

Zoning Code Chapter 63 Parking Updates



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Study Scope



- Elimination of required parking for all zoning districts within a quarter-mile of University Avenue, as opposed to just in Traditional Neighborhood districts. (draft text)
- 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. (draft text)
- Decoupling bike requirements from vehicular parking requirements. (currently working)
- 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. (draft text, needs more work)
- Changes to parking requirements for specific uses such as colleges and universities, and residential units. (some changes proposed)
- Fee-in-lieu of parking requirement ordinance. (will recommend future study)
- Elimination of stand-alone surface parking as a permitted use in B4 and B5 zoning districts. (Draft text amendment)
- Counting on-street parking towards meeting parking minimums in more zoning districts than just T3 and T4. (draft text)

Parking reductions or exemptions



- Sec. 63.207. - Parking requirements by use.
- (a) *Off-street parking minimum.* The minimum number of off-street parking spaces by type of use shall be determined in accordance with table 63.207, minimum required off-street parking by use.
- (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, a light rail line, a bus rapid transit line, and 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. Off street parking requirements 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.
 - 4. A travel demand management plan, as described in section 63.122
 - 5. Affordable housing as described in section ... (see affordable housing draft exemption)
 - 6. Commercial uses as described in section...
 - 7. Multi-family residential uses in traditional neighborhood zoning districts as described in section...
 - 8. Multi-family residential uses in RM zoning districts as describe in section...

Other Implications



- Increased potential density for parcels zoned T2 in transit corridors 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.)

Affordable housing exemption

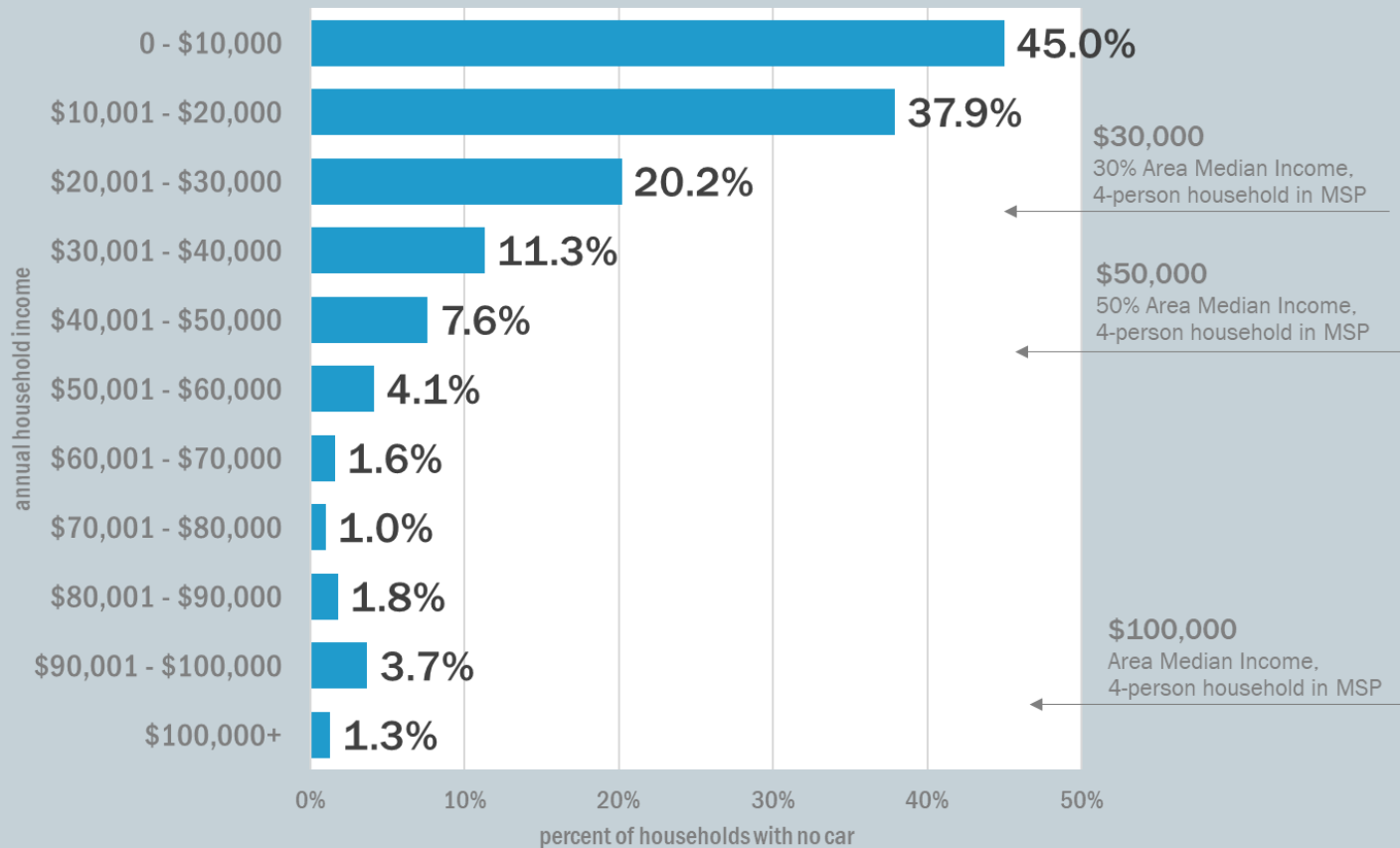


- Exemption of minimum parking requirements for affordable housing. **The minimum parking requirement shall be reduced by 100% for dwelling units that are erected or rehabilitated subject to a restriction that the units be leased to residents with incomes at or below 60% of the Area Median Income.** The Housing Director must verify, by letter to the Planning Director and the Zoning Administrator, the recordation, term, and tenor of the restriction.



% of Saint Paul Households with No Car, by Income

June 2019



Source: American Community Survey 2013-2017 5-year Dataset via IPUMS custom online query; and HUD Income Limits, April 2019 update

Commercial Uses Exemption



- Commercial uses off-street parking exemption. Off street parking is not required for the first 3,000 square feet of gross floor area of office, retail sales and services, and food and beverage uses in a structure.

(General land use categories were chosen because of their parking requirements are a ratio of GFA to Parking Spaces, additional categories could be added by changing requirements)

Historic Structure Exemption



- Structures built before 1955. Structures built prior to 1955 are exempt from the parking requirements, subject to review and approval by the **Director of Planning**, if historically no parking was provided on the site or the site lacks sufficient space on the lot to accommodate parking. New construction or additions on the site shall conform to the minimum off street parking requirements as determined in table 63.207.

{Would allow uses to change in older buildings without requiring new off street parking}

{Approval by Director of Planning, was intended for HPC review}

Travel Demand Management Changes



- Upon the submission of a travel demand management plan, the zoning administrator may reduce the minimum or maximum parking requirements set forth in table 63.207, based on the TDM strategies and implementation actions set forth in the travel demand management plan.
- (b) Applicability. A travel demand management plan must be prepared for any development, redevelopment, or phased construction project that meets any of the following criteria:
 - (1) Any development, redevelopment, or phased construction project over 40,000 sq. ft. of gross floor area.

(This will give us the ability to reduce required parking with a TDMP instead of the variance process)

More Potential Changes to TDMP



- Requiring a fixed number of strategies (Could be increased or decreased based on the size of a new development)
- Those strategies could be weighted based reductions in VMT.
- Point system for parking reductions (?)

VMT reductions



Implement Subsidized or Discounted Transit Program	0.3 – 20.0% commute vehicle miles traveled (VMT) reduction
Price Workplace Parking	0.1 – 19.7% commute vehicle miles traveled (VMT) reduction
Provide Ride-Sharing Programs	1 – 15% commute vehicle miles traveled (VMT) reduction
Provide Employer-Sponsored Vanpool/Shuttle	0.3 – 13.4% commute vehicle miles traveled (VMT) reduction
Unbundle Parking Costs from Property Cost	2.6 – 13% vehicles miles traveled (VMT) reduction
Limit Parking Supply	5 – 12.5% vehicle miles travelled (VMT) reduction
Implement Employee Parking “Cash-Out”	0.6 – 7.7% commute vehicle miles traveled (VMT) reduction
Commute Trip Reduction Programs	1.0 – 6.2% commute vehicle miles traveled (VMT) Reduction
Encourage Telecommuting and Alternative Work Schedules	0.07 – 5.50% commute vehicle miles traveled (VMT) reduction
Implement Commute Trip Reduction Marketing	0.8 – 4.0% commute vehicle miles traveled (VMT) reduction
Provide End of Trip Facilities (Showers, Secure Bike Lockers, Changing Spaces)	2 - 5% reduction in commute vehicle trips
Implement Commute Trip Reduction Marketing	0.8 – 4.0% commute vehicle miles traveled (VMT) reduction
Implement Car-Sharing Program	0.4 – 0.7% vehicle miles traveled (VMT) reduction

Unbundling parking pricing effects



Vehicle Ownership Reductions from Residential Parking Pricing

Annual (Monthly) Parking Fee	-0.4 Elasticity	-0.7 Elasticity	-1.0 Elasticity
\$300 (\$25)	4%	6%	8%
\$600 (\$50)	8%	11%	15%
\$900 (\$75)	11%	17%	23%
\$1,200 (\$100)	15%	23%	30%
\$1,500 (\$125)	19%	28%	38%

Should we require that every building over a certain size unbundles parking?

TDMP point system that is weighted on the parking fee?

Table 1 Parking Management Strategies

Strategy	Description	Typical Reduction	Traffic Reduction
Shared Parking	Parking spaces serve multiple users and destinations.	10-30%	
Parking Regulations	Regulations favor higher-value uses such as service vehicles, deliveries, customers, quick errands, and people with special needs.	10-30%	
More Accurate and Flexible Standards	Adjust parking standards to more accurately reflect demand in a particular situation.	10-30%	
Parking Maximums	Establish maximum parking standards.	10-30%	
Remote Parking	Provide off-site or urban fringe parking facilities.	10-30%	
Smart Growth	Encourage more compact, mixed, multi-modal development to allow more parking sharing and use of alternative modes.	10-30%	X
Walking and Cycling Improvements	Improve walking and cycling conditions to expand the range of destinations serviced by a parking facility.	5-15%	X
Increase Capacity of Existing Facilities	Increase parking supply by using otherwise wasted space, smaller stalls, car stackers and valet parking.	5-15%	X
Mobility Management	Encourage more efficient travel patterns, including changes in mode, timing, destination and vehicle trip frequency.	10-30%	X
Parking Pricing	Charge motorists directly and efficiently for using parking facilities.	10-30%	X
Improve Pricing Methods	Use better charging techniques to make pricing more convenient and cost effective.	Varies	X
Financial Incentives	Provide financial incentives to shift mode, such as cash out.	10-30%	X
Unbundle Parking	Rent or sell parking facilities separately from building space.	10-30%	X
Parking Tax Reform	Change tax policies to support parking management objectives.	5-15%	X
Bicycle Facilities	Provide bicycle storage and changing facilities.	5-15%	X
Improve User Information and Marketing	Provide convenient and accurate information on parking availability and price, using maps, signs, brochures and electronic communication.	5-15%	X
Improve Enforcement	Insure that parking regulation enforcement is efficient, considerate and fair.	Varies	
Transportation Management Associations	Establish member-controlled organizations that provide transport and parking management services in a particular area.	Varies	X
Overflow Parking Plans	Establish plans to manage occasional peak parking demands.	Varies	
Address Spillover Problems	Use management, enforcement and pricing to address spillover problems.	Varies	
Parking Facility Design and Operation	Improve parking facility design and operations to help solve problems and support parking management.	Varies	

Zoning code intent



~~60.103 (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 vehicular parking demand to ensure off street parking facilities do not adversely affect high quality urban design, neighborhood character, and nearby land uses.

Entrances and Exits



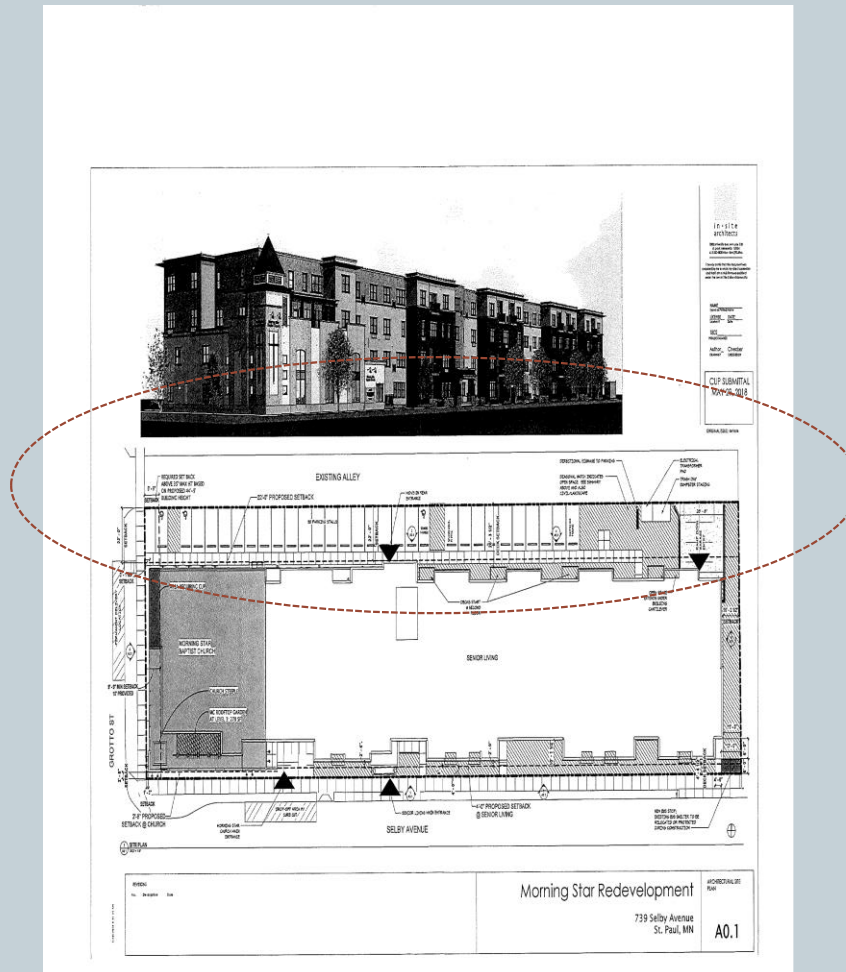
Alley access and maneuvering. Off-street parking facilities shall be permitted access to an alley except where it is determined in the review of a site plan that allowance of alley access would not create or aggravate an unsafe condition.

For parking facilities of seven (7) or fewer parking spaces, the spaces may be directly off of the alley and the maneuvering lane may include the alley.

For parking facilities of (8) or more spaces, the spaces may be directly off of the alley and the maneuvering lane may include the alley, provided notice is sent to adjacent property owners in the manner set forth in section 61.402(b)(5) and there is an opportunity for them to comment. If the spaces are directly off of the alley and the maneuvering lane includes the alley, the spaces shall be set back a minimum of 10 feet from the centerline of the alley.

Uses prohibited alley access elsewhere in the zoning code shall not be permitted alley access by the provisions of this section.

Development Examples



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 landuse.



Minimum Number of Bike parking spaces

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 <u>150</u> 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

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
Mixed Commercial-Residential Uses			
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)
Office Uses			
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
Medical Facilities			
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

Our bike parking requirements are way off for residential



Bike Parking	New Orleans Bike Parking	Seattle Parking Requirements	
		Long Term	Short Term
N/A	N/A		
N/A	N/A		
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 Reductions Closer on Commercial (1 space per 400 sq. ft. requirement)



		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 sq. ft. floor area

Bike Parking Sneak Peak



- Multi-residential 1 per 3 units, from 1 to 14 units

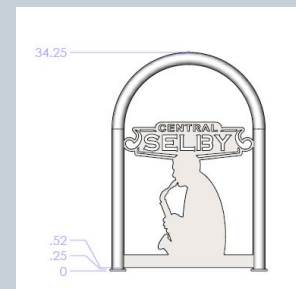
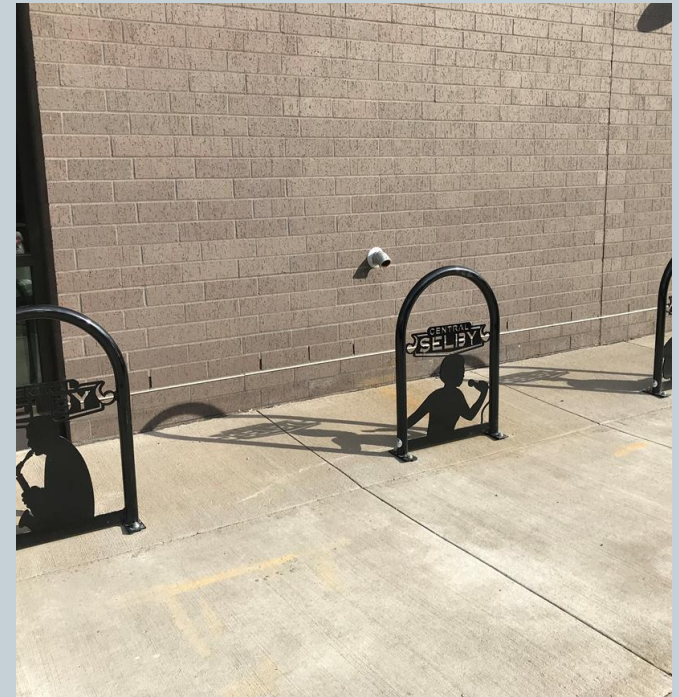
General retail, service business, bank, credit union, building materials center, business sales and services, convenience market, currency exchange, dry cleaning, commercial laundry, food and related goods sales, food shelf, furniture/appliance store, gun shop, shooting gallery, liquor store, lumber yard, massage center, pawn shop, photocopying, repair shop, self-service laundromat, supermarket, tattoo shop, tobacco shop

2 or 1 space per 4000 sq. ft. GFA, which ever is greater.

Reallocating parking fund money toward shared bike parking development



- A portion of the shared parking fund would be allocated toward shared bike racks.
- Funding source could be used to development bike racks at commercial nodes with no or limited bike parking available.
- Can also help support creative place making activities in commercial nodes.



Thank you!



Questions?