

# ZONING CODE PARKING STUDY

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# BACKGROUND...

- In January , 2017 City Staff met with various council members to discuss parking issues and the possible need of study.
  - The 2010 parking study. (reductions and simplification of use categories)
  - Financing driving development parking facilities for larger developments
  - Possible exemptions for small businesses
  - Bike requirements

Our planning director directed staff to develop a scope of study and request that the planning commission develop a study.



# DISTRICT COUNCIL OUTREACH

- Presentations to district council's that would directly effected by potential parking updates in the scope of study.
  - **Eliminating parking minimums in District Del Sol and possibly the West Side Flats for parcels zoned Traditional Neighborhood. (District 3)**
  - **Eliminating parking minimums along the Snelling Avenue Corridor for parcels zoned Traditional Neighborhood, amending the required parking table to include a bike requirement for each use city-wide, and reallocating parking fund money for the development of shared bike parking city-wide. (Districts 13,14, and 15)**
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# FULL STUDY SCOPE

- **As-built parking ratios for new development along the Green Line, and determine if the code should be amended to eliminate or reduce parking requirements along other corridors or nodes.**
  - Elimination of required parking for all zoning districts within a quarter-mile of University Avenue, as opposed to just in Traditional Neighborhood districts.
  - Parking reductions or exemptions modeled after other cities to determine if they are feasible in Saint Paul – specifically, exemptions for small businesses, reductions for historic structures and reductions for affordable housing units.
  - **Decoupling bike requirements from vehicular parking requirements.**
  - Zoning Code or enforcement/operational changes to support the City of Saint Paul’s travel demand management requirements, such as requiring that the cost of parking is decoupled from rent.
  - Changes to parking requirements for specific uses such as colleges and universities, and residential units.
  - Fee-in-lieu of parking requirement ordinance.
  - Elimination of stand-alone surface parking as a permitted use in B4 and B5 zoning districts.
  - Counting on-street parking towards meeting parking minimums in more zoning districts than just T3 and T4.
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# ELIMINATING PARKING MINIMUMS ON SNELLING AVE

## ZONING CODE AMENDMENT

Amend section 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 ( $\frac{1}{4}$ ) mile of University Avenue, **Snelling Avenue, and Robert Street between “ ”** 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.



# RESULTS

- Parcels zoned traditional neighborhood in specified corridors would have no minimum parking requirements.
- **Increased potential density for parcels zoned T2** to a 3.0 floor area ratio. (the zoning code allows a density bonus in T2 districts that is prorated on the amount of required parking built as structured parking.)
- We have found that new larger development on green line has provided parking. (determining the parking ratios of these new developments will be part of the study)

# DECOUPLING BIKE PARKING REQUIREMENTS FROM VEHICULAR PARKING REQUIREMENTS

Required bike parking is currently determined by section 63.210 (a).

Sec. 63.210. - Bicycle *parking*.

(a) Bicycle *parking* required. 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.

# DECOUPLING BIKE PARKING REQUIREMENTS FROM VEHICULAR PARKING REQUIREMENTS

Amend Table 63.207 to create bike requirements that are specific to the land-use.



Land Use	Minimum Number of Parking Spaces
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 400 sq. ft. GFA up to 30,000 sq. ft. GFA, plus 1 space for each additional 800 sq. ft. GFA over 30,000 sq. ft. GFA
Greenhouse, garden center	1 space per 400 sq. ft. GFA plus 1 space per 1,000 sq. ft. outdoor sales or display area
Mortuary, funeral home	1 space per 150 sq. ft. GFA
Multiuse center	1 space per 400 sq. ft. GFA up to 30,000 sq ft GFA, plus 1 space for each additional 800 sq ft GFA over 30,000 sq. ft. GFA. Required parking for uses defined as a "bar" or

Minimum Number of Bike parking spaces

# RESULTS

- In areas where we have reduced or eliminated vehicular parking requirements, bike parking would still be required.
- New minimum parking table would be restructured like the city of Madison.

Use	Automobile Minimum	Automobile Maximum	Bicycle Minimum
<b>Mixed Commercial-Residential Uses</b>			
Live/work unit	1/d.u. +1 per 2 employees	2 outside	1 per dwelling
Mixed-use	calculated based on separate components (see shared parking standards)	calculated based on separate components (see shared parking standards)	calculated based on separate components (see shared parking standards)
<b>Office Uses</b>			
Offices Artist, photographer studio, etc. Insurance office, real estate office, sales office	1 per 400 sq. ft. floor area	1 per 250 sq. ft. floor area	1 per 2,000 sq. ft. floor area
Telecommunications center	1 per 2 employees	1 per employee	1 per 10 employees
<b>Medical Facilities</b>			
Clinic, medical, dental or optical Medical laboratory Physical, occupational or massage therapy Veterinary clinic, animal hospital	1 per 2 employees	1 per 200 sq. ft. floor area	1 per 5 employees
Hospital	1 per 4 beds or based on a parking study or	determined by Zoning Administrator	1 per 2,000 sq. ft. floor area

# NEXT STEPS

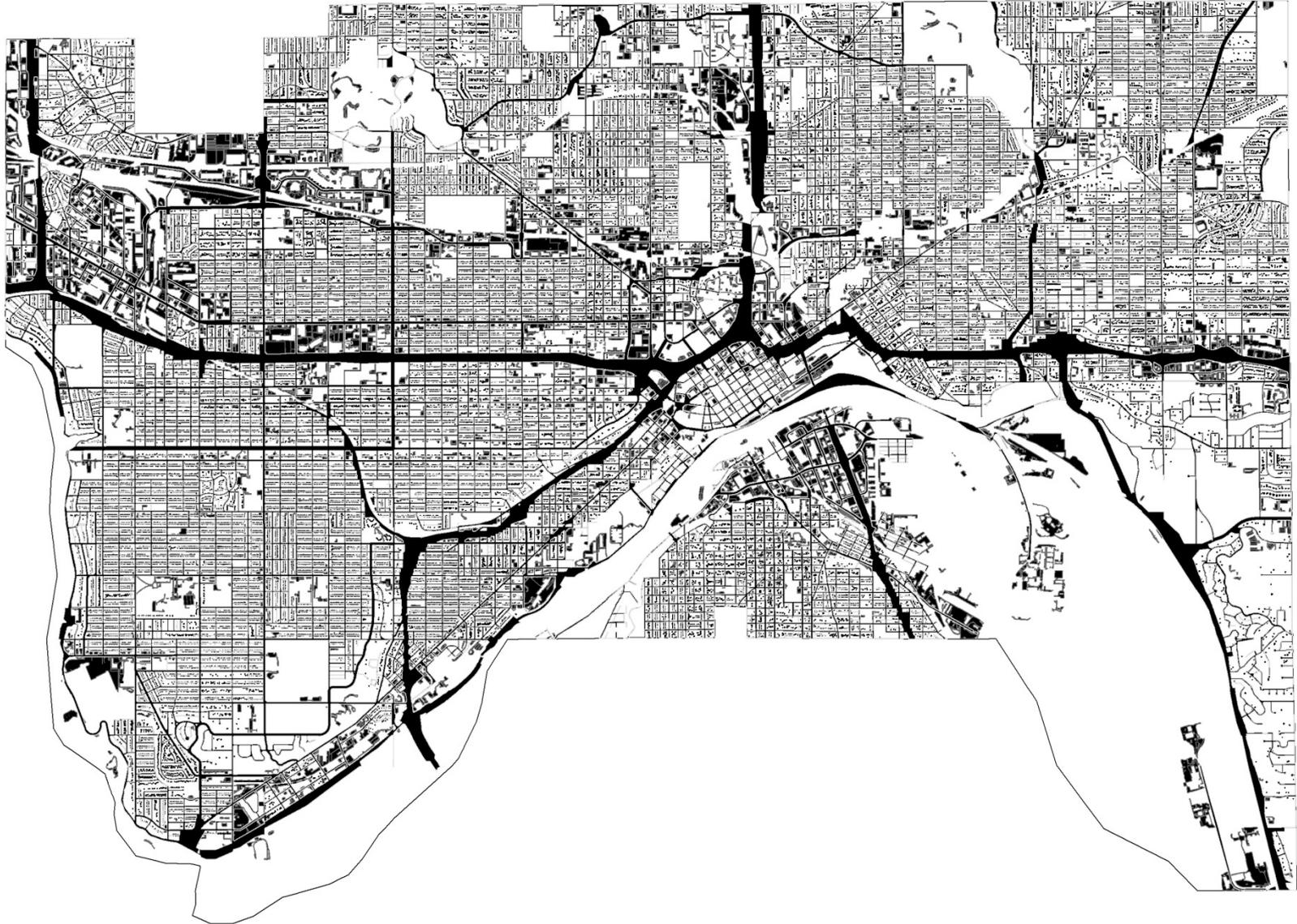
- Planning Commission initiates the study
- Transportation Committee on 8/13.



**QUESTIONS?**



# SOME INTERESTING FACTS...



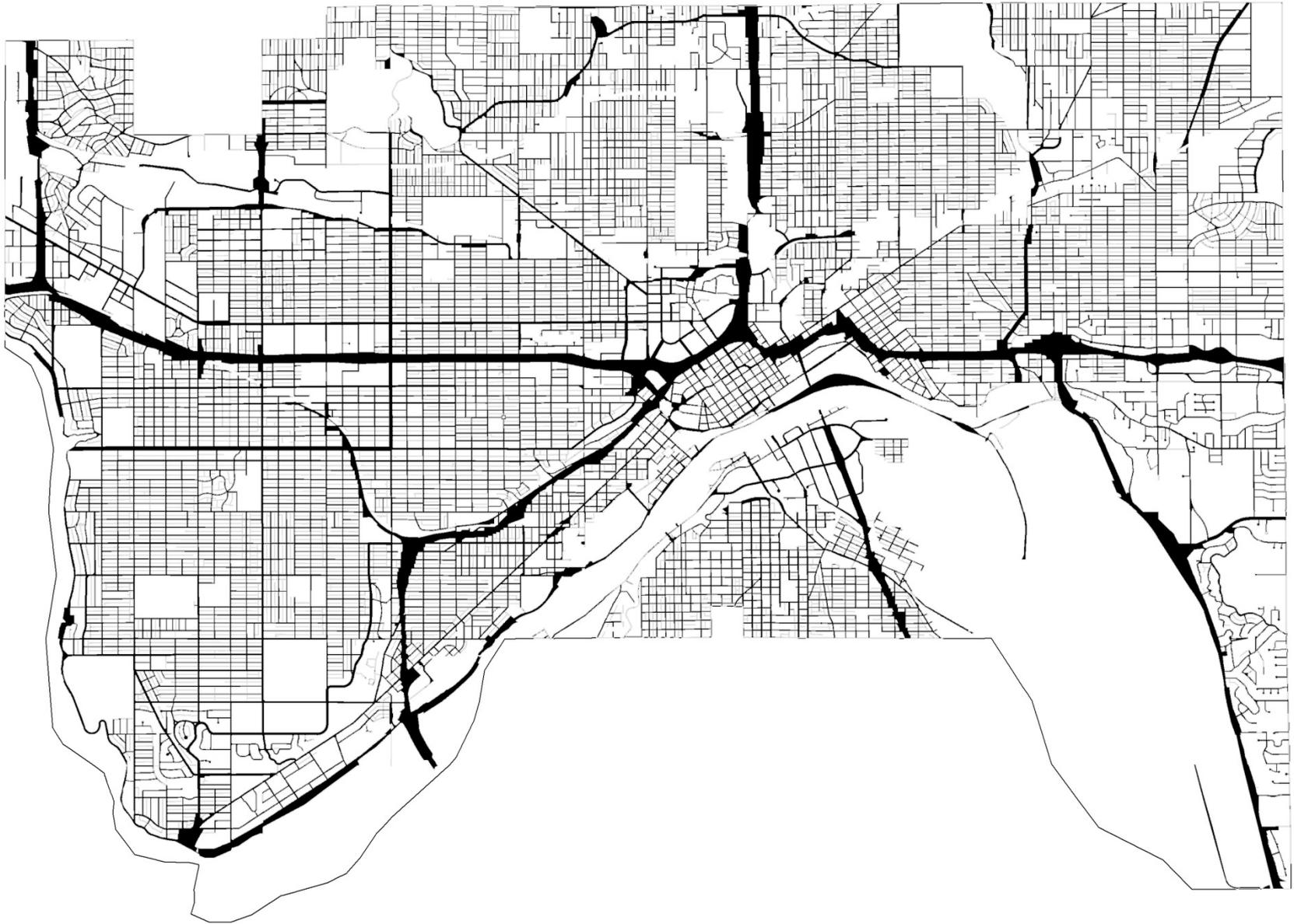
# Roughly 27,495,141 sq. ft. of Garage Space in Saint Paul



**Roughly 115,929,596 sq. ft. of surface parking**



**Roughly 372,877,200 Sq. ft. of Right-Of-Way**



**About 33% of Saint Paul's Area is dedicated primarily to the purpose of moving and storing automobiles...**

