

Parking Study Public Comment Review and CNPC Recommendation

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PLANNING & ECONOMIC
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Public Engagement Summary

Study released for public comment on March 19, 2021

Staff gave two webinars open to anyone citywide, and also gave presentations at:

- Sustain Saint Paul
- The South East Community Organization
- The Saint Paul Area Chamber of Commerce
- The North End Neighborhood Organization
- The Mac-Groveland District Council
- The West 7th/Fort Road Federation
- The Highland Business Association
- The Hamline Midway Coalition
- The Highland District Council

Each option has different benefits



Renter
Renee



Homeowner
Harriet



Shopkeeper
Shauna



Developer
Danielle



Planner Paul



REDUCE parking minimums

More affordability



More flexibility



Simpler admin More leverage



ELIMINATE parking minimums

Most affordability



Most flexibility

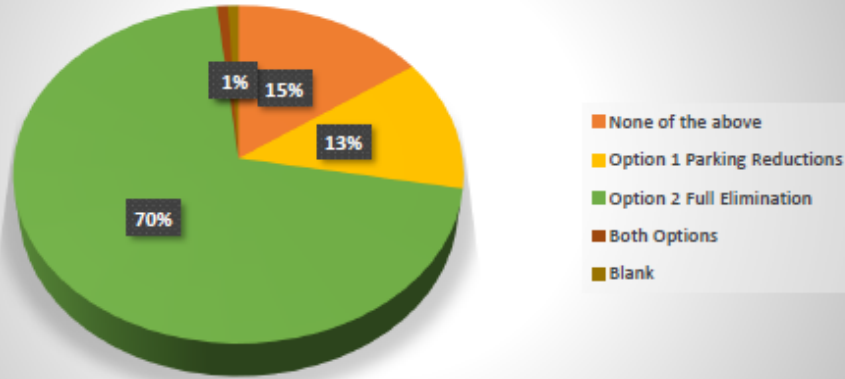


Simplest admin



Less leverage

Parking Study Public Testimony



Public Comment Results

- On April 30th the Planning Commission held a public hearing and the public comment period remained open until May 7th, 2021.
- In total, 237 written comments were submitted online, and 4 people spoke at the public hearing who also submitted comments.
- Roughly 70% of the public that submitted comments indicated that they preferred the option to eliminate minimum parking requirements

Specific Additional Amendments Suggested in Comments

- Lowering the threshold for when a travel demand management plan is required
- Lowering the threshold for when unbundling parking is required
- Lowering parking maximum requirements
- Specifying the type of bike parking required (long-term vs. short term) particularly for residential and office uses
- Increasing the bike parking requirement to 1 per unit

- **This study makes amendments in all but one of these areas already, and they are significant changes.** Exception: Parking Maximums, which exist today.
- **Staff is recommending that these items not be addressed any further at this time.**
- However, additional changes such as these could be included in **a future study.**
- **Time is needed to see the results of the above amendments.** This would also give the City a chance to collect data to analyze the current amendments.



Coordination with other City departments – Comprehensive Plan implementation

- Continued collaboration with **Department of Safety and Inspections (DSI)**
 - Another amendment has now been included that simplifies off-street loading provisions
 - Future coordination with travel demand management implementation
- Continued communication and collaboration with **Public Works**
 - Public Works has emphasized that they are not opposed to the changes being proposed (i.e. elimination of minimums, or parking reductions)
 - Continue to work together to understand impacts of off-street parking changes on potential increased demand for on-street parking. City policies:
 - Support the modal hierarchy in transportation/street project design: pedestrians, bikes, transit, and then other vehicles
 - Prioritize safety for all modes when street design changes involve the potential loss of on-street parking spaces, ahead of maintaining the parking.
 - New communication strategies needed regarding operations (e.g. snow emergencies, etc.).



- On June 9th the Comprehensive and Neighborhood Planning Committee met to review the public testimony and to make a recommendation.
- The Committee voted to recommend that the Planning Commission forward the “full elimination” package of amendments and the supplemental TMDP guide to the Mayor and City Council for consideration.

Thank You

