

Parking Study Amendments and Strikeouts Guide

Proposed amendment and/or strike outs			Option			Primary issues/or consideration	
Section:	Section Title	Purpose of section:	Full Elimination:	Reduced Minimums:	Same for both:	Policy considerations:	Process Improvement considerations:
60.103	Intent and purpose	The provision is within the intent and purpose of the zoning code section. The provision within the intent of the zoning code that staff is proposing amending pertains to parking.			X	Amendments and zoning determinations should be consistent with the intent of the zoning code. The current intention of the zoning code regarding parking, is consistent with the paradigm that zoning should be used to ensure that there is ample free parking at any destination. The proposed amendment consistent with the paradigm that zoning should be <u>flexible</u> enough to accommodate all modes of transportation, by either eliminating minimum parking requirements or reducing them and creating processes that help encourage trips by modes other than a car.	Variations must be consistent with the intent of the zoning code.
61.906	Fees for reinspection of property to determine abatement	Introduces a fee for reinspection's of zoning violations. The amendment would create a new tool for enforcement which is intended to help implement the TDM program.			X	N/A	Adds another tool to help with the implementation of the TDM program and the zoning code in general.
63.122	Travel demand management (TDM)	The provision with standards for the TDM program and the amendments are intend to support the new supplemental TDM program guide.	X	X		<p>TDMP will help achieve comprehensive plan policies:</p> <ul style="list-style-type: none"> • Policy T-21. Reduce vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles. • Policy T-22. Shift mode share towards walking, biking, public transit, carpooling, ridesharing and carsharing in order to reduce the need for car ownership. 	<ul style="list-style-type: none"> • In both options the TDMP process is greatly simplified and the process can eventually be automated. The simplicity of the approach may allow the program to be expanded over time resulting in reduced vehicular travel demands from new developments. • In the reduced minimums option 25 additional "voluntary reductions" are introduced to the code by allowing minimum requirements to be reduced by 4% per TDMP point earned. • In the reduced minimums option, the voluntary TDMP reductions enable minimum parking requirements to be reduced to 0 anywhere in the city for the vast majority of uses. Additionally larger developments which are required to do a TDMP anyway will have significantly reduced parking requirements from selecting TDMP measures. • the requirement that a traffic and parking study needs to be done with a TDMP is proposed to be eliminated with both options. This is the most costly, onerous, and complicated portion of the current process. Eliminating these provisions will lower the cost of producing a TDMP (if there is one) and streamlines the process in way that focuses more on TDMP outcomes and less estimating parking and traffic impacts from new development. (can still be requested by the traffic engineer through site plan review.)

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63.201	Off street parking	This provision currently states that parking is required in all districts except B4 and B5 (downtown) The proposed amendment codifies the zoning administrator determination that pricing parking and short term event parking are allowed by the zoning code.	X	X		<ul style="list-style-type: none"> The ability to price parking and introduce market forces to parking decisions is a foundational component of many TDMP strategies. 2040 comprehensive plan policy T-17 calls for using pricing to manage parking demand and improve parking efficiency in areas with high demand and short supply. Demand for any good or service, including parking, is in large part a function of price. Parking demand for any development can be managed by increasing the price of parking. Short term event parking allows nearby existing parking facilities to be used to accommodate sporadic peak parking demands generated by large venues such as stadiums. This lowers the demand for seldomly used parking facilities exclusively serving those uses. 	<ul style="list-style-type: none"> In the full elimination option this section is amended to affirmatively state that parking is not required in all districts. Codifies a determination by the zoning administrator. Enabling provision for business wishing to sell parking during events at large venues, such as the state fair, the excel energy center, and Allianz field (already occurs).
63.202	Site plan required	The provision requiring a site plan for parking lots			X	N/A	the language that is deleted violates state law
63.203	Multi-tenant building and shared areas	The provision explaining how to calculate parking for multi-tenant buildings		X		N/A	caps the 3,000 sq ft exemption for commercial uses that is introduced in the reduced minimums option at 3,000 sq ft. in a multi-tenant building
63.204	Change in use within a structure	Standards for changing uses in a structure	X			N/A	irrelevant in full elimination option
63.205	change in use of parking areas	Standard enable non-required parking to be developed	X			N/A	irrelevant in full elimination option
63.206	Rules for computing required parking	The provision that explains how to calculate parking (fractions, gross floor area, rules specific to bars and class C establishments, and shared parking)	X	X		N/A	<ul style="list-style-type: none"> The full elimination option strikes the majority of this section because the processes are irrelevant without minimums. The Reduced minimums option proposes striking a process specific to bars and businesses with a class c license. It also striking a requirement that some shared parking agreements require planning commission approval. This strike out would make any shared parking agreement review an administrative process for any shared parking agreement regardless of the size, the number of spaces involved, and the number of users involved.
63.207	Parking requirements by use	This is the provision of the code that sets the minimum and maximum number of parking spaces allowed for a development and lists the standards for parking reductions	X	X		<ul style="list-style-type: none"> These are the most important amendments in the study. The amendments in this provision either eliminate minimum parking requirements or reduce minimum parking requirements. The reduced minimums options introduce new targeted exemptions and allows minimum parking requirements to be reduced administratively for implementing TDMP measures from the program standards guide. Numerous 2040 comprehensive plan policies will likely not be implemented if minimum parking requirements are not reduced or eliminated. 	<ul style="list-style-type: none"> Reformats the chart so that maximums by land use are also presented. In the reduced minimums option, unnecessary cross references are eliminated and every parking reduction or exemption is consolidated in this provision of the code. In the reduced minimums option enough voluntary administrative parking reductions are available to reduce minimum parking requirements ratio for the majority of land uses. This can result in reducing variances beyond the reduction that would already occur from the targeted exemption provisions that are proposed.

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63.208	Parking Requirements for Other Uses.	This provision directs the zoning administrator to determine parking requirements if a use isn't specifically listed in the code	X	X		N/A	adds clarifying language
63.209	Legal nonconforming parking deficiency	This provision pertains to legal non-conforming parking deficiencies. (when a use has less parking then what would be required by the code today)	X			N/A	irrelevant in full elimination option
63.210	Bicycle Parking	This is the provision of the code that sets the minimum number of bike parking spaces			X	Continuing to develop bike parking and bike infrastructure may help encourage more trips by bikes in the future. Policy T-21 calls for reducing vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles.	<ul style="list-style-type: none"> The 10% reduction in minimum parking requirements for building bike is how the majority of bike parking is produced in Saint Paul. If minimums are reduced or eliminated without updating the bike parking requirements, then new production of bike parking may be reduced by the new vehicular parking requirements. Reformatting the chart so that the bike parking requirements are specific to land use is a best practice, and will result in more bike parking being developed because of the increased minimum requirements.
63.211	Shared vehicle parking	This provision is a parking reduction for shared vehicle parking			X	N/A	Moved into the consolidated reductions and exemptions section of the code in the reduced minimums option. This section is irrelevant in a the full elimination option.
63.211	Unbundled Parking	This provision requires parking to be "unbundled" for multi-family residential developments with 25 or more units.			X	<ul style="list-style-type: none"> Unbundling parking reveals the cost of parking, and separates the cost of parking from rent in residential uses, leases for commercial uses, or from the cost to purchase any type of real estate. The practice of unbundling can lower the cost of housing for people without cars, or own fewer cars, by separating the cost of parking from housing costs. The estimated vehicle miles traveled reduction, and therefore reduction in carbon output, for developments that unbundle parking is 2.6 - 13%. 	The threshold for unbundling is the same as the TDMP threshold. If this required, the TDMP points in the guide that a development could receive from unbundling, would only be available for residential use if a developments elects to do a tdmp when its not required.
63.212	Preferential parking spaces	Limits the amount of parking that can be used for Van Pools, US EPA Certified SmartWay Elite vehicles, and shared vehicles			X	N/A	The limit that this provision sets is rarely if ever triggered. Staff is recommending removing the provision in both options to simplify the code.
63.213	Accessible parking spaces	ADA requirements for parking	X			N/A	The proposed strike out, strikes language that would allow parking that is lost in order to accommodate ADA requirements to be counted toward the minimum parking requirement. Language that is removed is irrelevant and no longer necessary without a minimum parking requirements.
63.214	Use of required parking facilities	Provisions for how parking can be used			X	N/A	Removes language that restricts the use of parking facilities, such as the selling of merchandise in parking facilities which contradicts the intent of the outdoor commercial use provisions.
63.301	Off-street parking facility standards and design	Introduces article III provisions			X	N/A	Removes unnecessary language

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63.303 and 63.304	Parking location residential and Parking location non-residential	These provisions dictate where parking can be built for developments in residential zoning districts and non-residential zoning districts.	X	X		N/A	The two sets of standards in residential districts and non residential districts are nearly identical, and there is a separate set of standards for shared parking in institutional lots. The proposed amendments delete those individual sections and create one set of standards for everything. The only difference between the full elimination and option and reduced minimums option is language regarding shared parking. In the full eliminations option there are no longer any provisions regarding shared parking.
63.308	Maneuvering lanes and driveways.	provisions related to maneuvering lanes including alleys			X	Creating a more straight forward process for permitting alley access may help reduce curb-cuts and increase the walkability in a area.	The amendments remove duplicative language, consolidate the maximum and minimum driveway width in one section, and create one administrative process for approving or denying alley access and maneuvering.
63.309	Stacked parking	This provision pertains to stacked parking. Stacked parking is allowed if an attendant is present.			X	N/A	Moved to section 63.308
63.310	Entrances and exits	provisions related to parking entrances and exits			X	N/A	deletes alley access and moves it to section 63.308. Deletes onerous language prohibiting accessing parking facilities across parking in less restrictive districts to access parking in more restrictive districts.
63.312	Setbacks	The setback provision for accessory parking			X	N/A	Clarifies language. Deletes a cross reference to a reduced setback in BC districts (also proposed to be deleted in both options) and deletes a setback exemptions for guest parking for housing on Irvine avenue (parking on Irvine avenue with a guest parking space requirement is proposed to be deleted in both options)
63.319	Stormwater runoff	Provisions related to storm water management for off street parking facilities	X			N/A	The deleted language adds additional storm water management requirements for parking facilities that exceed the minimum parking requirement. Without minimum parking requirements this provision is irrelevant.
65.121	Dwelling, carriage house	Standards for carriage houses	X			N/A	irrelevant in full elimination option because there are no minimum parking requirements
65.132	Reuse of large structures	Standards for the reuse of large structures	X			N/A	irrelevant in full elimination option because there are no minimum parking requirements
65.161	Sober house	Standards for sober houses	X			N/A	irrelevant in full elimination option because there are no minimum parking requirements
65.220	College, university, seminary, or similar institution of higher learning	Standards for Colleges, universities, seminaries, or similar institutions of higher learning	X			N/A	irrelevant in full elimination option because there are no minimum parking requirements
65.525	Outdoor uses, commercial	Standards for outdoor commercial uses	X			N/A	irrelevant in full elimination option because there are no minimum parking requirements
65.731	Parking facility, commercial	Standards for commercial parking facilities			X	The proposed amendment would prohibit stand alone surface parking facilities from being built in downtown in the future and would require structured parking facilities to have active uses on the first floor. This amendment is consistent with policy LU-15 calls for ensuring that stand-alone parking uses are limited, and that structured parking is mixed-use and/or convertible to other uses.	N/A

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65.732	Shared commercial parking in institutional lots	Standards for shared commercial parking in institutional lots			X	Eliminating shared parking in insitutional lots will make it easier to make this parking available for nearby land uses. This is consistent with policies: <ul style="list-style-type: none"> • Policy LU-13. Support strategies, as context and technology allow, to improve off-street parking efficiency, such as shared parking agreements, district ramps, car sharing, electric vehicle charging and reduced parking overall. • Policy LU-14. Reduce the amount of land devoted to off-street parking in order to use land more efficiently, accommodate increases in density on valuable urban land, and promote the use of transit and other non-car mobility modes. 	The section 63.304 and 63.206 will dictate the location and the parking for all shared parking agreements. Eliminating this section completely removes onerous standards that were only applicable to shared parking in institutional lots and removes the conditional uses permit requirement which will make it easier to establish shared parking in institutional lots that serves other nearby uses.
66.221	Principle uses (Shared commercial parking in institutional lots)	Principle use chart in RL - RM3			X	N/A	This strike out removes shared parking in institutional lots as a separate use in the use table in residential districts. The proposed amendments propose one process for shared parking, and one standard for the location of shared parking instead of three.
66.231	residential district dimensional standards (density bonus for affordable housing).	Allows a density bonus for structured parking and affordable housing			X	The proposed amendment would remove the requirement that a development needs structured parking in order to get the density bonus for a affordable housing. Structured parking can cost between 25 - 50 k a space. Requiring structured parking in order to get the density bonus for affordable housing, may make producing these units economically unfeasible. This proposed strike out is consistent with the following policies: Policy H-18. Foster the preservation and production of deeply affordable rental housing (housing affordable to those at 30% or less of the Area Median Income or AMI), supportive housing and housing for people experiencing homelessness. Policy H-31. Support the development of new affordable housing units throughout the city.	Separates the density bonus for affordable housing from the density bonus for structured parking.
66.331	traditional neighborhood district dimensional standards (density bonus for structured parking)	Allows a density bonus for structured parking			X	This provision, as currently written, is a density bonus which allows the T1 maximum residential density of 1700 sq ft per unit to be increased to 1100 sq ft feet per unit, if the unit is served by two structured parking spaces. The proposed amendment would allow the same density bonus at a ratio of one structured parking space per unit. This amendment is consistent with policy LU-14 which calls for reducing the amount of land devoted to off-street parking in order to use land more efficiently, accommodate increases in density on valuable urban land, and promote the use of transit and other non-car mobility modes.	Clarifies language.
66.331	traditional neighborhood district dimensional standards	Allows a density bonus for structured parking	X			The amendment would potentially reduce the maximum density of projects that have a mix of surface and structured parking in the future and the current maximum density of parcels zoned T2 along University Avenue if they don't have a structured parking.	Removes reference to "required parking", because parking is no longer required in the full elimination option. The amendment would potentially reduce the maximum density of projects that have a mix of surface and structured parking.
66.341 and 66.342	This provision is a parking reduction for residential uses in T districts	it reduces parking requirements for residential uses in T districts by 25%			X	N/A	This is irrelevant in the full elimination option and in the reduced minimums option the reductions are simplified and consolidated into one T district reduction in section 63.207.

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66.942	Ford district vehicle parking standards	Creates separate minimum and maximum parking requirements for ford districts	X	X		The reduced minimums option would eliminate minimum parking requirements for most of the ford site and the full elimination option eliminates minimums everywhere including ford. Reducing and eliminating parking minimums aligns with the vision set forth in the Ford Site Zoning and Public Realm Master Plan to reduce automobile trips and traffic congestion.	N/A
Appendix	TDMP program guide	The program guide creates the standards for TDMPs. The ordinance amendments support the process laid out in the guide.	X	X		<p>The supplemental TDMP program guide will help us achieve the following policies: TDMP will help achieve comprehensive plan policies:</p> <ul style="list-style-type: none"> • Policy T-21. Reduce vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles. • Policy T-22. Shift mode share towards walking, biking, public transit, carpooling, ridesharing and carsharing in order to reduce the need for car ownership. 	<ul style="list-style-type: none"> • The TDMP program guide greatly simplifies the TDMP process, by creating a point system which weights TDMP measures based on their estimated reductions in VMT (vehicle miles traveled). • This simplified process can eventually be automated because of how of how the guide standardizes TDMP's. • The guide describes the program in less technical terms then if it were to be done using ordinance language. • Having a guide that is separate from the ordinance would also potentially enable changes or updates in the guide without changing the underlying ordinance.