



THE ALLIANCE

A UNIVERSITY DISTRICT PARTNERSHIP



Smarter Together

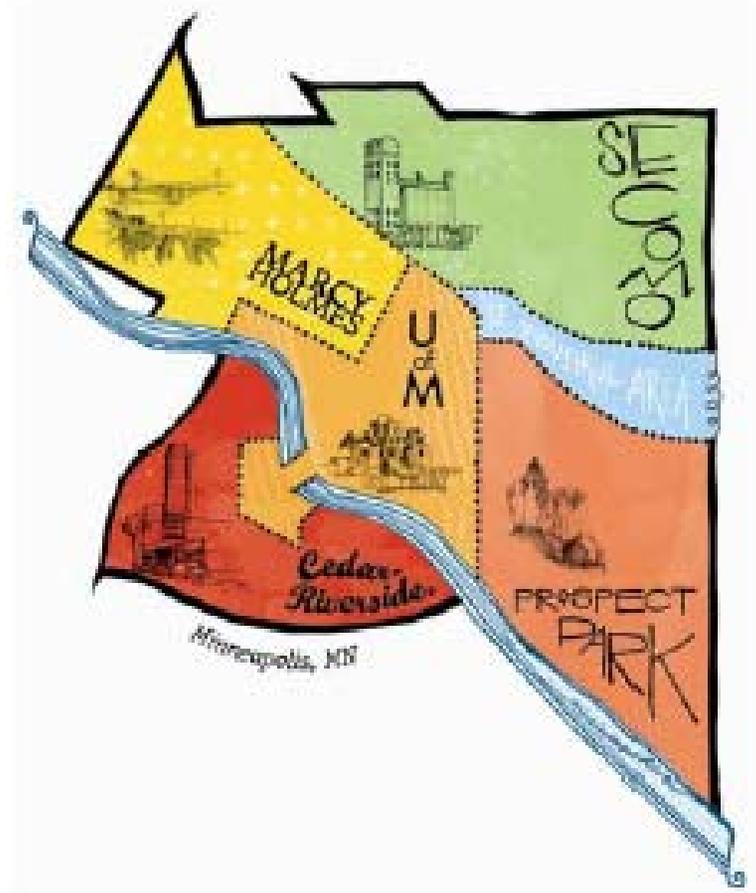
University District Parking Study

Forum

January 29, 2014

Overview

- Background and context
- Charge to the task force
- Research and findings
- Preliminary recommendations
- Discussion

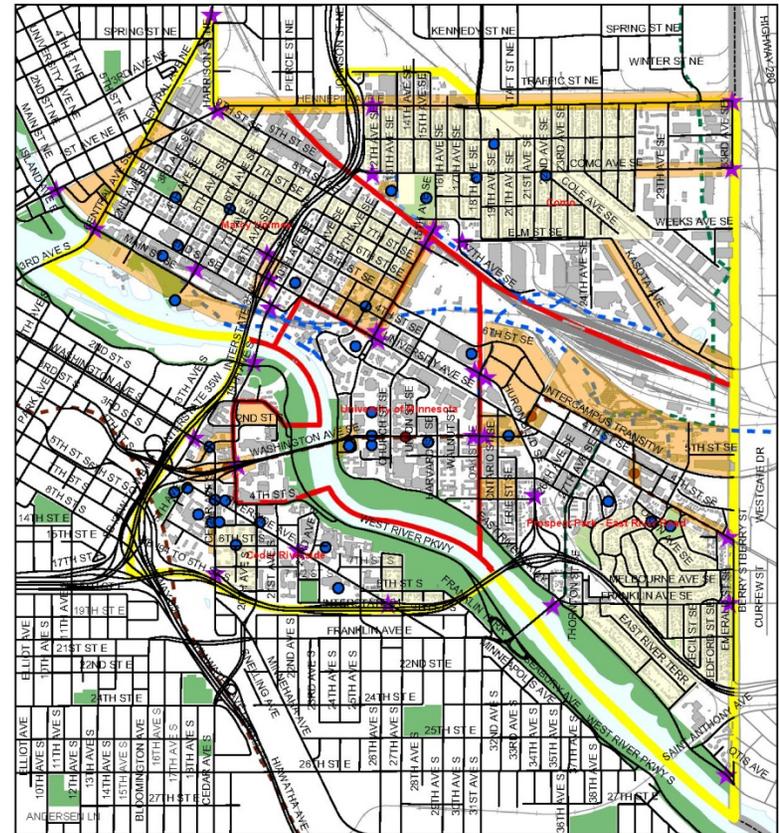


Parking Task Force Members

- Kate Christopherson
- Katie Fournier
- Randal Gast
- Cam Gordon
- Skott Johnson
- John Kari, chair
- Haila Maze, staff
- Chuck McGuire
- Michael McLaughlin
- Jan Morlock
- Brett Naylor
- Evan Roberts
- Ted Tucker
- A.J. Siddiqui

Background

- University District Alliance led Zoning and Planning Regulatory Review in 2008
- Comprehensive look at regulatory issues impacting the district
- Among other steps, changed residential parking requirements for district



Parking Requirement

- Based on best practices in university campus neighborhoods
- New standard was 0.5 per bedroom, but not to be less than 1 per unit (city standard)
- Adopted and implemented for past five years

University District Zoning, Planning and Regulatory Review – Implementation Update as of 3/11/13

Parking and Transportation Recommendations

Topics	What is Already Being Done?	Recommendations for Future Action	Responsible Groups	What's Been Accomplished
Development Parking Requirements	<ul style="list-style-type: none"> • Recently adopted parking amendment reduced parking requirements for commercial uses; exempted University area from consideration • PO district covers part of area, reducing parking requirements • Informally enforcing 0.5 spaces/bedroom in U area • Decreased allowed impervious surface, with text amendment 	<ul style="list-style-type: none"> • Establish overlay district with 0.5 spaces/bedroom required for all residential development in District* • Allow compact spaces to meet parking requirements in smaller developments* • Revisit parking area design requirements and enforcement to avoid unattractive yards* • Potentially provide reductions in parking requirements in exchange for high quality bicycle and scooter parking and shared cars* 	<ul style="list-style-type: none"> • CPED Planning • Public Works Transportation 	<ul style="list-style-type: none"> • Overlay district with new 0.5/BR parking requirements adopted, including provision to allow for <ul style="list-style-type: none"> • More compact spaces • More and better bike and scooter parking • Adequate landscaping around parking area • New process beginning to further refine parking regulations
Shared commercial parking	<ul style="list-style-type: none"> • Already allowed by city ordinance in some situations • Parking amendment eliminates required off-street parking for Dinkytown and Stadium Village development • U of M allows free parking in ramps evenings and Sundays 	<ul style="list-style-type: none"> • Encourage creative shared parking arrangements for commercial uses as part of district parking strategy and through the development review process • Pursue parking study or studies for District area to assess parking utilization and needs, as well as opportunities for sharing facilities 	<ul style="list-style-type: none"> • Business associations • U of M Parking & Transportation • Public Works Transportation 	<ul style="list-style-type: none"> • Parking study completed for Stadium Village and University Avenue area, including <ul style="list-style-type: none"> • Assessment of parking utilization and need • Considerations of district and shared parking • Parking study anticipated for Dinkytown area, as part of planning effort
On-Street Parking				

ZPRR – March 2013 Status Update 1

Parking Standard Reductions

- 10% reduction of parking in Transit Station Area (LRT) Pedestrian Oriented overlays
- 10% reduction on two-directional high frequency transit routes
- Other reductions for bike, transit, and shared car amenities
- Additional standards apply for non-residential uses (Phase 2 discussion)



Time Has Passed...

- Since the new standard was adopted, multiple and large variances of the requirement
- This suggests that it might not be the best fit and it might need further revision



Charge to the Task Force

- Through Council Member Gordon's office, a request to revisit the residential parking requirement
- This does not include addressing all other parking issues (Phase 2 will look at business district parking)



Research

- Review of parking in existing developments, including supply, utilization, and costs
- Investigation of parking standards elsewhere
- Analysis of possible impact of parking changes on past projects



Findings: Parking Supply

- Developments targeting students and those with senior/supportive housing tend to supply less parking
- Downtown-oriented development and projects on Hiawatha LRT tend to supply more parking
- Briefly: parking is supplied based on market, not location

Area of the City	Avg. Spaces/Unit New Development
U of M oriented	0.77
Downtown area	0.89
Hiawatha LRT	0.91
E Hennepin area	0.97

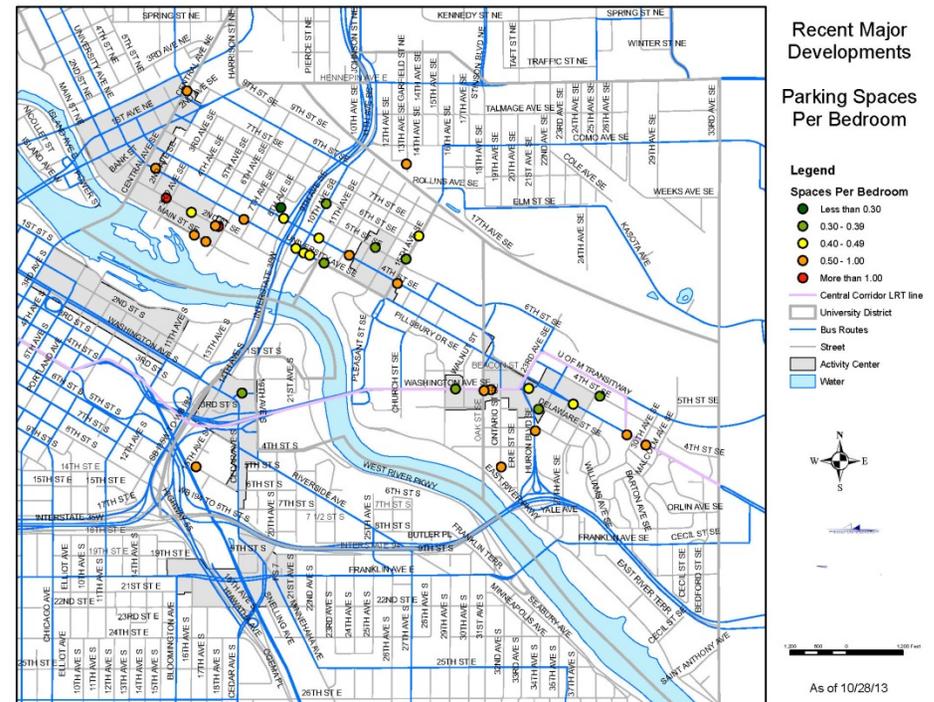
Findings: Parking Usage & Cost

- Parking in U of M area tends to be fully utilized, though some by non-tenants
- Rental costs are fairly consistent per space (different for surface vs. structured)

Type	Cost
Surface space rent	\$65-\$95/month
Structured parking space rent	\$125-\$140/month
Cost to build structured parking	\$18,000-\$37,000/space

Findings: Parking Variances

- Many larger projects requested parking variances and almost all were granted
- Smaller projects (5 units or less) were unlikely to request variances; few of these were built recently around U of M



Findings: Other Cities

- City standards were comparable to other peer cities
- Some other cities had greater reductions in transit oriented areas
- Some interesting ideas reserved for Phase 2 exploration



Options Discussed

- No Change: Leave the system as it is
- Option A: Remove the 1/unit minimum
- Option B: Reduce further parking in PO districts (from 10% to 30%)
- Option C: Combination of A and B



No Change

- The existing system effectively works
- Parking is being filled up
- With all the moving pieces, it might be better to keep as is
- Avoid unintended consequences of change



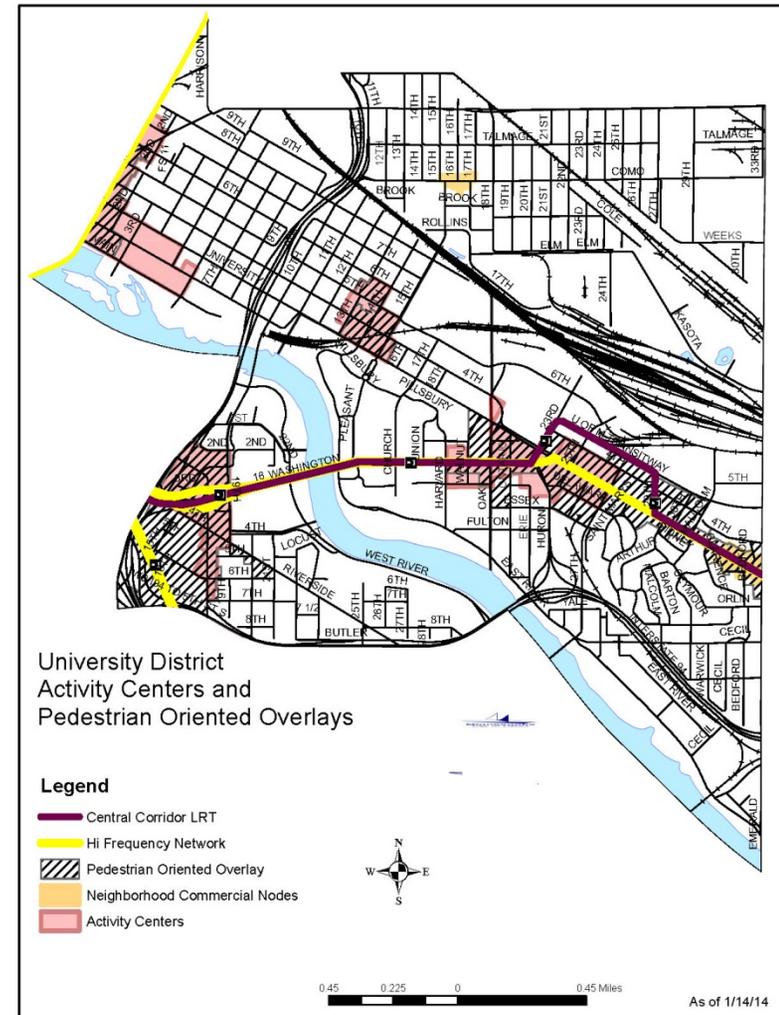
Option A

- Eliminates 1/unit min
- Impacts projects with an average unit size of less than 2 bedrooms
- Makes it easier to provide small unit sizes, esp. combined with recent elimination of minimum lot/unit
- Smaller units wanted by some neighborhoods, though not all

Bedrooms	Spaces Now	New Spaces
Studio	1	0.5
1 BR	1	0.5
2 BR	1	1
3 BR	1.5	1.5
4 BR	2	2
5 BR	2.5	2.5

Option B

- Increases parking reduction from 10% to 30% in PO districts
 - West Bank
 - Stadium Village
 - Prospect Park
 - Dinkytown (?)
- Further incentivizes transit oriented growth in target areas



Option C

- Implement both A and B options
- Addresses most growth areas in district, except University/4th corridor in Marcy Holmes
- As many are business districts, opportunities for coordination with parking for businesses



Analysis from Recent Projects

- All options could reduce number or size of variances requested
- May incentivize additional growth in small unit counts and transit oriented areas
- Should not impact most projects in core of neighborhoods

Selected University District Residential Projects Approved 2008-Present - Analysis of Proposed Policy Change (12/30/13 draft)

While a change now wouldn't alter requirements for previously approved project, this analysis gives a sense of how a change would make a difference in projects like these. This selected list does not include single family projects, since it is very rare for those to request parking variances, they typically have higher bedroom counts, and there are very few in Pedestrian Oriented (PO) overlay districts. As a result, the change is unlikely to impact them directly.

Parking Scenarios

Current - Existing parking regulations in place at time of project approval (1/unit or 0.5/bedroom, whichever is greater)
 Scenario A - Remove minimum 1 space/unit requirement, while keeping 0.5/bedroom requirement
 Scenario B - Reduce parking requirement from 0.45/bedroom to 0.35/bedroom in PO districts (from 10% to 30% reduction of 0.5/bedroom standard)
 Scenario C - Make changes proposed under BOTH Scenario A and Scenario B

Scenario Impacts

Scenario reduces or eliminates parking variance
 Scenario reduces requirement, but developer didn't request variance
 Scenario does not make a difference for parking requirement
 Border if variance eliminated by this scenario (i.e. zero or negative variance requirement)

Project	Project and Location			Characteristics			Current			Scenario A			Scenario B			Scenario C					
	Approval Date	Address	Neighborhood	Located in PO district?	Dwelling Units	Bedrooms	Average BR/Unit	Parking Provided	Required	Variance Needed	Percent Variance										
Solhem East Bank	5/24/10	2428 Delaware St SE	PP	yes	75	115	1.5	45	0.39	61	16	26%	48	1	2%	45	0	0%	35	-11	-30%
The Edge on Oak	6/27/11	309-313 Oak St SE	PP	yes	60	85	1.4	46	0.54	48	2	4%	34	-12	-35%	34	-12	-37%	24	-22	-93%
Solhaus Tower	10/17/11	515-521 Huron Blvd	PP	yes	75	75	1.0	38	0.51	67	29	43%	34	-4	-13%	47	9	19%	24	-14	-61%
Station at Washington	6/11/12	616 Washington Ave SE	UM	yes	98	157	1.6	49	0.31	88	39	44%	71	22	31%	69	20	29%	55	6	11%
7 West	6/11/12	1810 Washington Ave S	WB	yes	214	272	1.3	99	0.36	193	94	49%	122	23	19%	150	51	34%	95	-4	-4%
700 Washington	4/8/13	700 Washington Ave SE	UM	yes	98	157	1.6	49	0.31	88	39	44%	71	22	31%	69	20	29%	55	6	11%
The Venue	6/24/13	1500 5th St SE	MH	yes	140	247	1.8	62	0.25	140	78	56%	124	62	50%	98	36	37%	86	24	28%
A Mill Artists Lofts	4/23/12	300 2nd St SE	MH	no	255	337	1.3	166	0.49	255	89	35%	169	3	1%	255	89	35%	169	3	1%
The Bridges	3/4/13	918 University Ave SE	MH	no	211	318	1.5	128	0.40	211	83	39%	159	31	19%	211	83	39%	159	31	19%
628 University	5/6/13	628 University Ave SE	MH	no	40	54	1.4	25	0.46	40	15	38%	27	2	7%	40	15	38%	27	2	7%
Stadium Village Flats	2/8/10	810 Washington Ave SE	PP	yes	120	235	2.0	123	0.52	120	-3	-3%	118	-6	-5%	84	-39	-46%	82	-41	-50%

Today's Discussion

- What option (No Change, A, B, or C) do you prefer? Why?
- What other factor impacting residential parking demand should be addressed?
- Note: other parking issues will go in “parking lot” for Phase 2 discussion



Next Steps:

- Inviting comments from U District stakeholders.
- Report and recommendations to the City in early March.
- www.minneapolismn.gov/cped/projects/UniversityDistrictParkingStudy

Thank you!