City of Minnetonka Parking Regulations

Assumptions: The current minimum parking standards are altered to a maximum ordinance with no other changes.

Method

- Map and graphs describe possible parking regulations. We utilized city parcel data, ArcGIS, and research of parking regulations utilized in Burlington, Sacramento, and ITE. Burlington, MA is highly comparable to Minnetonka due to the similar growth patterns and relationship to a bigger city. Sacramento is utilized to show the potential of TOD.

Current Parking Regulations

- Parking lots must be within 400 ft of building entrance.
- Four spaces per 1000 sq ft for general office buildings.
- Twenty-five percent must accommodate compact cars.
- One Handicap stall per fifty spaces.
- Office buildings exceeding 100,000 sq ft can have reduced parking regulations based on demand, as prepared by registered traffic engineers or certified planners.

Recommendations

1. Create a maximum rather than minimum parking requirement.
2. Implement Reduced Demand scenario in years before light rail is built.
3. Transition to Transit Oriented Scenario after light rail built.

Discussion

- The City of Minnetonka is suburban and as such is highly dependent upon the personal vehicle for transportation to any locale or business. Since building patterns take decades to appreciably alter it is wise to understand how Minnetonka will be affected in the decades to come.

- Parking regulations have considerable impact upon the development patterns of businesses and can be utilized to create a thriving community. If Minnetonka is to remain economically viable for middle class families parking regulations need to preemptively respond to any future changes in the economy. This study does not clarify what those changes might be, but does caution against building a city which will not be able to respond to these changes.

- This scenario offers to set parking regulations modestly lower than the current minimum. In order to achieve this it would be necessary to have 30 percent of the workers carpooling and 10 percent ride mass transit or another equivalent goal. Furthermore, parking spaces can be reduced with parking spots sharing between businesses.

- TOD Scenario

- Transit oriented development (TOD) scenario

- The SouthWest Corridor would be effectively utilized and reduce demand to 1.5 parking spots per 1000 square feet.

Data Sources

- MetroGIS parcel data
- Aerial imagery
- City of Minnetonka Parking Ordinance
- Parking scenarios from other cities

Findings