

Saint Paul's Off-Street Parking Requirements

*Parking Study
and
Amendments
2009-2012*

Study Goals and Objectives

➤ Consolidate use requirements

- Encourage development / redevelopment / reuse
- Reduce use variations, unless unique requirement is clearly justified

➤ Reduce use requirements

- Better align parking requirements with demand
- Encourage efficient land use and reduce blight
- Support multi-modal transportation options

➤ Enhance parking lot design

- Increase environmental stewardship
- Address heat island concerns and stormwater management

➤ Simplify the parking code

- Update code that is confusing and hard to enforce
- Remove code that is not used, poorly applied, or no longer justified

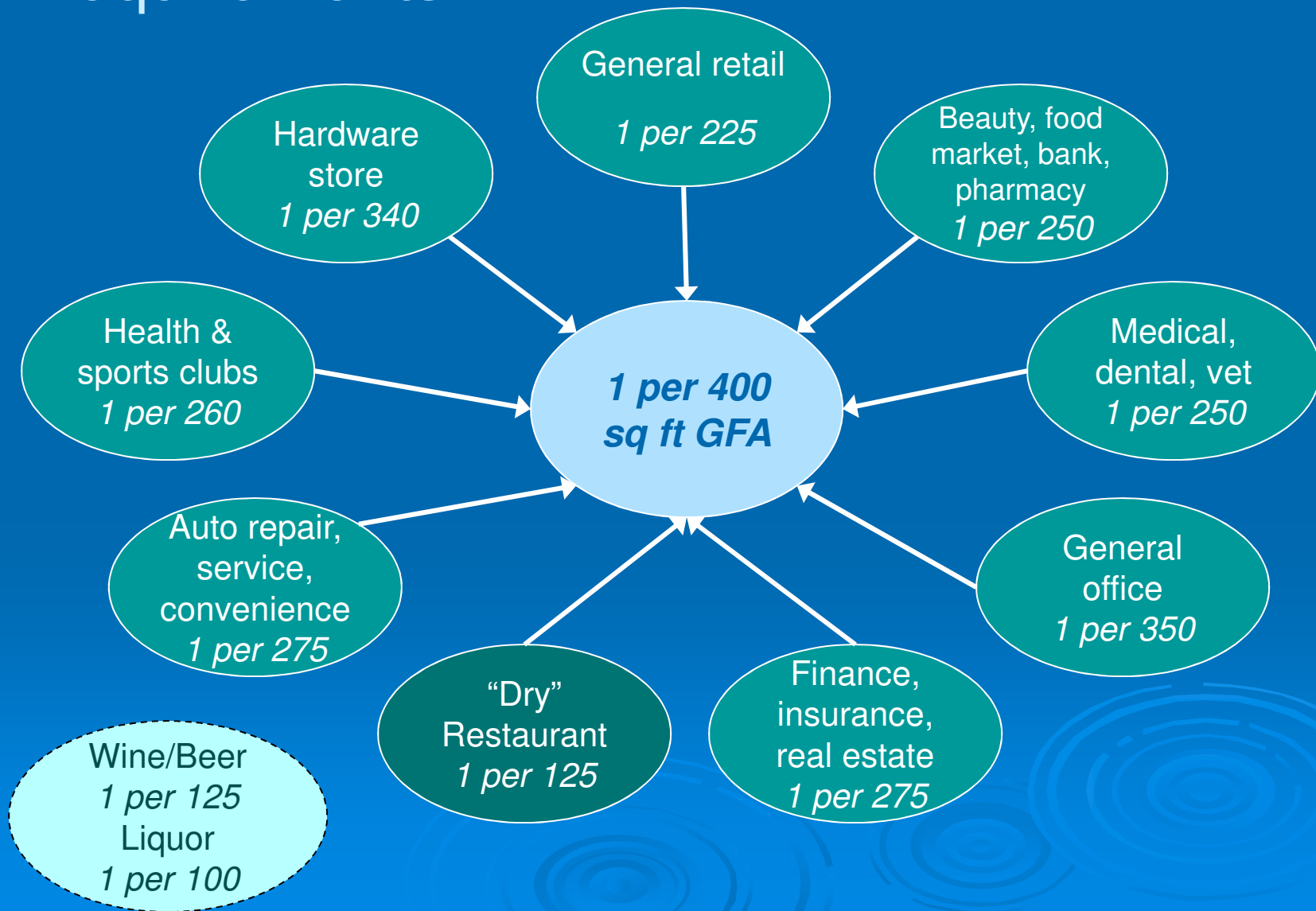


➤ Balance the interests of businesses, residents, institutions, government, and customers

Study Process

- **Identified parking related policies from the Saint Paul Comprehensive Plan to adopt**
- **Researched parking practices and local experience**
 - Research on best practices
 - Comparison to other cities' parking requirements and policies
 - e.g., Minneapolis, Milwaukee, Chicago, Portland, Seattle
 - Review of local business parking counts
- **Solicited Input from Public & Stakeholders**
 - Staff in PED, DSI and PW
 - Public (held 3 public meetings)
 - Stakeholders (met with 11 different groups)
 - PC Public Hearing -- 9 comment letters and 2 speakers

Consolidated Retail, Office and Eating Requirements



Changes for Establishments Serving Alcohol (2012)

RESTAURANT – serves food, with or without wine, beer, or liquor service and closes by midnight.

1 per 400

Rationale -- patron volume and parking demand does not change based on the type of beverage consumed by diners

BAR -- serves wine, beer, or intoxicating liquor for consumption on the premises any time between midnight and 2:00 a.m.

1 per 150

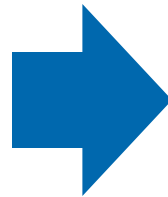
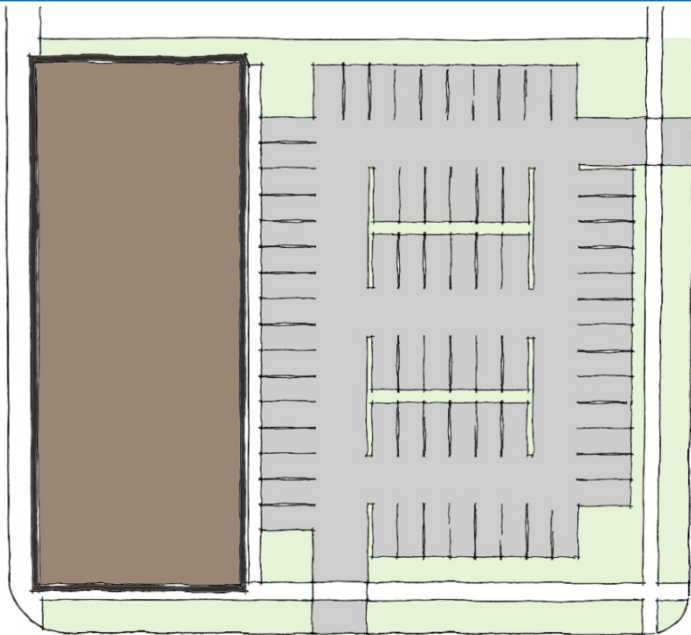
Rationale -- potential for increased # of patrons and parking demand, with nuisance concerns from overflow parking in the neighborhood late at night.

General Retail

50,000 sq. ft. lot and 16,000 sq. ft. building

Old Parking Standards

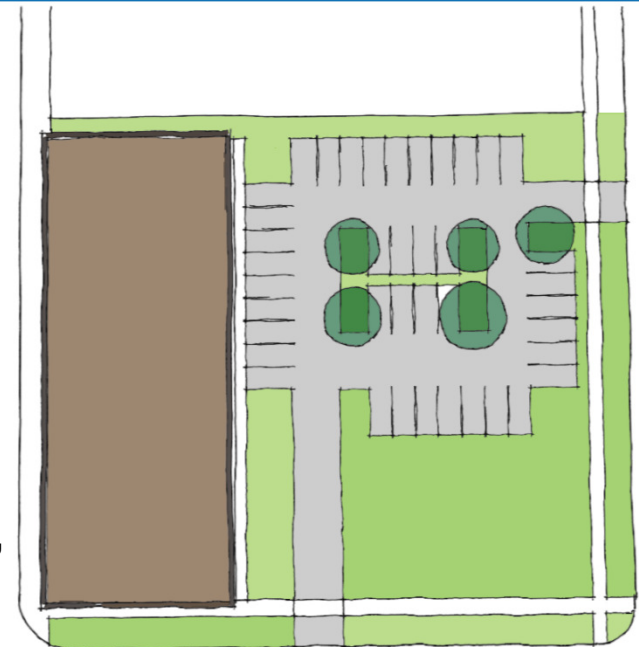
71 spaces



Allows for:
building expansion,
additional parking,
future development,
smaller lot

New Parking Standards

40 spaces



Citywide Parking Maximums

- Parking maximums introduced Citywide to reduce oversupply of parking
 - 300% of minimum parking requirement allowed for restaurants
 - 170% of minimum parking requirement allowed for all other uses
- For parking facilities with >10 spaces, additional conditions apply for spaces above the minimum:

100% – maximum requires:

- Structured parking for parking spaces over the minimum, **or**
- 30 sq ft of stormwater landscaping to be provided for each extra parking space (for lots > 1/4 acre)

Greater than maximum requires:

- Structured parking for parking spaces over the minimum, **or**
- **Apply for CUP**

Other Reductions to Parking Minimum

- T zoned lots with 50% of bldg & lot within ¼ mile of University Ave
 - NO minimum
- Shared parking agreement
 - Level of reduction based on uses and peak hours
- Bicycle parking
 - up to a 10% reduction
- Shared-vehicle parking (e.g., Hour Car)
 - up to a 10% reduction



Enhanced Landscaping Requirements

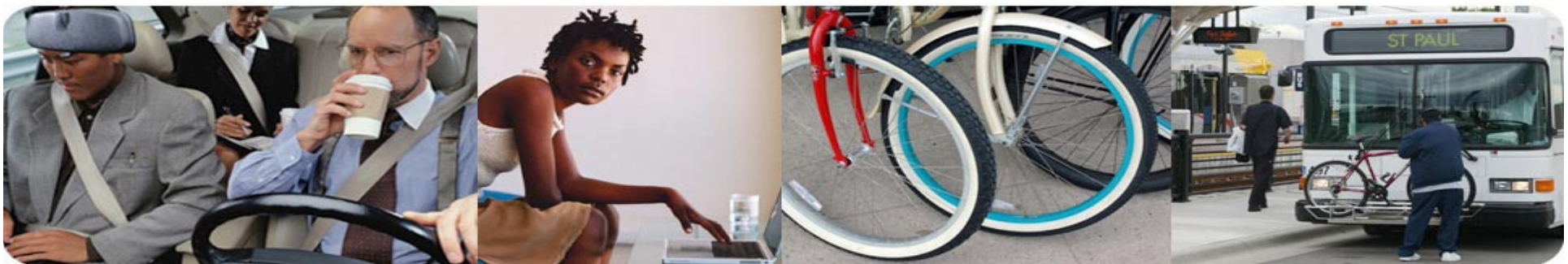
- 15 sq ft of interior landscaping is required for every 100 sq ft of paving for parking facilities with more than 20 parking spaces or 6,000 sq ft, whichever is less
 - 1 shade tree per 5 parking spaces
 - Internal walkways to support pedestrian movement and safety in parking lots greater than 125,000 sq ft
 - Wheel stops allow for up to 2 ft of vehicle overhang into landscaped area



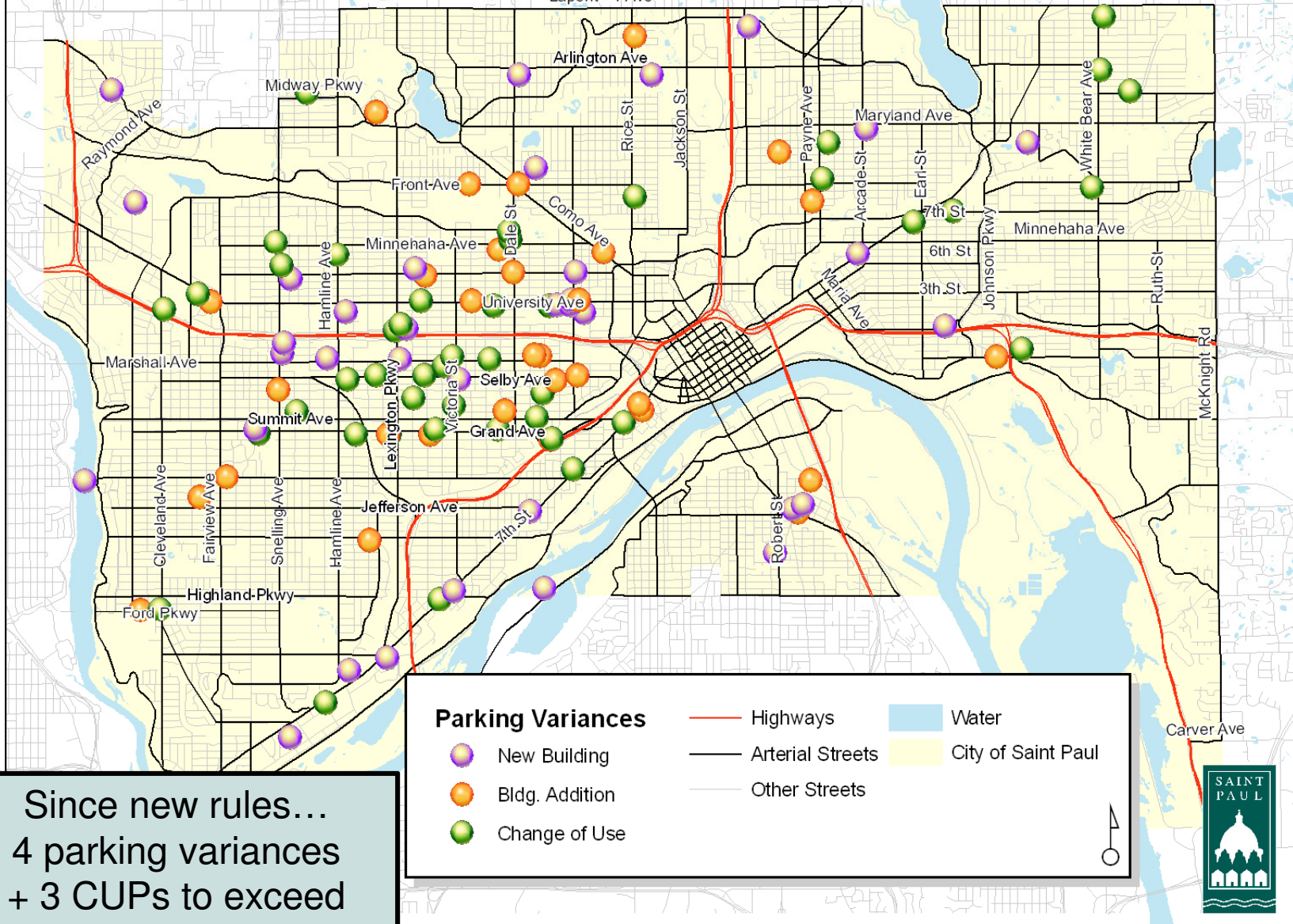
Travel Demand Management (TDM)

TDM programs are intended to reduce vehicle miles traveled, increase usage of transit, biking and walking, and decrease overall parking demand.

- TDM plan required for:
 - Development or redevelopment requiring more than 100 parking spaces
 - Change in use resulting in a 25% increase or 50 additional spaces, whichever is less, and requiring more than 100 parking spaces



Off-Street Parking Variances, 1999 - ~~Present~~ 2009



Since new rules...
4 parking variances
+ 3 CUPs to exceed
parking maximum



Annual Cost Impact from Changes

	Average Parking Variance Applications per year	Average Variance Appl. Fee = \$680	Estimated City Expense per Variance = \$880	Average Parking CUP Applications per year	Average CUP Appl. Fee = \$800	Estimated City Expense per CUP = \$1080	Time & Angst -- District Council, Community, Applicant
Before changes	16	\$ 10,880	\$ 14,080	0	\$ -	\$ -	High
After changes	1	\$ 680	\$ 880	1	\$ 800	\$ 1,080	Low --- <i>Priceless Savings</i>

Annual Net Savings = \$12,120 + Lots of Angst & Staff Time

Parking changes did NOT address:

- Central Corridor Parking Management
- Parking demand management tools, e.g., permit areas, meters, enforcement
- Downtown parking

