



CITY OF SAINT PAUL  
Melvin Carter, Mayor

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**DATE:** July 18, 2018  
**TO:** Planning Commission  
**FROM:** Comprehensive and Neighborhood Planning Committee  
**SUBJECT:** Initiating a Zoning Code Parking Study

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### **Background**

In January 2017, City staff met with Council Members Stark, Brendmoen and Prince to discuss Zoning Code parking requirements and the potential need for a zoning study to update the parking chapter. The major discussion points in that meeting were: 1) the 2010 parking study that resulted in significant reductions to parking requirements and simplification of the use categories; 2) financing driving the development of parking facilities for larger projects along the Green Line; 3) possible exemptions of parking requirements for small businesses; and 4) bike parking requirements. In response to the issues identified by the Council Members, such as parking requirements being an impediment to the reuse of buildings and the lack of bike parking being required at new businesses, the Planning Director directed staff to develop a scope of work for a parking study and request that the Planning Commission initiate a study.

### **District Council Outreach**

Staff has presented some preliminary ideas for potential parking updates to Districts 3, 13, 14, and 15 at their monthly District Council meetings. These early meetings were prompted by District Council resolutions/requests and potential parking updates that would directly affect those District Councils. District 3 requested that the City consider eliminating parking minimums in District Del Sol, and Districts 13, 14 and 15 passed resolutions asking PED and Public Works to examine bike parking requirements and the development of public bike racks.

A range of ideas was discussed, including:

- 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)

### **Proposed Study Scope**

Based on conversations with Council Members, staff experience with current parking requirements, and proposed policy direction in the *2040 Comprehensive Plan*, the proposed scope of the parking study is to evaluate:

- 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.

**Committee Recommendation**

The Comprehensive and Neighborhood Planning Committee recommends that the Planning Commission initiate a zoning study regarding potential changes to the City’s parking requirements to better implement the current and proposed Comprehensive Plan.

Attachments:

- Draft Planning Commission resolution
- Mac Groveland Community Council resolution
- Highland District Council resolution
- Code example chart



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## Resolution to Request City Follow Up on Bicycle Plan Recommended Actions

Whereas, the city's Bicycle Plan that was adopted in 2014 includes an action item (no. 7.1.1) to "conduct a zoning study to evaluate revisions to the zoning code to differentiate between short-term and long-term bicycle parking; to evaluate minimum bicycle parking requirements for residential developments; and to consider strategies to ensure sufficient bicycle parking is provided along the Green Line light rail and future transit corridors"; and

Whereas, required bicycle parking spaces are directly tied to the number of motor vehicle parking spaces provided, which means at times that no bicycle parking spaces may be required when there is need; and

Whereas, the plan also includes an action item (no. 7.1.2) to "complete a full inventory of bicycle parking within the public right-of-way and establish a procedure to update and publish the maps and inventory as appropriate"; and

Whereas, the plan also includes an action item (no. 7.1.3) to "conduct a study to identify where a bike parking deficit exists in commercial areas and create a proactive strategy and program to fund and install additional bike parking in high-demand areas."

Whereas, the Transportation Committee of the Macalester-Groveland Community Council is interested in partnering with the city to assist as needed with completing these recommended action items; therefore:

Be it Resolved, that the Macalester-Groveland Community Council requests that the City initiate the action items 7.1.1, 7.1.2 and 7.1.3.



Highland District Council  
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## **Resolution to Request City Follow Up on Bicycle Plan Recommended Actions**

Whereas, the city's Bicycle Plan that was adopted in 2014 includes an action item (no. 7.1.1) to "conduct a zoning study to evaluate revisions to the zoning code to differentiate between short-term and long-term bicycle parking; to evaluate minimum bicycle parking requirements for residential developments; and to consider strategies to ensure sufficient bicycle parking is provided along the Green Line light rail and future transit corridors"; and

Whereas, required bicycle parking spaces is directly tied to the number of motor vehicle parking spaces provided, which means at times no bicycle parking spaces may be required when there is need; and

Whereas, the plan also includes an action item (no. 7.1.2) to "complete a full inventory of bicycle parking within the public right-of-way and establish a procedure to update and publish the maps and inventory as appropriate"; and

Whereas, the Transportation Committee of the Highland District Council mapped bicycle parking within Highland in 2016 and is interested in partnering with the city to assist as needed with completing this recommended action item; and

Be it Resolved, that the Highland District Council requests that the City initiate the zoning study called for in the city's Bicycle Plan as soon as possible and initiate the bicycle parking inventory and map.

Approved November 02, 2017  
By the Highland District Council Board of Directors

Resolution 2017 – 21T

The Highland District Council's mission is to foster opportunities for the people that live, learn, work, and play in Highland Park to engage and connect with neighbors, businesses and local government and to help build a more vibrant, welcoming, and safe neighborhood.

The HDC is a registered 501(c)3 non-profit.

## Affordable Housing Reduction Examples

City	Ordinance #	Policy
Seattle, WA	23.54.020.F	<p>M. Parking 1. Policy background a. It is the City's policy to encourage use of a broad range of transportation options and to reduce reliance on single-occupant vehicles. b. Increased parking demand associated with development projects may adversely affect the availability of parking in an area, especially one that is not well served by transit or other transportation choices. c. Parking regulations, where appropriate, and other policies and regulations designating preferred land use patterns and promoting transportation choices, combine to alleviate most growth-related parking impacts including cumulative impacts. This policy recognizes that the City's land use and transportation planning policies encourage development patterns that support personal choices among many transportation modes and maximize the ability of the street network to function efficiently. This policy also recognizes the substantial costs imposed on housing by requiring construction of parking, which adversely affects the ability to provide housing, including affordable housing. City land use policies that encourage residential and commercial growth in the areas with the greatest availability of transportation choices promote efficiencies that may reduce or limit per capita parking demand. Due, however, to shortfalls in available parking resulting from existing or projected demands, the City recognizes that in some neighborhoods parking spillover impacts may occur. 2. Policies a. It is the City's policy to minimize or prevent adverse parking impacts associated with development projects. This is achieved by requiring parking impact mitigation of development projects where appropriate as provided for in the Land Use Code or other codes. It is also achieved through implementing growth-management policies, transportation policies, and policies that support reducing or eliminating off-street parking requirements where residents and others may conveniently choose to use other forms of transportation instead of relying on automobiles.</p>
		<p>F. Reductions to required parking 1. When parking is required, reductions permitted by this subsection 23.54.020.F will be calculated from the minimum required parking in Section 23.54.015. Total reductions to required parking as provided in this subsection 23.54.020.F may not exceed 50 percent. 2. Transit reduction a. In multifamily and commercial zones, the minimum required parking for all uses is reduced by 50 percent if the property is located within a frequent transit service area, and the property is not located in an Urban Center, Urban Village, or Station Area Overlay District.</p>
San Diego, CA	§142.0527 Affordable Housing Parking Regulations	<p>units that meet the criteria in Section 142.0527(a)(3). (a) Definitions. For the purposes of Section 142.0527, the following definitions apply: (1) Civic Uses means cultural facilities, libraries, museums and art galleries, post offices, public parks, recreation centers, or social service agencies. (2) Family Housing means a development where 50 percent or more of the dwelling units contain two or more bedrooms. (3) Affordable housing dwelling units are dwelling units within a multiple dwelling unit development that meet the following criteria: (A) Dwelling units are rental units reserved for a period of at least 30 years for low income or very low income households in which the tenants do not pay more than 35 percent of gross household income toward gross rent (including utilities). These provisions shall be included in a written agreement with the San Diego Housing Commission; and (B) The development falls into at least one of the following categories:</p> <ul style="list-style-type: none"> <li>(i) Family Housing;</li> <li>(ii) Housing for Senior Citizens, meeting the criteria of "Housing for older persons" as defined in 42 United States Code, Section 3607(b) of the Fair Housing Act Amendments of 1988 and 24 Code of Federal Regulations, section 100.304; or "Senior citizen housing development" as defined in Section 51.3 of the California Civil Code;</li> <li>(iii) Housing for disabled persons;</li> <li>(iv) SRO hotel; or</li> <li>(v) Studio (up to and including 400 square feet) or 1 bedroom (greater than 400 square feet), provided the studio or 1 bedroom is not within a development for Family Housing or Housing for Senior Citizens.</li> </ul> <p>(b) Parking Demand. The minimum required automobile parking spaces for affordable housing dwelling units shall be determined using the following indexes (See the Land Development Manual: Calculating Affordable Housing Parking Requirements for guidance on calculating the Walkability and Transit Indexes.):</p> <ul style="list-style-type: none"> <li>(1) Walkability Index</li> </ul>
Portland, ME	Sec. 14-332.2. Categorical exceptions and modifications to offstreet parking requirements.	<p>(b) Incentives for affordable housing- parking reductions: For each low-income or workforce housing unit for rent or sale within an eligible project under the Affordable Housing Ordinance established in Division 30 of this article, no more than one (1) parking space shall be required. The planning board may establish a parking requirement for affordable housing units for rent or sale within an eligible project that is less than one (1) parking space per affordable housing unit, regardless of the size of the structure.</p>

Denver, CO	10.4.5.3 Vehicle Parking Reductions	<p>B. Reductions Allowed The Zoning Administrator shall allow an applicant to apply reductions to the minimum number of required vehicle parking spaces upon finding that the additional requirements and special review process stated in the following table have been met: Affordable Housing</p> <p>All Main Street Zone Districts</p> <p>Primary Residential Uses</p> <p>Housing that is affordable for persons with 40 percent area median income and below</p> <p>Alternative minimum vehicle parking ratio of 0.25 vehicle parking spaces per unit</p>
Santa Barbara, CA	30.175.050 Parking Exceptions and Reductions	<p>A. Affordable and Senior Housing. Unless further reduced by any applicable State law, development in which 100 percent of the units are developed as rental units affordable to very low or low income households, or Senior Housing, may reduce the number of automobile parking spaces to one uncovered automobile parking space per unit, and units restricted to Low Income Senior Housing may reduce the number of automobile parking spaces to one automobile parking space for every two units, provided the following conditions are met:</p> <p>1. Storage Space. Each unit shall have a minimum of 200 cubic feet of enclosed, weatherproofed, and lockable private storage space for the sole use of the unit tenant. Such space shall be accessible from the exterior of the unit it serves and shall have a minimum dimension of three feet.</p> <p>2. Recorded Covenant. A covenant is recorded in the County Land Records against the title stating the following. The City shall be a party to the covenant.</p> <p>a. All of the residential units on the Real Property shall be rented to very low or low income households or seniors; the maximum rent and the maximum household income of tenants shall be determined as set forth in the Affordable Housing Policies and Procedures Manual, and affordability shall continue for a minimum 90 years from the initial occupancy of the residential unit.</p> <p>b. The development has received a reduction in the amount of automobile parking required because it is a 100 percent affordable or senior project. In the event that the Real Property, or any portion thereof, is</p>

## Decoupling Rent and Parking Code Examples

City	Ordinance #	Policy	
Seattle, WA	23.42.070	<p>Parking for rented or leased multifamily dwelling units and commercial uses</p> <p>A. Parking for multifamily dwelling units 1. Off-street parking accessory to rented or leased multifamily dwelling units shall not be included in any dwelling unit rental agreement and shall be subject to a rental agreement addendum or in a separate rental agreement.</p> <p>2. Multifamily residential uses with rent and income criteria as described in Part III of Table B for 23.54.015 shall be exempt from the requirement of subsection 23.42.070.A.1. 3. Multifamily dwelling units with individual garages that are functionally a part of the dwelling unit, including but not limited to townhouses and rowhouses, shall be exempt from the requirement of subsection 23.42.070.A.1. B. Parking for commercial uses 1. Unless commercial uses are listed as exempt in subsection 23.42.070.B.2, off-street parking accessory to rented or leased commercial use spaces in structures that contain 4,000 square feet or more of gross floor area shall not be included in any new rental or lease agreement and shall be subject to a separate rental or lease agreement. The measurement of gross floor area in a structure shall be as described in Section 23.86.007 and shall include gross floor area for non-exempt and exempt uses if uses are known, minus gross floor area in parking uses, for determining if the structure exceeds the minimum floor area for this requirement.</p>	
Santa Monica, CA	9.28.110 Unbundled Parking	<p>Unbundled parking is the practice of selling or leasing parking spaces separate from the purchase or lease of the commercial or residential use. A. Applicability. 1. Residential Projects. All off-street parking spaces in new residential structures of 4 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more as shown in Figure 9.28.110, Areas Requiring Unbundled Parking, shall be leased or sold separately from the rental or purchase fees. This provision shall only become effective if SMMC Chapter 3.08, Preferential Parking Zones, or any successor thereto, is amended to establish this requirement.</p> <p>2. 100% Affordable Housing Projects. 100% Affordable Housing Projects shall be exempt from this provision.</p> <p>3. Non-Residential Projects. All off-street parking spaces associated with new non-residential projects as shown in Figure 9.28.110, Areas Requiring Unbundled Parking shall be leased or sold separately from the rental or purchase fees.</p> <p>4. Notwithstanding the above, the unbundling requirements set forth in this Section may become optional and not mandatory, if, to the extent legally feasible, the City imposes substitute measures which would achieve a comparable level of vehicle trip reduction.</p>	<p><a href="https://www.smgov.net/uploadedFiles/Departments/PCD/Plans/Downtown-Specific-Plan/DCP%20Parking%20Requirements.pdf">https://www.smgov.net/uploadedFiles/Departments/PCD/Plans/Downtown-Specific-Plan/DCP%20Parking%20Requirements.pdf</a></p>
San Francisco, CA	SEC. 167. PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW RESIDENTIAL BUILDINGS.	<p>(a) All off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential owners or renters of three-bedroom or more units, second to the owners or renters of two bedroom units, and then to the owners or renters of other units. Renters or buyers of on-site inclusionary affordable units provided pursuant to Section 415 shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units, and at a price determined by the Mayor's Office of Housing, subject to procedures adopted by the Planning Commission notwithstanding any other provision of Section 415 set seq.</p> <p>(b) Exception. The Planning Commission may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.</p>	

## Fee in Lieu of parking examples

City	Ordinance #	Policy
Town of Jackson, WY	SECTION 4270. PAYMENT OF FEE-IN-LIEU OF PROVIDING OFF-STREET PARKING; FEE-IN-LIEU ELIGIBILITY AREA	<p>A. General. Within certain specified boundaries in the Town of Jackson, a one-time fee may be paid in lieu of providing a portion of the on-site parking required by these Land Development Regulations. The Town Council has established Section 4240.B. Downtown Parking and Loading Requirements in which all properties located within the Downtown Special Parking Area shall be eligible for purchasing fee in lieu of providing off-street parking as established in this section. For developments, within the boundaries of the Fee-In-Lieu Eligibility Area, the Jackson Town Clerk shall accept fees in accordance with parking and fee schedules set forth by Resolution, and in accordance with the standards of this section. B. Fee commensurate with cost to provide off-street parking. The fee to be charged for each off-street parking space required, which is not provided by the developer in accordance with Section 4240.B. Downtown Parking and Loading Requirements shall be a one-time fee set forth by an annually adopted ordinance. The fee shall be commensurate with the cost of providing off-street parking and shall be used exclusively for such purpose. In addition, the actual number of spaces eligible for fee in-lieu shall be set annually by ordinance. C. Credits for prior use. In instances of redevelopment, parking fee credit shall be given for any legal use existing on the subject land as of October 29, 1988. Credits are calculated on the basis of the off-street parking requirements, which became effective throughout the Town on October 29, 1988. Jackson Municipal Code – Land Development Regulations Article 4 - Development Standards Page 32 of 114 D Assignment of credits. All parking credits run with the land and are not transferable. All credits are calculated and applied in the aggregate, and are not applied on a use-by-use basis. E. Prior Purchase of Fee in Lieu Spaces. Sites, for which fee in lieu were once paid, will be entitled to a credit for that number of spaces in calculation of new parking requirements. F. Banking of Fee in Lieu Spaces. Applicants will be allowed to pay for fee in lieu spaces in advance and “bank” the use of, said spaces for future redevelopment within the district.</p>
Lake Frest, IL	§ 159.131 GENERAL REQUIREMENTS (J)	<p>(J) Payment in lieu of providing off-street parking.</p> <p>(1) (a) When, in the O-1 Office and B-2 Commercial Business Districts, additional off-street parking is required to be provided, either because of the erection of a new building or addition or an increase of usable floor area for retail and/or office previously used for storage, utility or similar use or change in use necessitating the provision of additional parking, off-street parking required herein may be provided by way of a payment of a fee only if authorized by a special use permit.</p> <p>(b) A payment in lieu of parking shall be considered recognizing that the city has limited opportunities to provide additional spaces in the B-2 and O-1 Districts. In addition to the standards required to be met in § 159.045(E), such special use permit may be granted to allow for payment in lieu of parking only upon a showing that the proposed use is needed and desired as a component of the district, beneficial to the overall community and appropriate at the proposed location. In addition, it shall be demonstrated by the parties seeking the special use permit that providing parking on-site, in conformance with required ratios, will have a negative impact on the character of the immediate area and the district as a whole.</p> <p>(c) The Plan Commission recommendation on a request for a special use permit shall be forwarded to the City Council for action consistent with standard special use permit procedures. A fee for parking shall be established by the City Council based on the cost of constructing parking spaces and other related factors and the fees shall be updated periodically along with other fees and charges established by the City Council.</p> <p>(2) All fees collected and all interest earned thereon under the provisions of this division (J) shall be placed in the Parking Facilities Fund established by the City Council and shall be used only for the acquisition of land, improvement or maintenance of municipally owned or leased off-street parking facilities for the benefit of those buildings, structures and uses in the O-1 and B-2 Districts and the general community.</p>
Bend, OR	3.3.200 Applicability.	<p>All development within the City of Bend shall comply with the provisions of this chapter.</p> <p>In the Central Business District (CBD), prior to the issuance of any building permit for construction of a new building, enlargement of an existing building, or the change of use requiring additional off-street parking as required by BDC 3.3.300, the owner or occupant shall pay a fee in lieu of providing the required off-street parking or provide the off-street parking as specified in Table 3.3.300. The fee to be paid in lieu of providing parking shall be calculated on the basis of parking spaces required by this chapter. The fee and the policies regarding fees in lieu of parking shall be established by resolution by the City Council.</p> <p>The fee shall be a one-time fee deposited into a fund to be used only for the planning, acquisition, development and maintenance of off-street parking facilities located in and/or adjacent to the CBD. [Ord. NS-2016, 2006]</p>



Carmel by the Sea, CA	17.38.040 Parking In-Lieu Fee Program.	<p>When parking adjustments have been authorized by the Planning Commission in conformance with CMC 17.38.030(C), required parking may be satisfied by the payment to the City of in-lieu fees. Funds collected by the City from such payments shall be deposited in a specific fund and used by the City to acquire and/or develop off-street parking. Such parking shall be available to the public and shall be in or near the business district of the City. Funds paid to the City for in-lieu parking shall not be refundable in the event of destruction or removal of the structure or land use for which the funds were paid, but shall run with the land. The City shall maintain a record of all spaces credited to each property including all spaces paid through in-lieu fees, spaces physically provided on each property and all spaces represented by the existing parking nonconformity on each site.</p> <p>A. Payment of In-Lieu Fees. All in-lieu parking fees shall be paid prior to the issuance of the first permit (any business license or building permit) for which the in-lieu fees are required with one exception. The only exception arises when the number of in-lieu parking spaces exceeds five, in which case at least 40 percent of the total in-lieu fees shall be paid prior to the issuance of the project permit or license and the remaining balance shall accrue interest at the prime interest rate fixed on the date the first permit or license is issued. Any fees, including interest that will be subject to such delayed payments shall be evidenced by a promissory note. This promissory note shall provide for the payment of attorney's fees and costs to the prevailing party and shall be secured by a deed of trust.</p> <p>B. Determination of Value of Parking In-Lieu Fees. The amount to be charged for an in-lieu parking space shall be determined by using the current construction costs of public garages having Type I or Type II fire resistance and the regional modifier for the San Francisco area as supplied by the "Building Standards" of the International Conference of Building Officials and a factor representing land costs. Four hundred square feet shall be used as the necessary area for a car to park and have maneuvering room with ingress and egress. The current construction costs per square foot shall be multiplied by the modifier to determine the cost per square foot to construct the parking space. The cost of constructing the parking space shall then be increased by 50 percent to reflect land cost. This total shall be the fee paid for each full in-lieu parking space. A fee reduction of 25 percent shall be allowed for parking spaces required for newly established residential dwelling units. (Ord. 2004-02 § 1, 2004; Ord. 2004-01 § 1, 2004).</p>
Davis, CA	40.25.060 In-lieu-of parking payments	<p>Off-street parking for properties where on-site parking is not permitted at grade level, or where in-lieu-of payments are a permitted alternative to on-site parking, may be provided as follows:</p> <p>(a) By payment to the city in an amount equal to the value of the required parking on a per parking place basis. From time to time the city council shall establish by resolution the value of off-street parking facilities on a per parking place basis. Funds collected by the city from such payment shall be deposited in a special fund and used only by the city to acquire and/or develop on-street or off-street parking and related facilities which are determined by the city council to alleviate the need for parking spaces in the core area.</p> <p>(b) Such parking shall be available to the public and shall be in or near commercial districts of the city.</p> <p>(c) Funds paid to the city for in-lieu-of parking shall not be refundable except as otherwise provided for by state law.</p> <p>(d) All in-lieu-of parking fees shall be paid prior to the issuance of certificate of occupancy. In the case of a multi-tenant building, the fees shall be calculated based on and paid prior to the issuance of certificate of occupancy for each individual tenant spaces. (Ord. 924 § 5; Ord. 946 § 5; Ord. 2148 § 2, 2004)</p>

## Bike Parking Examples

City	Ordinance #	Policy
San Francisco, CA	SEC. 155.2. BICYCLE PARKING: APPLICABILITY AND REQUIREMENTS FOR SPECIFIC USES.	<p>(b) Rules for Calculating Bicycle Parking Requirements.</p> <p>(1) Under no circumstances may total bicycle parking provided for any use, building, or lot constitute less than five percent of the automobile parking spaces for the subject building, as required by Section 5.106.4 of the 2013 California Green Building Standards Code (CalGreen) (California Title 24, Part 11), as amended from time to time.</p> <p>(2) Calculations of bicycle parking requirements shall follow the rules of Section 153(a) of this Code.</p> <p>(3) Where bicycle parking is required per subsection (a)(2) above, bicycle parking shall be provided for all Dwelling Units at the same ratio as existing off-street vehicle parking is provided relative to the amount of off-street vehicle parking that is required by this Code.</p> <p>(4) Where bicycle parking is required due to addition, conversion, or renovation of an existing building, per subsection (a)(3) above, the bicycle parking shall be calculated based on the total square footage of the building or lot for all uses after the addition, conversion, renovation or parking expansion.</p> <p>(5) Where bicycle parking is required due to change of use, per subsection (a)(4) above, the bicycle parking shall be calculated based on the occupied area of uses changed.</p> <p>(6) Where a project proposes to construct new Non-Residential Uses or increase the area of existing Non-Residential Uses, for which the project has not identified specific uses at the time of project approval by the Planning Department or Planning Commission, the project shall provide the amount of non-residential bicycle parking required for Retail Sales per Table 155.2 .</p>
Portland, OR	33.266.210 Required Bicycle Parking	<p>A. Number of spaces required.</p> <p>1. The required minimum number of bicycle parking spaces for each use category is shown on Table 266-6. No bicycle parking is required for uses not listed.</p> <p>2. The required minimum number of bicycle parking spaces is based on the primary uses on a site. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the primary uses is based on net building area, the net building area of accessory uses is included with the primary uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area. If the primary use is not listed in Table 266-6, no bicycle parking is required for the accessory use.</p> <p>3. When there are two or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.</p> <p>B. Exemptions.</p> <p>1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.</p>
Davis, CA	40.25A.060	<p>(a) When a tract of land is developed with a mixed use building or development such as residential/commercial, residential/office, or retail/office, but is developed under single ownership or control, the required bicycle parking will be determined by calculating the required parking for each individual land use and then adding the individual requirements together to create a total bicycle parking requirement.</p> <p>(b) When the required number of spaces is based on net building area, the net building area of any accessory use is included with the primary use in the calculation (e.g., manufacturing site with accessory office space).</p> <p>(c) After the bicycle parking requirement has been calculated, if the requirement results in a fraction of a space to be provided, the parking space requirement shall be rounded to the nearest whole number. (Ord. 2421 § 2, 2013)</p>

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

**Amendments to Zoning Code Parking Standards and Minimum Required Off-Street Parking  
by Use**

WHEREAS, § 61.801 of the City's Legislative Code, *Changes and amendments*, requires periodic review and reevaluation of the Zoning Code, and provides for Planning Commission initiation of Zoning Code amendments; and

WHEREAS, through issues identified by Saint Paul City Councilmembers, staff experience with the Zoning Code, and policy direction of the *2030 Comprehensive Plan*, there is a need to study updates to the Zoning Code regarding parking requirements; and

WHEREAS, Policy 2.12 of the *2030 Comprehensive Plan* Transportation Chapter calls for simplifying and reducing parking requirements and use definitions; and

WHEREAS, Policy 2.8 of the *2030 Comprehensive Plan* Transportation Chapter calls for creating incentives for development in which off-street parking is voluntarily reduced, structured, pervious, or heavily landscaped; and

WHEREAS, minimum parking requirements have a significant impact on urban form, and Policy 2.2 of the *2030 Comprehensive Plan* Transportation Chapter calls for supporting transit-oriented design through zoning and design guidelines; and

WHEREAS, City staff have had conversations with several district councils regarding eliminating parking minimums and exploring changes to bike parking requirements; and

WHEREAS, the proposed scope of study includes, but is not limited to, evaluating changes to parking requirements for specific uses; decoupling bike parking requirements from vehicular parking requirements; parking reductions or exemptions for specific uses such as small businesses, historic structures and affordable housing; and eliminating or reducing parking minimums along transit corridors and nodes

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby initiates a study to examine Zoning Code text amendments to City parking standards to implement the Saint Paul Comprehensive Plan.

moved by \_\_\_\_\_

seconded by \_\_\_\_\_

in favor \_\_\_\_\_

against \_\_\_\_\_