Parking Policy and Ordinance Recommendations

Minnetonka, MN
Parking in Minnetonka

Target

Cub Foods
Parking in Minnetonka

Opus Campus
Parking in Minnetonka

Ridgedale Center
Why is this a problem?

- Opportunity Cost of Wasted Space
- Actual Cost of Parking Spaces “Bundled” into Prices Paid by Consumers, Residents
- Extra Impervious Surface Area
  - Stormwater Runoff Increases
  - Pollutants Degrade Water Quality
- Encourages Driving
  - Increases Congestion
  - Increases Energy Consumption
- Undermines Other Modes of Transportation
  - Unpleasant, Infeasible to Walk
  - Lowers Density for Transit
Causes of Excess Parking

- **Minimum Parking Regulations**
  - Copied from Other Municipalities
  - Developed by ITE (Parking Generation Guide)

- **Problems with ITE Studies**
  - Site Biases Overestimate Parking Demand:
    - Lack of Transit Options (Car-Dependent)
    - Peak Hours
    - Abundant Free Parking
  - Small Sample Sizes, High Parking Variability
    - But Precise Results

- **Perceived Convenience of Free & Reliable Parking**

- **A Product of an Evolving Culture**
  - More Automobiles meant more parking spaces, and now more parking spaces means more automobiles (a vicious cycle)
Reduce Minimum Parking Regulations
- Base Them on Average Parking Demand
  - All day average
  - Average based around peak period
- Reduction of 35%
Shared Parking

- Minneapolis Provides an excellent example
- Also allows for business to provide further proof

b. Computation. The number of shared spaces for two or more distinguishable land uses shall be determined with the following procedure:

b–1 Multiply the minimum parking required for each individual use, as set forth in Table b–1–a, Specific Off-Street Parking Provisions, by the appropriate percentage indicated in figure 26, Shared Parking Calculations, for each of the six (6) designated time periods.

b–2. Add the resulting sums for each of the six (6) columns.

b–3. The minimum parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.

B–4. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.
Solutions

- Maximum Parking Regulations
  - Different approach to parking management
  - Based off of Current Minimums
  - Methods to adopt maximum requirements
  - Policies that could support maximums
Ordinance Solutions

- Transit Parking
- Compact Car Parking
  - 25% compact car spaces
- Bicycle Parking
  - 5 rack spaces or 1 bike locker per 1 car space (up to 10% of spaces replaced)

- In Lieu Parking
  - Per space fee
  - Leads to parking consolidation
Policy Solutions

- On street parking

- Market Rate Parking
  - Parking Benefit Districts
Sample Ordinance Goals

- 1) Off-site parking
- 2) Shared parking
- 3) Bike parking
- 4) Compact Car parking
- 5) Introduce maximum parking requirements
- 6) Provide minimum parking requirements based on average demand
Questions