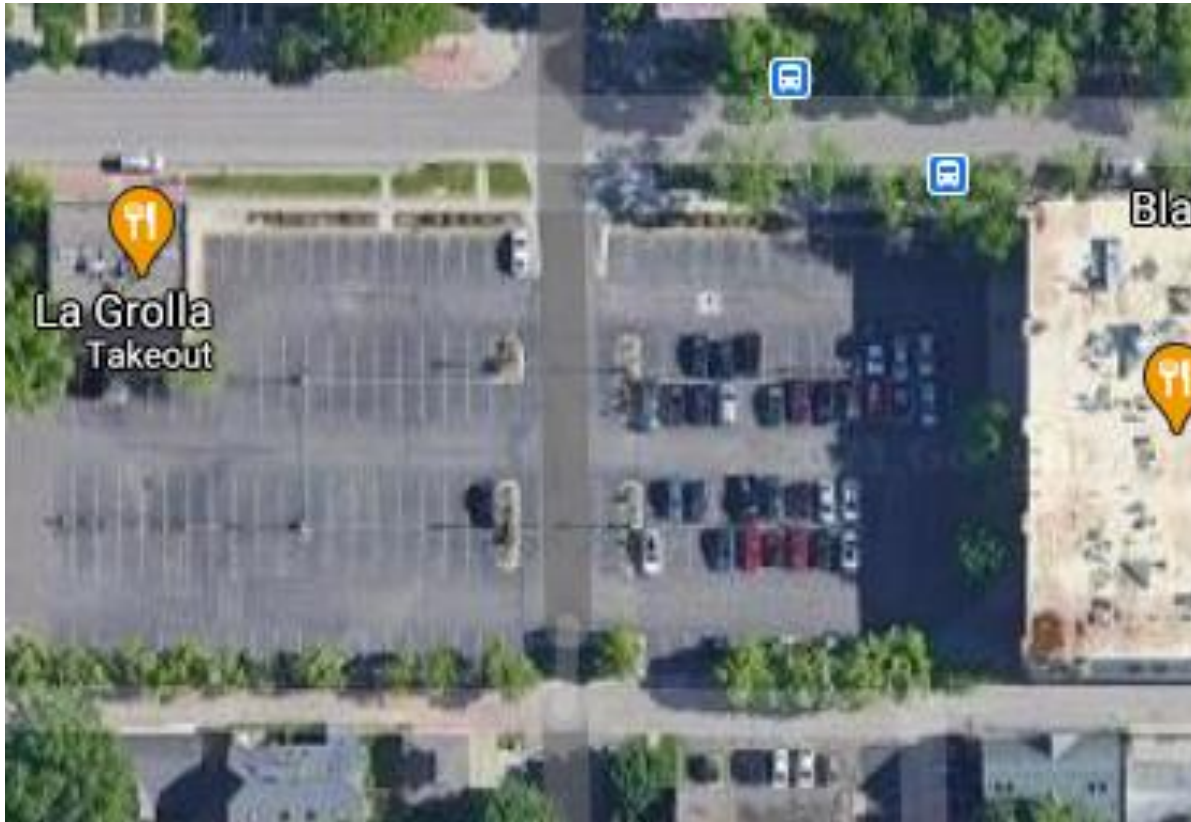
- ~~(c) In addition to the requirement of section 63.204, there shall be provided off-street parking spaces for all bars or premises licensed for entertainment class C as provided herein:~~
  - ~~(1) Issuance of a license to an existing structure not previously licensed for a bar or entertainment class C during the twenty-four (24) months preceding the application, off-street parking pursuant to section 63.207.~~
  - ~~(2) Expansion of a bar or premises licensed for entertainment class C, off-street parking pursuant to section 63.207, plus twenty-five (25) percent of any parking shortfall for the existing licensed area. "Parking shortfall" shall mean the difference between required parking pursuant to section 63.207 for the existing area as currently licensed minus the number of parking spaces actually provided for that area. The percentage of the parking shortfall to be provided shall be increased to forty (40) percent if there is a bar or premises licensed for entertainment class C within six hundred fifty (650) feet of the existing establishment.~~
- ~~(d) Shared parking. The zoning administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing off-street parking when their respective hours of peak operation do not overlap. Shared parking shall be subject to the location requirements of section 63.304 and the following conditions:~~
  - ~~(1) Computation. The number of shared spaces for two (2) or more distinguishable land uses shall be determined by the following procedure:~~
    - ~~a. Multiply the minimum parking required for each individual use, as set forth in section 63.207, Parking requirements by use, by the appropriate percentage indicated in table 63.206(d), shared parking, for each of the six (6) designated time periods.~~

# FULL ELIMINATION — SEC. 63.206.- RULES FOR COMPUTING REQUIRED PARKING

- ~~(d) Shared parking. The zoning administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing off-street parking when their respective hours of peak operation do not overlap. Shared parking shall be subject to the location requirements of section 63.304 and the following conditions:~~
  - ~~(1) Computation. The number of shared spaces for two (2) or more distinguishable land uses shall be determined by the following procedure:~~
    - ~~a. Multiply the minimum parking required for each individual use, as set forth in section 63.207, Parking requirements by use, by the appropriate percentage indicated in table 63.206(d), shared parking, for each of the six (6) designated time periods.~~
    - ~~b. Add the resulting sums for each of the six (6) columns.~~
    - ~~c. The minimum shared parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.~~
  - ~~(2) Other uses or hours of operation. If one (1) or all of the land uses proposing to make use of shared parking facilities do not conform to the general land use classifications or hours of operation in table 63.206(d), shared parking, as determined by the zoning administrator, then the applicant shall submit sufficient data to indicate the principal operating hours of the uses. Based upon this information, the zoning administrator shall determine the appropriate shared parking requirement, if any, for such uses.~~
  - ~~(3) Alternative procedure. An application may be submitted requesting that the zoning administrator authorize a greater reduction in the total number of required parking spaces for two (2) or more uses where an applicant believes that table 63.206(d), shared parking, does not adequately account for circumstances unique to the particular property or properties in question. The application shall include, at a minimum, a parking study with a detailed description of the proposed uses, their hours of operation, their anticipated peak parking demand, and anticipated hours that such peak parking demand would occur. Based upon information demonstrating that the peak parking demand for the uses in question would not coincide, the zoning administrator may authorize a greater parking reduction than is authorized by table 63.206(d), shared parking.~~
  - ~~(4) Process. An application for shared parking shall be submitted on a form approved by the zoning administrator. The zoning administrator may impose reasonable conditions to mitigate potential negative effects of a shared parking agreement. Planning commission approval is required if a shared parking agreement involves more than twenty five (25) shared parking spaces, results in more than a thirty five (35) percent decrease in required parking, or involves three (3) or more parties or uses.~~
  - ~~(5) Compliance. Parties to a shared parking agreement shall submit an annual statement to the zoning administrator which verifies the nonconcurrent peak parking hours of the buildings involved with the shared parking agreement and a list of uses within each building to verify no changes have occurred that would require additional parking. If one or more of the parties or uses approved for the shared parking arrangement changes, the users shall submit an application to the zoning administrator, who will determine if the new combination of uses is eligible for a shared parking reduction or if additional off-street parking is required.~~

# FULL ELIMINATION — SEC. 63.206.- RULES FOR COMPUTING REQUIRED PARKING

General Land Use Classification	Weekdays			Weekends		
	2 am - 7 am	7 am - 6 pm	6 pm - 2 am	2 am - 7 am	7 am - 6 pm	6 pm - 2 am
Office	5%	100%	5%	0%	10%	0%
Retail sales and services	0%	90%	80%	0%	100%	60%
Restaurant/bar	10%	70%	100%	20%	70%	100%
Residential	100%	60%	100%	100%	75%	90%
Theater	0%	40%	90%	0%	80%	100%
Hotel						
— Guest rooms	100%	55%	100%	100%	55%	100%
— Restaurant/lounge	40%	60%	100%	50%	45%	100%
— Conference rooms	0%	100%	100%	0%	100%	100%
Religious institution	0%	25%	50%	0%	100%	50%
Reception or meeting hall	0%	70%	90%	0%	70%	100%
Museum	0%	100%	80%	0%	100%	80%
School, grades K-12	0%	100%	25%	0%	30%	10%



## ANALYSIS

- In the “Full Elimination” set of proposed amendments, most of the provisions in section 63.206 of the code would be eliminated.
- Shared parking provisions in our Code are used to lower a minimum parking requirement. Without minimum parking requirements, **shared parking will be market driven** and does not requiring monitoring by the city.
- Many informal shared parking agreements already exist in the city. With parking minimums there are disincentives to create a “formal” shared parking agreement, if you have a legal non-conforming parking deficiency and because of the on-going licensing cost.

# PARKING REDUCTIONS —SEC. 63.207.-

## PARKING REQUIREMENTS BY USE

*Off-street parking minimum and maximum.* The minimum and maximum number of off-street parking spaces by type of use shall be determined in accordance with table 63.207, minimum and maximum ~~required~~ off-street parking by use. The off-street parking maximum shall only apply to surface parking facilities with more than fifteen (15) spaces that exceed the specified off-street parking as determined in table 63.207(a). Surface parking facilities that exceed the maximum shall not be created unless a conditional use permit is approved based on demonstration of need. In light rail station areas, a TDM plan is required for new surface parking facilities with more than fifty (50) spaces. As an alternative, parking spaces over the maximum may be provided in a structured parking facility.



# ANALYSIS

- Adds language that refers to maximums parking requirements.
- Removes the 50 parking space threshold for requiring TDMP's near the light rail.
  - The proposed TDMP threshold is based off of the square footage of a development or the number of residential units.
- Removes language that makes maximums a multiplier of the minimum.
- *Off-street parking maximum.* Surface parking facilities with more than fifteen (15) spaces that exceed the specified off-street parking minimum for food and beverage uses by more than two hundred (200) percent, or by more than one hundred (100) percent in light rail station areas, or that exceed the specified minimum for all other uses by more than seventy (70) percent, or by more than forty (40) percent in light rail station areas, shall not be created unless a conditional use permit is approved based on demonstration of need (including in a TDM plan for surface parking facilities with more than fifty (50) spaces in light rail station areas). As an alternative, parking spaces over the maximum may be provided in a structured parking facility.

Table 63.207. Minimum and Maximum Required Off-Street Parking By Use

<u>Land Use</u>	<u>Minimum Number of Parking Spaces</u>	<u>Maximum Number of Surface Parking Spaces Within a Quarter Mile of a Light Rail, Bus Rapid Transit, or Street Car Line</u>	<u>Maximum Number of Surface Parking Spaces</u>
<b><u>Residential Uses</u></b>			
Dwelling unit	1 space per unit	2 spaces per unit	2.5 spaces per unit
Housing for the elderly	0.33 space per unit	2 spaces per unit	2.5 spaces per unit
Live-work dwelling unit	2 spaces per unit	3 spaces per unit	3.5 spaces per unit
Emergency housing facility, licensed correctional community residential facility, overnight shelter, shelter for battered persons, sober house, supportive housing facility	1.5 spaces per every 4 adult facility residents	1 space per every 2 adult facility residents	2.5 spaces per every 4 adult facility residents
Roominghouse	1 space per 3 occupancy units	1.5 spaces per 3 occupancy units	2 spaces per 3 occupancy units
Adult care home	1 space per every 3 residents	1.5 spaces per every 3 residents	2 spaces per every 3 residents
Dormitory, fraternity, sorority	1 space per every 3 residents	1.5 spaces per every three residents	2 spaces per every 3 residents

Reformats the table so that maximums appear in the table instead of being a multiplier of the minimum.

Adds language that makes the more the more stringent maximum in light rail station areas, apply to bus rapid transit and streetcar as well.

Changes some of the base requirements

## PARKING REDUCTIONS - TABLE 63.207

# CHANGES TO BASE REQUIREMENTS — RESIDENTIAL

- 1. Consolidates and simplifies residential parking requirements by proposing 1 per unit (currently based on the number of rooms, for multifamily units, and is 1.5 spaces per unit for one and two family dwellings, and 2 spaces per unit plus 1 guest parking area per unit for units on Irvine Avenue.
- 2. Lowers the maximum for any residential use that currently requirements more then one space per unit
- 3. Increases the maximum for housing for the elderly so that its consistent with other residential uses.

Land Use	Minimum Number of Parking Spaces
Residential Uses	
One- and two-family dwelling unit	1.5 spaces per unit
Dwelling unit on Irvine Avenue	2 spaces per unit plus 1 guest parking area per unit (see <a href="#">section 63.312</a> )
Multiple-family dwelling unit	1 space per 1–2 room unit, 1.5 spaces per 3–4 room unit, and 2 spaces per unit with 5 or more rooms.  For the purpose of this requirement: efficiency unit = 1 room, one bedroom unit = 2 rooms, two bedroom unit = 3 rooms, three bedroom unit = 4 rooms, four bedroom unit = 5 rooms, and so on. A den, library, or other extra room shall count as a room; kitchen, dining and sanitary facilities shall not

Table 63.207. Minimum and Maximum Required Off-Street Parking By Use

<i>Land Use</i>	<i>Minimum Number of Parking Spaces</i>	<i>Maximum Number of Surface Parking Spaces Within a Quarter Mile of a Light Rail, Bus Rapid Transit, or Street Car Line</i>	<i>Maximum Number of Surface Parking Spaces</i>
<b>Residential Uses</b>			
Dwelling unit	1 space per unit	2 spaces per unit	2.5 spaces per unit
Housing for the elderly	0.33 space per unit	2 spaces per unit	2.5 spaces per unit

# ANALYSIS

- ❑ Staff analyzed site plans submitted to the city between 2018 and 2019.
- ❑ **76% of the new units produced** that required site plan review were studio or one-bedroom units requiring **one space** under the current code.
- ❑ **23% were two or three bedroom** units requiring **1.5 spaces per unit**.
- ❑ **less than 1% of the units** were 4 bedroom requiring **2 spaces per unit**.
- ❑ **The effect of this change on development in Saint Paul may be more acutely felt for one- to two-family construction than for new multi-family construction.**

# CHANGES TO BASE REQUIREMENTS — INSTITUTIONAL

Civic and Institutional Uses			
Day care	1 space per 400 sq. ft. GFA, after the first 3000 sq. ft. GFA	1 space per 300 sq. ft. GFA	1 space per 250 sq. ft. GFA
Elementary/middle/junior high school	1 space per classroom	2.5 spaces per classroom	3 spaces per classroom
Senior high school	4 spaces per classroom	7 spaces per classroom	8.5 spaces per classroom

1. The proposed amendments would change day care, elementary school, and high school requirements from being based off of the number of employees and/or students, to being based off of square footage or classrooms
2. Because these requirements are based off a variable factor (students and/or employees), **the parking requirement for a use that is already built can change.** This is potentially problematic because we do not track changes in employees or students for these uses.

Educational Facilities	
Day care	1 space per employee
Elementary/middle/junior high school	1 space per employee
Senior high school	1 space per employee, and 1 space per 10 students



# 3000 SQUARE FEET EXEMPTION

<u>Commercial Uses</u>			
<u>Office, Retail and Service Uses</u>			
<u>General office, studio, general retail, general service business, alternative financial establishment, business sales and services, dry cleaning, commercial laundry, furniture/appliance store, gun shop, shooting gallery, lumber yard, pawn shop, tattoo shop, tobacco shop, veterinary clinic/hospital</u>	<u>1 space per 400 sq. ft. GFA, after the first 3000 sq. ft. GFA</u>	<u>1 space per 300 sq. ft. GFA</u>	<u>1 space per 250 sq. ft. GFA</u>

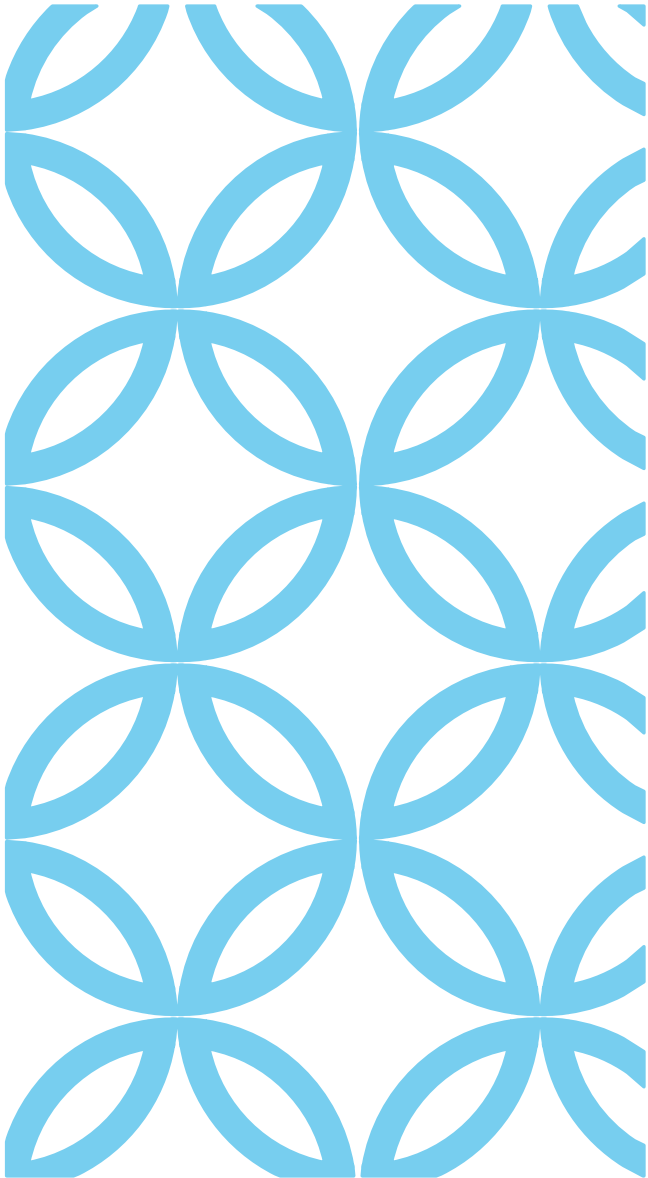
“After the first 3000 sq. ft. GFA”

# WHAT USES THE EXEMPTION WOULD APPLY TO

- Day care
- Museum
- Non-commercial recreation, multi-use community center
- Public library
- General office, studio, general retail, general service business, alternative financial establishment, business sales and services, dry cleaning, commercial laundry, furniture/ appliance store, gun shop, shooting gallery, lumber yard, pawn shop, tattoo shop, tobacco shop, veterinary clinic/hospital.
- Greenhouse, garden center
- Mortuary, funeral home
- Package delivery service, post office
- Service business with showroom or workshop
- Bar
- Brew on premises store
- Catering
- Restaurant, coffee shop, tea house, deli, taproom
- Electronic game room
- Health/sports club, dance studio
- Roller rink, ice-skating rink
- Swimming club
- Automobile convenience market

# ANALYSIS

- ❑ Staff analyzed 2,193 commercial properties that likely correspond to the uses
- ❑ Based on the size of these uses, the average parking requirements for the commercial use would be reduced by 53%.
- ❑ 21% of the commercial uses examined had a floor area less than 3,000 sq. ft., and this exemption would reduce their minimum parking requirement to 0.



## **Parking Reductions — Sec. 63.203.- Multi-tenant building and shared areas**

Sec. 63.203. - Multi-tenant buildings and shared areas.

The parking requirement for each use in a multi-tenant building shall be determined based on the percentage of the gross floor area used by each use in the multi-tenant building including shared areas. If multiple uses in a multi-tenant building do not have a minimum parking requirement for the first 3000 sq. ft. of GFA, as determined by table 63.207, a maximum of 3,000 square feet GFA. may be excluded from the minimum parking requirement for the building.

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## **RELATED AMENDMENT**

# PARKING REDUCTIONS 63.207 (B)

(b) Off-street parking reductions. The minimum number of off-street parking spaces as determined in section 63.207(a) shall be reduced ~~by one hundred (100) percent in traditional neighborhood districts when more than fifty (50) percent of both the building and the parcel are within one-quarter (1/4) mile of University Avenue, and may also be reduced for the following:~~

1. ~~Shared parking, as described in section 63.206(d),~~ Transit Proximity. The minimum number of off-street parking spaces as determined in section 63.207(a) shall be reduced one hundred (100) percent when more than fifty (50) percent of both the building and the parcel are within one-quarter (1/4) mile of a light rail line, a bus rapid transit line, or a street car line. This reduction shall also apply to light rail lines, bus rapid transit lines, and street car lines that have been approved to enter project development phase by the Federal Transit Administration or that have a full funding commitment.

2. ~~Bicycle parking, as described in section 63.210(b),~~ Bicycle Parking. Bicycle parking may be substituted for up to ten (10) percent of minimum off-street parking requirements. For the purpose of calculating a substitution, two (2) secure bicycle lockers are the equivalent of one (1) parking space; four (4) spaces in a secure bicycle rack are the equivalent of one (1) parking space.

3. ~~Shared vehicle parking, as described in section 63.211,~~ Shared Vehicle Parking. ~~Where one or more passenger automobiles are is provided for shared use, the minimum required off-street parking as determined in section 63.207(a) may be reduced by up to ten (10) percent. For the purpose of calculating the required parking reduction, one (1) car sharing vehicle and associated space may be substituted for every ten (10) standard parking spaces.~~

4. RM1 – RM3 Multiple-Family Districts. In RM1 – RM3 districts the minimum amount of required parking for residential uses specified in section 63.207(a), ~~Parking requirements by use,~~ may be reduced by twenty-five (25) percent, when more than fifty (50) percent of both the building and the parcel are within one-half (1/2) mile of a light rail line, a bus rapid transit line, or a street car line. This reduction shall also apply to light rail lines, bus rapid transit lines, and street car lines that have been approved to enter project development phase by the Federal Transit Administration or that have a full funding commitment.

5. T1 – T4 Traditional Neighborhood districts. In T1 – T4 districts, the minimum amount of required parking for residential uses specified in section 63.207(a), ~~Parking requirements by use,~~ may be reduced by twenty-five (25) percent.

6. Affordable Housing. The minimum parking requirement shall be reduced by one hundred (100) percent for dwelling units that are erected or rehabilitated subject to a restriction that the units be leased to residents with incomes at or below sixty (60) percent of the Area Median Income for at least 15 years. Units required to be affordable shall be occupied by qualifying low-income residents. Prior to receiving a certificate of occupancy for the new building (or building expansion), demonstration of the commitment to affordable housing in accordance with this footnote must be provided as: a deed restriction or other contractual agreement with the city, or a city housing and redevelopment authority financing agreement or other similar financing agreement, and documentation of low-income residents' qualifications. ~~for at least~~

7. Structures built before 1955. ~~Structures built before 1955.~~ Structures under nine thousand (9000) square feet gross floor area built prior to 1955 shall not be required to provide additional parking for a change of use. New construction, additional dwelling units, and additional gross floor area shall be subject to the minimum off-street parking requirements in section 63.207.

8. Shared Parking, as described in section 63.206(d)

9. A Travel Demand Management Plan, as described in section 63.122 (c).



# PROXIMITY TO TRANSIT EXEMPTION

1. Shared parking, as described in section 63.206(d); Transit Proximity. The minimum number of off-street parking spaces as determined in section 63.207(a) shall be reduced one hundred (100) percent when more than fifty (50) percent of both the building and the parcel are within one-quarter ( $\frac{1}{4}$ ) mile of a light rail line, a bus rapid transit line, or a street car line. This reduction shall also apply to light rail lines, bus rapid transit lines, and street car lines that have been approved to enter project development phase by the Federal Transit Administration or that have a full funding commitment.

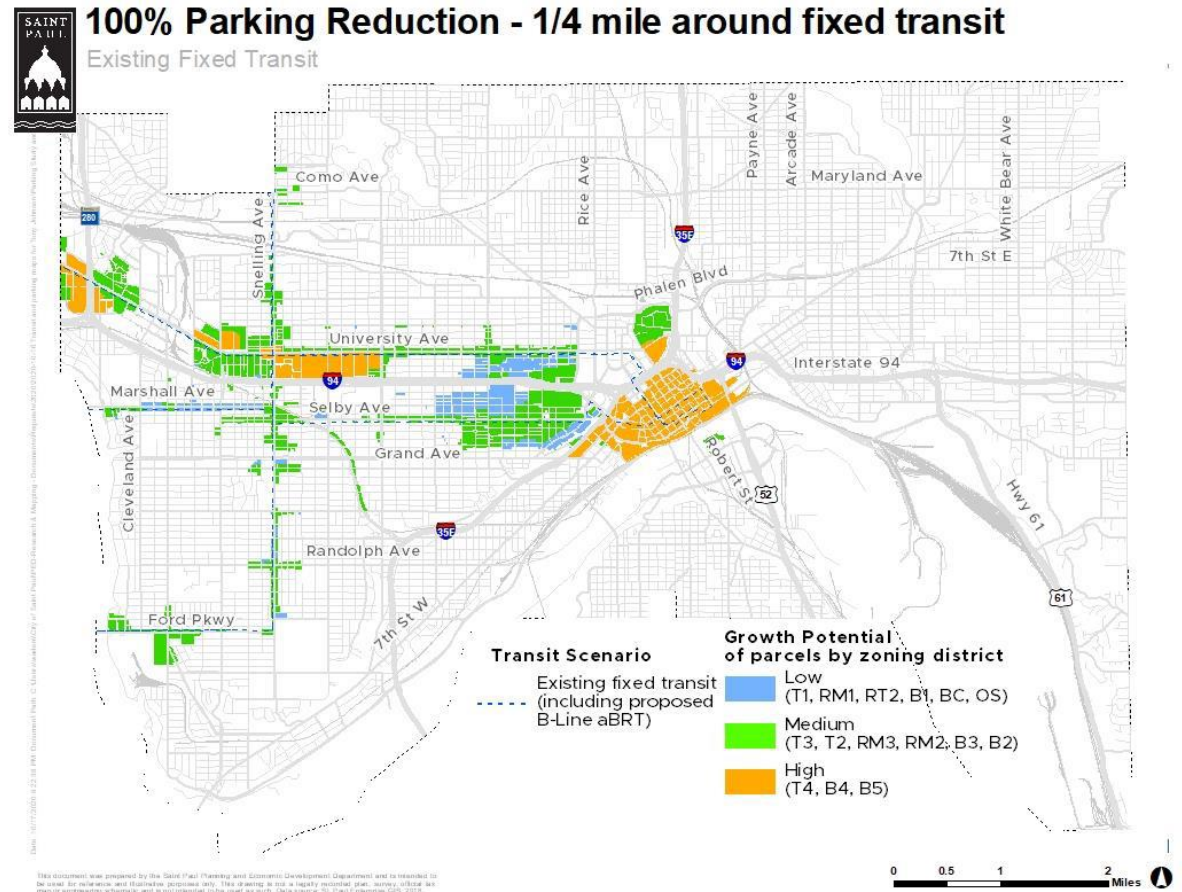


# KEY DIFFERENCES

1. Does not specify a zoning district (current exemption only applies to T districts)
2. Ties the exemption to modes of transit instead of a street
3. Transit corridors that have been approved to enter project development phase by the Federal Transit Administration or that have a full funding commitment, are also exempt.

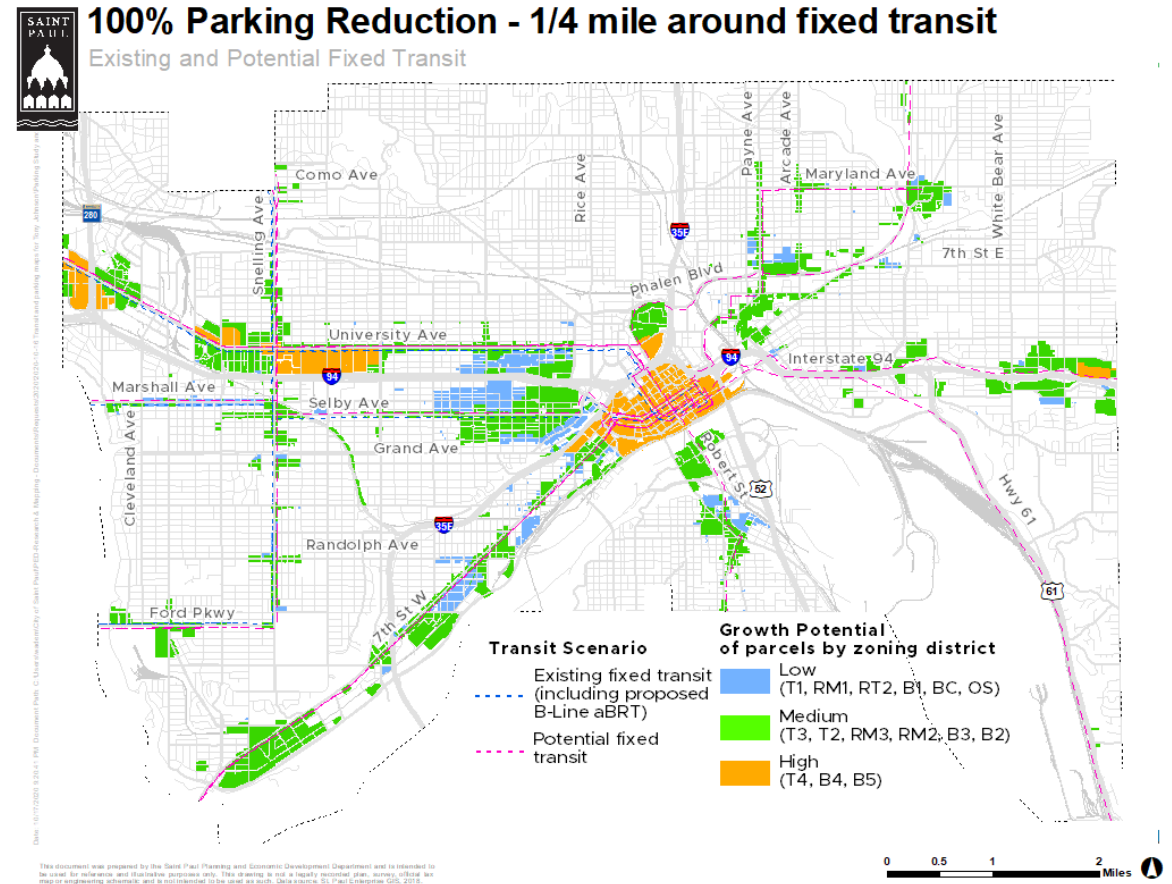
# TRANSIT EXEMPTION ANALYSIS – INITIAL EXEMPTION

Zoning District:	Development Capacity	Total Number of Parcels	Number of parcels exempt from minimum requirements initially	Number of parcels exempt from minimum parking requirements in the Metropolitan Council-approved future high capacity transit network	Number of parcels exempt from minimum parking requirements the in Network Next future high capacity transit network
B4	High	3,173	3,167 (99.8%)	3,168 (99.8%)	3,169 (99.8%)
B5					
T4					
T3					
T2	Medium	11,553	3,923 (33.9%)	6,678 (57.8%)	8,607 (74.5%)
RM2					
B2					
RM3					
B3	Low	3,865	1174 (30.3%)	1,938 (51.3%)	3,025 (78.2%)
BC					
T1					
B1					
RM1	Little to none	61,963	9715 (15.6%)	20,551 (31.3%)	35,519 (57.3%)
OS					
RT2					
RT1					
R4					
R3					
R2					
R1					
RL					



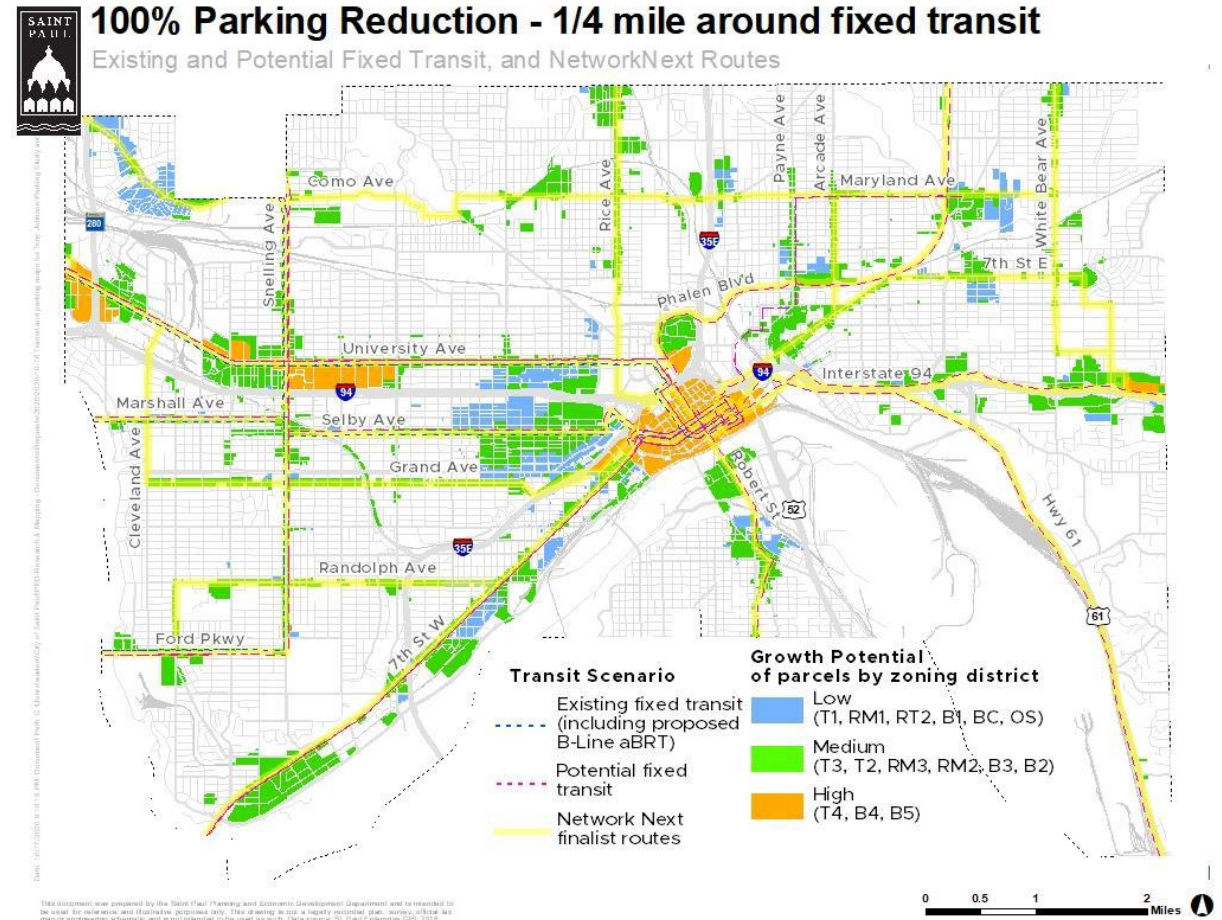
# TRANSIT EXEMPTION ANALYSIS – INITIAL EXEMPTION

Zoning District:	Development Capacity	Total Number of Parcels	Number of parcels exempt from minimum requirements initially	Number of parcels exempt from minimum parking requirements in the Metropolitan Council-approved future high capacity transit network	Number of parcels exempt from minimum parking requirements the in Network Next future high capacity transit network
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B5					
T4					
T3					
T2					
RM2	Medium	11,553	3,923 (33.9%)	6,678 (57.8%)	8,607 (74.5%)
B2					
RM3					
B3					
BC					
T1	Low	3,865	1174 (30.3%)	1,938 (51.3%)	3,025 (78.2%)
B1					
RM1					
OS					
RT2					
RT1	Little to none	61,963	9715 (15.6%)	20,551 (31.3%)	35,519 (57.3%)
R4					
R3					
R2					
R1					
RL					



# TRANSIT EXEMPTION ANALYSIS – INITIAL EXEMPTION

Zoning District:	Development Capacity	Total Number of Parcels	Number of parcels exempt from minimum requirements initially	Number of parcels exempt from minimum parking requirements in the Metropolitan Council-approved future high capacity transit network	Number of parcels exempt from minimum parking requirements the in Network Next future high capacity transit network
B4	High	3,173	3,167 (99.8%)	3,168 (99.8%)	3,169 (99.8%)
B5					
T4					
T3					
T2					
RM2	Medium	11,553	3,923 (33.9%)	6,678 (57.8%)	8,607 (74.5%)
B2					
RM3					
B3					
BC					
T1	Low	3,865	1174 (30.3%)	1,938 (51.3%)	3,025 (78.2%)
B1					
RM1					
OS					
RT2					
RT1	Little to none	61,963	9715 (15.6%)	20,551 (31.3%)	35,519 (57.3%)
R4					
R3					
R2					
R1					
RL					



# BIKE PARKING AND SHARED PARKING



2. ~~Bicycle parking, as described in section 63.210(b),~~ *Bicycle Parking.* Bicycle parking may be substituted for up to ten (10) percent of minimum off-street parking requirements. For the purpose of calculating a substitution, two (2) secure bicycle lockers are the equivalent of one (1) parking space; four (4) spaces in a secure bicycle rack are the equivalent of one (1) parking space.



3. ~~Shared vehicle parking, as described in section 63.211.~~ *Shared Vehicle Parking.* Where one or more passenger automobiles are is provided for shared use, the minimum required off-street parking as determined in section 63.207(a) may be reduced by up to ten (10) percent. For the purpose of calculating the required parking reduction, one (1) car sharing vehicle and associated space may be substituted for every ten (10) standard parking spaces.

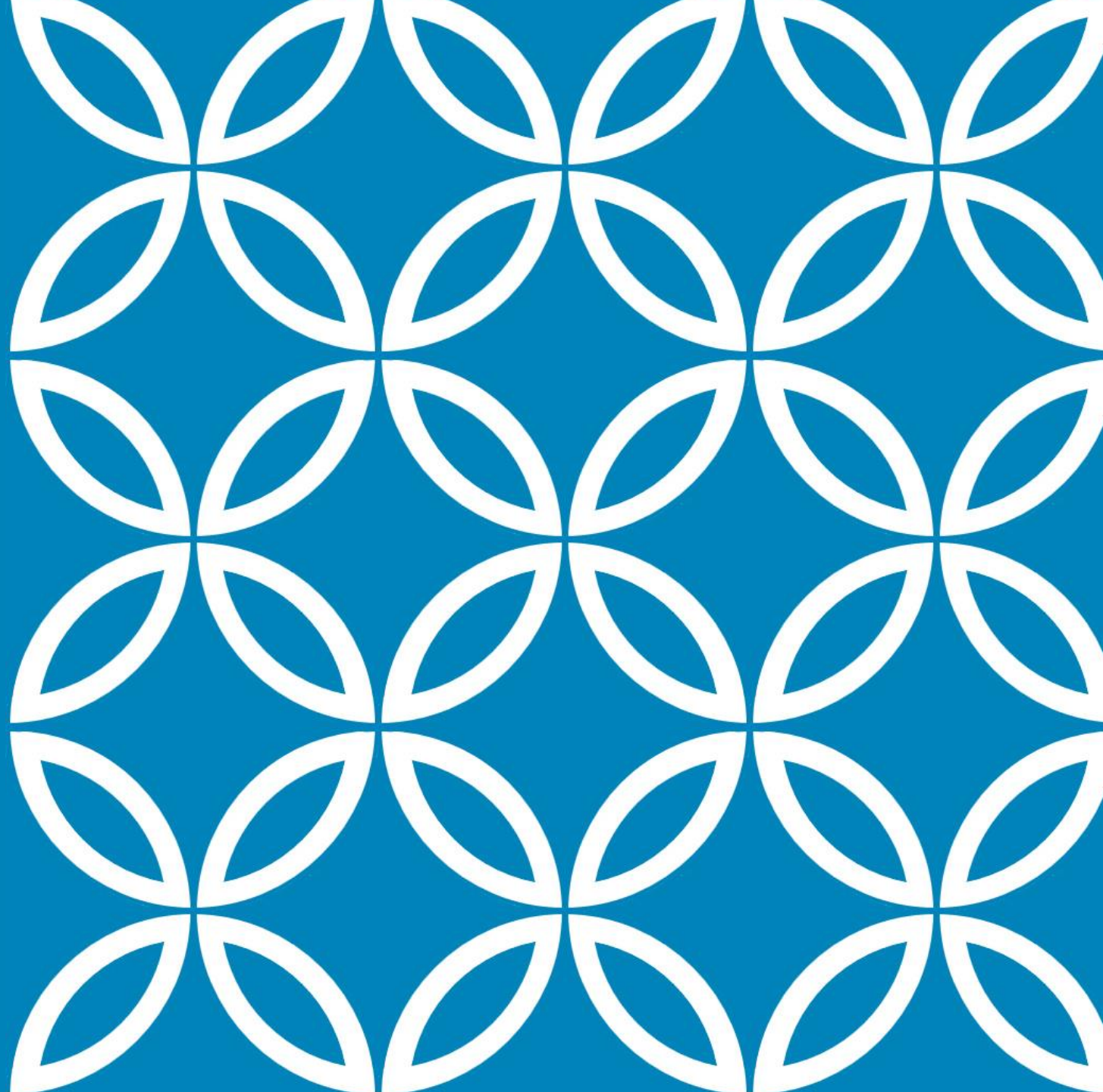


# RM AND T-DISTRICT REDUCTION

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4. RM1 – RM3 Multiple-Family Districts. In RM1 – RM3 districts the minimum amount of required parking for residential uses specified in section 63.207(a), Parking requirements by use, may be reduced by twenty-five (25) percent, when more than fifty (50) percent of both the building and the parcel are within one-half (1/2) mile of a light rail line, a bus rapid transit line, or a street car line. **This reduction shall also apply to light rail lines, bus rapid transit lines, and street car lines that have been approved to enter project development phase by the Federal Transit Administration or that have a full funding commitment.**

5. T1 – T4 Traditional Neighborhood districts. In T1 – T4 districts, the minimum amount of required parking for residential uses specified in section 63.207(a), Parking requirements by use, may be reduced by twenty-five (25) percent.



# T DISTRICT CHANGES

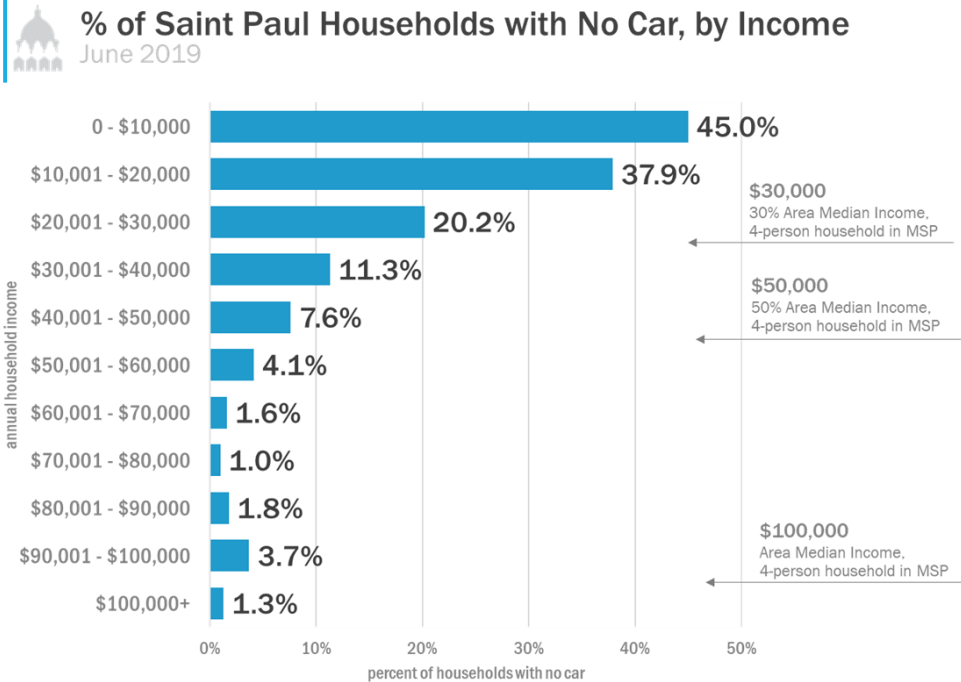
Does not allow  
on-street parking  
to count in T3  
and T4 districts.

Allows live work-  
units to qualify  
for this reduction  
in T1 and T2

# AFFORDABLE HOUSING UNITS EXEMPTION

6. Affordable Housing. The minimum parking requirement shall be reduced by one hundred (100) percent for dwelling units that are erected or rehabilitated subject to a restriction that the units be leased to residents with incomes at or below sixty (60) percent of the Area Median Income for at least 15 years. Units required to be affordable shall be occupied by qualifying low-income residents. Prior to receiving a certificate of occupancy for the new building (or building expansion), demonstration of the commitment to affordable housing in accordance with this footnote must be provided as: a deed restriction or other contractual agreement with the city, or a city housing and redevelopment authority financing agreement or other similar financing agreement, and documentation of low-income residents' qualifications.

# ANALYSIS



Based on typical affordable housing development costs, **one parking space per unit increases costs approximately 12.5%, and two parking spaces can increase costs by up to 25%.** Since parking costs increase as a percentage of rent for lower priced housing, and low income households tend to own fewer vehicles, minimum parking requirements are regressive and unfair.



## STRUCTURES BUILT BEFORE 1955

7. Structures built before 1955. Structures under nine thousand (9000) square feet gross floor area built prior to 1955 shall not be required to provide additional parking for a change of use. New construction, additional dwelling units, and additional gross floor area shall be subject to the minimum off-street parking requirements in section 63.207.





# ANALYSIS

- A change of use may require additional parking to be developed.
- In the last major parking chapter zoning code update, this issue was solved for most commercial uses by making the minimum parking requirements uniform.
- changes of uses where the use is going from industrial or residential to commercial uses, the standards are not uniform and the reuse of those types of structures would likely require new parking to be built, or a variance would need to be granted.

# TRAVEL DEMAND MANAGEMENT REDUCTION

Allows Parking reductions for TDMP measures.

The point value that would be assigned to TDM generally corresponds to 1% reduction in vehicle miles traveled, which if implemented and successful, would also result in reduced off-street parking demand.

One TDMP point is equivalent to 4% reduction in Minimum Parking Requirements.

The reduction in proposed parking is greater than the reduction of expected vehicles miles traveled per point in order to incentivize the implementation of TDM strategies because the cost of implementing these strategies can be offset by the cost savings of not building parking.

Category	Strategy	Land Use Group				Recommended Points		Maximum Parking Reductions
		Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses			
Land Uses and Physical Amenities								
Physical1	Streetscape Improvements That Improve Walking Conditions: Site Access	X	X	X		1	*	4%
Physical2	Streetscape Improvements That Improve Walking Conditions: Traffic Calming	X	X	X		1	*	4%
Physical3	New, City-Approved Bicycle Path	X	X	X		1	*	4%
Physical4	Bicycle Repair Station	X	X	X		1	*	4%
Physical5	Showers, Changing Facilities, and Lockers		X		X	1	*	4%
Physical7	Active Transportation Focused Wayfinding Signage	X	X	X	X	1	*	4%
Physical8	Car-Share Parking	X	X	X	X	14	****	16%
Physical9	Real-Time Transit/Transportation-Service Tracking Display	X	X	X	X	1	*	4%
Physical10	Provide Bike Fleet, Bike Share	X	X	X		1	*	4%
Physical11	Delivery-Supportive Amenities	X	X	X		1	*	4%
Physical13	On-Site Daycare	X	X	X		2	**	8%
Physical14	Transit Improvements	X	X	X		1	*	4%
Programs								
Programs-1	Education, Marketing, and Outreach	X	X			14	****	16%
Programs-2	Free or Subsidized Transit Passes		X	X		14	****	16%
Programs-3	Ride-Matching Service Provision, Access		X	X		1	*	4%
Programs-4	Vanpool Program		X	X		2	**	8%
Programs-5	Carpool Incentives		X	X		2	**	8%
Programs-7	Flexible Work Schedules		X	X		16	*****	20%
Active Mode Services								
Active-1	Bike Valet			X		1	*	4%
Active-2	On-Demand Microtransit Services	X	X	X		1	*	4%
Transit								
Transit-1	Shuttle/Connector Bus Service		X	X		10	*****	24%
Mobility Services								
MaS-1	Car-Share Membership	X	X	X		1	*	4%
MaS-2	Microtransit Services (Other) Service	X	X	X		10	**	8%
MaS-3	Delivery Services			X		1	*	4%
Parking Cost								
Parking-1	Unbundled Parking	X	X	X		24	****	16%
Parking-2	Parking Cash Out		X	X		2	**	8%
Parking-3	Rise Parking	X	X	X		2	**	8%

<u>Land Use</u>	<u>Maximum Number of Surface Parking Spaces</u>	<u>Maximum Number of Surface Parking Spaces Within a Quarter Mile of a Light Rail, Bus Rapid Transit, or Street Car Line</u>
<b><u>Residential Uses</u></b>		
<u>Dwelling unit</u>	<u>2.5 spaces per unit</u>	<u>2 spaces per unit</u>
<u>Live-work dwelling unit</u>	<u>3.5 spaces per unit</u>	<u>3 spaces per unit</u>
<u>Emergency housing facility, licensed correctional community residential facility, overnight shelter, shelter for battered persons, sober house, supportive housing facility</u>	<u>2.5 spaces per every 4 adult facility residents</u>	<u>1 space per every 2 adult facility residents</u>

## FULL ELIMINATION - TABLE 63.207

Reformats the table so that maximums appear in the table instead of being a multiplier of the minimum.

Adds language that makes the more the more stringent maximum in light rail station areas, apply to bus rapid transit and streetcar as well.

Changes some of the base requirements

# CHANGES TO BASE REQUIREMENTS — RESIDENTIAL

1. Consolidates and simplifies residential parking requirements by proposing 1 per unit (currently based on the number of rooms, for multifamily units, and is 1.5 spaces per unit for one and two family dwellings, and 2 spaces per unit plus 1 guest parking area per unit for units on Irvine Avenue.
2. Lowers the maximum for any residential use that currently requirements more then one space per unit
3. Increases the maximum for housing for the elderly so that its consistent with other residential uses.

Land Use	Minimum Number of Parking Spaces
Residential Uses	
One- and two-family dwelling unit	1.5 spaces per unit
Dwelling unit on Irvine Avenue	2 spaces per unit plus 1 guest parking area per unit (see <a href="#">section 63.312</a> )
Multiple-family dwelling unit	1 space per 1–2 room unit, 1.5 spaces per 3–4 room unit, and 2 spaces per unit with 5 or more rooms.  For the purpose of this requirement: efficiency unit = 1 room, one bedroom unit = 2 rooms, two bedroom unit = 3 rooms, three bedroom unit = 4 rooms, four bedroom unit = 5 rooms, and so on. A den, library, or other extra room shall count as a room; kitchen, dining and sanitary facilities shall not

Table 63.207. Minimum and Maximum Required Off-Street Parking By Use

<i>Land Use</i>	<i>Minimum Number of Parking Spaces</i>	<i>Maximum Number of Surface Parking Spaces Within a Quarter Mile of a Light Rail, Bus Rapid Transit, or Street Car Line</i>	<i>Maximum Number of Surface Parking Spaces</i>
<b>Residential Uses</b>			
Dwelling unit	1 space per unit	2 spaces per unit	2.5 spaces per unit
Housing for the elderly	0.33 space per unit	2 spaces per unit	2.5 spaces per unit

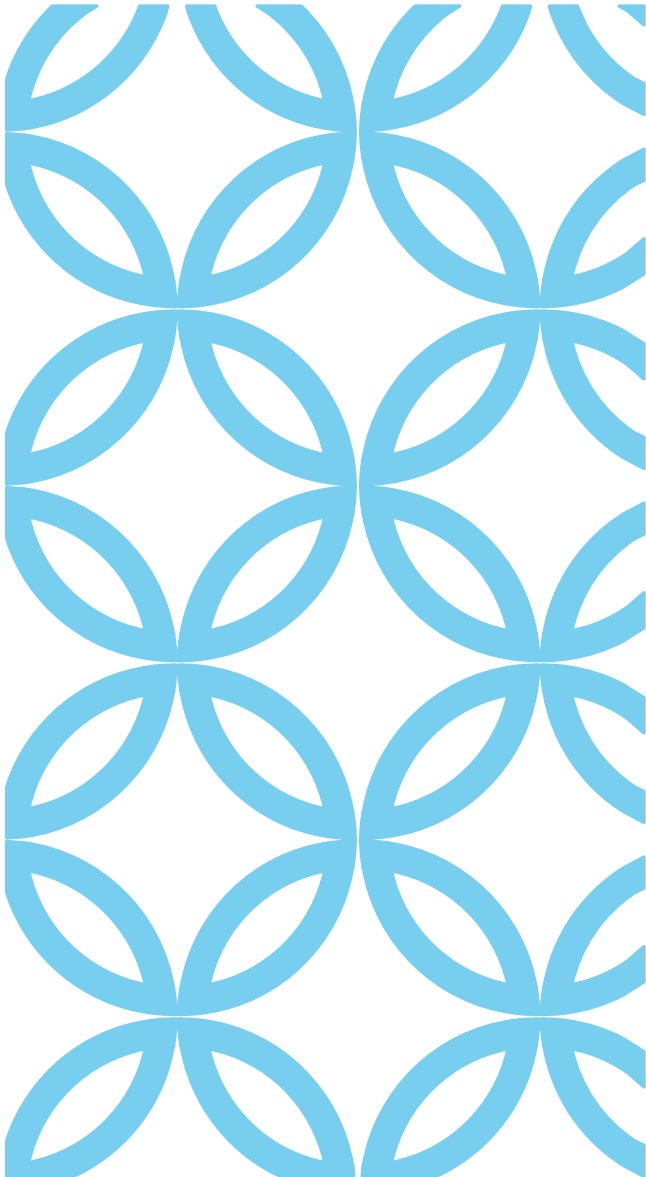
# CHANGES TO BASE REQUIREMENTS — INSTITUTIONAL

Civic and Institutional Uses			
Day care	1 space per 400 sq. ft. GFA, after the first 3000 sq. ft. GFA	1 space per 300 sq. ft. GFA	1 space per 250 sq. ft. GFA
Elementary/middle/junior high school	1 space per classroom	2.5 spaces per classroom	3 spaces per classroom
Senior high school	4 spaces per classroom	7 spaces per classroom	8.5 spaces per classroom

1. The proposed amendments would change day care, elementary school, and high school requirements from being based off of the number of employees and/or students, to being based off of square footage or classrooms
2. Because these requirements are based off a variable factor (students and/or employees), **the parking requirement for a use that is already built can change.** This is potentially problematic because we do not track changes in employees or students for these uses.

Educational Facilities	
Day care	1 space per employee
Elementary/middle/junior high school	1 space per employee
Senior high school	1 space per employee, and 1 space per 10 students





- (b) — *Off-street parking reductions.* The minimum number of off-street parking spaces as determined in Section 63.207(a) shall be reduced by one hundred (100) percent in traditional neighborhood districts when more than fifty (50) percent of both the building and the parcel are within one-quarter (1/4) mile of University Avenue, and may also be reduced for:
  - 1. — Shared parking, as described in section 63.206(d);
  - 2. — Bicycle parking, as described in section 63.210(b);
  - 3. — Shared vehicle parking, as described in section 63.211.
- Such reduction does not change the requirements of paragraphs (c) and (d) below when minimum parking is exceeded, nor does it change the maximum number of off-street parking spaces permitted for the use.
- (c) — *Off-street parking maximum.* Surface parking facilities with more than fifteen (15) spaces that exceed the specified off-street parking minimum for food and beverage uses by more than two hundred (200) percent, or by more than one hundred (100) percent in light rail station areas, or that exceed the specified minimum for all other uses by more than seventy (70) percent, or by more than forty (40) percent in light rail station areas, shall not be created, unless a conditional use permit is approved based on demonstration of need, (including in a TDM plan for surface parking facilities with more than fifty (50) spaces in light rail station areas). As an alternative, parking spaces over the maximum may be provided in a structured parking facility.
- (d) — *Condition when minimum parking exceeded.* When the minimum required parking as determined in Section 63.207(a) is greater than ten (10) spaces and is exceeded through the provision of additional surface parking, supplemental stormwater landscaping shall be provided as required in Section 63.319(b).

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## DELETED LANGUAGE

# DECOUPLING BIKE PARKING FROM VEHICULAR PARKING (FOR THE MOST PART)

*Bicycle parking required minimum.* The minimum number of bicycle parking spaces by type of use shall be determined in accordance with table 63.210. For those uses not specifically listed in table 63.210 a minimum of one (1) secure bicycle parking space shall be required for every 20 motor vehicle spaces.

~~Bicycle parking shall be provided according to the greater of the following:~~

- ~~(1) Off-street parking facilities shall provide a minimum of one (1) secure bicycle parking space for every twenty (20) motor vehicle parking spaces, disregarding fractional bicycle spaces. A minimum of one (1) secure bicycle parking space shall be provided for an off-street parking facility with twelve (12) or more motor vehicle parking spaces; or~~
- ~~(2) For dwelling units, a minimum of one (1) secure bicycle parking space shall be provided for every fourteen (14) dwelling units. A fractional space up to and including one-half ( $\frac{1}{2}$ ) shall be disregarded, and any fraction over one-half ( $\frac{1}{2}$ ) shall require one (1) secure bicycle parking space.~~
- ~~(b) Substitution for required motor vehicle parking. Bicycle parking may be substituted for up to ten (10) percent of minimum off-street parking requirements. For the purpose of calculating a substitution, two (2) secure bicycle lockers are the equivalent of one (1) parking space; four (4) spaces in a secure bicycle rack are the equivalent of one (1) parking space.~~

# RESIDENTIAL BIKE PARKING REQUIREMENTS

Bike Parking	New Orleans Bike Parking	Seattle Parking Requirements	
		Long Term	Short Term
1 space per 14 units	1 per 5 dwellings	1 per dwelling unit and 1 per small efficiency dwelling unit	1 per 20 dwelling units

## Bike Parking Commercial

		New Orleans Bike Parking	Seattle Parking Requirements		Madison	
General retail, service business, bank, credit union, building materials center, business sales and services, convenience market, currency exchange, dry cleaning, commercial laundry, food and related goods sales, food shelf, furniture/appliance store, gun shop, shooting gallery, liquor store, lumber yard, massage center, pawn shop, photocopying, repair shop, self-service laundromat, supermarket, tattoo shop, tobacco shop	1 space per 4,800 sq ft and 1 space per 8,000 after the first 4,800. 1 space per 16,000 square feet over 30,000 sq. ft.	1 per 5000 sq ft	1 per 4,000 square feet	1 per 2,000 square feet	1 per 2,000 sq. ft. floor area	

<u>Residential Uses</u>	
<u>Multiple-family residential</u>	<u>1 space per 3 units</u>
<u>Housing for the elderly</u>	<u>1 space per 10 units</u>
<u>Live-work dwelling unit</u>	<u>1 space per 3 units</u>
<u>Roominghouse</u>	<u>1 space per 3 occupancy units</u>
<u>Dormitory, fraternity, sorority</u>	<u>1 space per 5 rooms</u>
<u>Civic and Institutional Uses</u>	
<u>Educational Facilities</u>	
<u>Elementary/middle/junior high school</u>	<u>3 spaces per classroom</u>
<u>Senior high school</u>	<u>3 spaces per classroom</u>
<u>College, university, seminary, technical college, trade school, business school, arts school, dance school</u>	<u>1 space per 5,000 sq. ft. GFA</u>
<u>Social, cultural and recreational facilities</u>	
<u>Museum</u>	<u>2 spaces or 1 space per 5,000 sq. ft. GFA, whichever is greater</u>
<u>Non-commercial recreation, multi-use community center</u>	<u>2 spaces or 1 space per 5,000 sq. ft. GFA, whichever is greater</u>
<u>Public library</u>	<u>2 spaces or 1 space per 5,000 sq. ft. GFA</u>

## NEW CHART

Allows bike parking Requirements to be tailored to specific Land uses.

By decoupling it from vehicular parking requirements, bike parking is required regardless of parking ratios

Most of the bike parking that is built, is constructed to reduce a minimum parking requirement.

For most commercial uses, staff is proposing a requirement of **2 spaces or 1 per 4,000 square ft, whichever is greater.**

For new development under 8,000 sq. ft, a minimum of 2 bike parking spaces would be required regardless of the size of development, and for uses greater than 8,000 sq. ft., the minimum bike parking per square footage part of the requirement would apply.

# HIGHBRED REQUIREMENT

For most commercial uses, staff is proposing a requirement of **2 spaces or 1 per 4,000 square ft, whichever is greater.** For new development under 8,000 sq. ft, a minimum of 2 bike parking spaces would be required regardless of the size of development, and for uses greater than 8,000 sq. ft., the minimum bike parking per square footage part of the requirement would apply.



THANK YOU!

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