



**CITY OF SAINT PAUL**  
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## **CONDITIONAL USE PERMIT TO INCREASE THE SURFACE PARKING MAXIMUM COMPREHENSIVE PLAN CONTEXT**

The Comprehensive Plan outlines broad goals for economic and environmental sustainability, with an increased emphasis on the need for a flexible and balanced transportation system and infrastructure that is designed and maintained with a light ecological footprint.

The Transportation Chapter calls for managing single-occupancy vehicle use and better coordinating land use and transportation choices. Transportation choice can maximize the efficiency of the existing system by providing options that better utilize infrastructure and transit investments. Mixed-use development helps to reduce overall travel trips by bringing more destinations to a compact, walkable area. The following Transportation Plan policies inform citywide parking policy direction and parking maximums:

*T 2.1 Create true transportation choices for residents, workers, and visitors in every part of the city. A more balanced transportation system should improve access to a range of travel modes and facilities, as well as increase the capacity of the regional transportation system. The City should create places to live, work, play, and conduct business that do not depend principally on the automobile for access, but rather accommodate all modes of transportation.*

*T 2.2 Support transit-oriented design through zoning and design guidelines. Compact, street-oriented design should be emphasized to promote walkability and transit use, especially in commercial corridors.*

*T 2.7 Expand commuter options with Travel Demand Management (TDM). Effective TDM strategies can help employers provide a competitive benefit to their employees, mitigate congestion, and reduce the need for parking infrastructure or subsidies.*

*T 2.13b Utilize TDM plans, parking maximums, shared parking agreements, limited time on-street parking, parking meters, and signage to better assess existing demand and parking supply.*

### **ZONING CODE CONTEXT**

§ 63.207 of the Saint Paul Zoning Code sets minimum and maximum off-street parking requirements for different types of land uses. § 63.207(c) sets off-street surface parking maximums based on a percentage over the minimum “*unless a conditional use permit is approved based on demonstration of need.*”

§ 60.103(g) states that a purpose of the zoning code is “to lessen congestion in public streets by providing for off-street parking...” By setting off-street surface parking maximums, the code also seeks to discourage oversupply of seldom used parking in order to promote more efficient land use, improved aesthetics, and environmental quality.

Minimum and maximum parking standards are set based on average parking needs for different types of land uses with the understanding that the actual need within some types of land uses may vary greatly. Therefore, the Planning Commission may grant a conditional use permit on a case-by-case basis to provide adequate off-street parking for a particular use that needs more.

**Applications for a conditional use permit to increase the surface parking maximum for a particular use must clearly demonstrate the need for the additional parking and conformance with the general standards for a conditional use permit.**

**An application for a conditional use permit to increase the off-street surface parking maximum for a particular use should address the following** to inform and assist the Planning Commission in its review of the application.

- Average daily counts to demonstrate parking demand, times and amount of peak demand, and the proportion of users who are employees, visitors, residents, clients, contractors, vendors, interpreters, etc. at those times.
- On-street parking availability and constraints along the street frontage of the property and within 300 feet of the property at times of peak parking demand, including what happens during snow emergencies.
- Access to the site by sidewalk, bicycle facilities, transit service, and other modes of transportation used by employees and visitors to the site. (Staff may provide a map.)
- Existing incentives for promoting alternatives to driving.
- Feasibility of alternatives to reduce the need for additional surface parking such as
  - Structured and underground parking
  - Shared parking arrangements
  - Distribution or subsidy of transit passes
  - Provision of bike racks
  - Flexible scheduling and carpooling efforts
  - Stacked parking possibilities
- Opportunities for sharing the additional parking on the site with other users.
- Need and location for on-site storage of snow and business/applicant-owned vehicles.
- Other circumstances that contribute to the need for the additional surface parking.
- Conformance with the five standards that all conditional uses must satisfy:
  1. *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.*
  2. *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.*
  3. *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.*
  4. *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.*
  5. *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

If you have any questions, contact the Zoning Office, 1400 City Hall Annex, 25 W 4<sup>th</sup> Street, Saint Paul, MN 55102, telephone 651-266-6589.