

MEMORANDUM

To: Referrals Agencies

From: Charles Reiter / Planning Department

Date: 1/19/2017

RE: Proposed Amendments to Off-Street Parking requirements in the Land Development Manual for properties within the Destination Medical Center District area

Section 63.400 of the Rochester Land Development Manual provides guidance on off-street parking and loading requirements for properties in the city. This section of the ordinance includes specific requirements for a Downtown Parking Overlay Zone (DPOZ) in Section 63.427, which coincides with the area that was the focus of the 2010 Downtown Master Plan.

Staff is advancing proposed changes to 63.400, primarily in section 63.427, to amend the DPOZ to include the entire Destination Medical Center District area in order to create a consistent set of parking regulations across the DMC District and to modify the regulations to better reflect the principles for parking set forth in the Destination Medical Center Vision Plan (DMC) and the Downtown Master Plan (DMP) that:

- encourage building the minimum amount of parking needed to meet demands of residents, patients, travel companions, shoppers, customers, event patrons and other shorter duration, high turnover users in the district;
- encourage the provision of peripheral parking and remote park & ride sites connected to downtown by various

transit services to accommodate low turnover users such as employees and others looking for cheaper parking costs in a “Park Once” environment ;

- encourages the efficient use of parking resources by promoting the shared use of parking wherein parking facilities are jointly utilized between buildings and businesses to take advantage of different peak parking characteristics;
- encourage consideration of parking, downtown transit and travel demand reduction programs (such as bus pass programs) in a coordinated manner.

A map is included as Appendix A towards the end of this packet which provides a comparison of the existing parking overlay zone, the DMC District boundary and the underlying zoning districts to highlight the areas that would be affected by these interim amendments.

Completion of the Integrated Transit Studies in late 2017 / early 2018 will provide the opportunity for consideration of a more robust, integrated parking, transit and demand reduction program to be considered. However, given that development is moving ahead at a brisk pace already within the district, staff and consultants feel it is important to move ahead

with parking amendments that address some of the “low hanging fruit”, so to speak, in terms of what can be done to orient the parking regulations to better align with the goals of the DMC Plan.

In the attached text, proposed language is indicated by use of RED text. There are small sidebars included in the right margin throughout the document with comments highlighting the changes proposed. Much of the language from the existing Downtown Parking Overlay (63.427, starting on page 5 of the text) is retained, particularly in regards to incentives for reducing parking and parking facility design, will be consistent with the DMC/DMP policies.

Key Changes

Some of important changes to highlight include:

P 4 / 63.423 –The exemption for the Central Business District is removed. Given the mixed use nature of new development coming forward and being encouraged by the various plans, including uses such as apartments, condos and lodging where the public role in providing parking is limited, and which are providing parking in part to satisfy lenders, it was felt exemption was not warranted as a matter of right. Exemptions from parking requirements are provided to facilitate the reuse of existing buildings and to facilitate small storefront development so as not to burden reuse of existing buildings. Provisions are also added that provide for meeting parking requirements off-site where that is the most feasible approach.

p 9 / Subd 3 describes a change in the basic contours of parking requirements in that both minimum and maximum parking standards are defined for various uses. This replaces the current DPOZ standards where minimums and maximums were defined as a % of requirements in the underlying zoning district. The proposed approach should provide greater clarity, and it is a common

approach we saw in looking at newer parking ordinances from Madison, Ann Arbor, Eugene as well as larger cities such as Portland. The standards were developed with the assistance of SRF based on their experience in cities in the Upper Midwest, and also taking into consideration recommendations made in the 2009 Downtown Parking Study by Walker.

p 12 Section (E) at the bottom of the page provides property owners the alternative option of managing parking through preparation of Parking Policy and Management Plan and deployment of Travel Demand Management Program. This clause, for example, supports the efforts of Mayo to manage parking on a campus wide basis rather than having to address parking on a site by site basis as new buildings are constructed.

P14 / Section (C)(1) is a new section to encourage the use of shared parking principles as a way to reduce the amount of parking needs to be provided for a mixed use development

P30 / 63.428: One of the concepts city staff is interested in deploying and which the consultants for the current DMC Parking/TDM Study are encouraging is the joint development of public and private parking resources within parking facilities in areas where the city has identified an interest in providing additional public parking. 63.428 looks to standardize the practice of considering this type of joint development consideration throughout the DMC area

P30 / 63.429: Consistent with the policies and principles of the DMC Plan, a new section is proposed to require consideration of how Travel Demand Management measures such as on-site car sharing, a transit pass program or added bicycle and pedestrian amenities can be incorporated into the project in an effort to reduce vehicular travel demand within the DMC District. Small developments are exempted from the requirements. This proposal is patterned after requirements found in larger Twin Cities area communities such as Minneapolis, Bloomington and Minnetonka, and is commonly seen in newer downtown travel management ordinances across the country.

Rochester Land Development Manual

Chapter 63

Proposed Amendments to Section 63.400 Off Street Parking Provisions

Amending the Downtown Parking Overlay Zoning District to create a Destination Medical Center District Parking Overlay Zone

INTRODUCTION

Attached is language from Section 63.400 of the Rochester Land Development Manual which addresses off-street parking and loading requirements including the existing applicable to the existing Downtown Parking Overlay Zone (DPOZ).

Proposed changes, primarily to section 63.427 of the ordinance, are proposed to amend the DPOZ to include the entire geographic area included in the Destination Medical Center District, and to modify the regulations to better address the policies and principles for off-street parking set forth in the Destination Medical Center Vision Plan.

Note that the current DPOZ is an overlay zoning district that modifies regulations related to off-street parking found in the underlying residential, commercial and Central Development Core zoning districts to better reflect the unique character and parking needs in the urban core.

While the concept as originally presented was to develop an interim ordinance, the confusion of having three layers of parking rules (an interim ordinance, an overlay ordinance, and the underlying zoning district parking rules) was felt to be too confusing to manage, so the proposal is to simply modify the downtown overlay ordinance. This also provides a cleaner geographic boundary, since the approach allows for revoking the current boundaries based on the Downtown Master Plan and simply use the Destination Medical Center District boundary.

In the attached text, proposed language is indicated by use of **RED** text. There are small sidebars included in the right margin throughout with short comments about the changes proposed. As you can see by noticing the language in **BLACK** text in Section 63.427, much of the current language in the DPOZ is retained since it is still relevant to the DMC Parking Overlay District.

63.400 OFF-STREET PARKING AND LOADING REGULATIONS

The provisions of this Chapter establish standards for the **number**, design, location, and maintenance of off-street parking and loading facilities required by this ordinance. Requiring bufferyards and internal landscaping of parking lots provides multiple public benefits. Bufferyards and landscaping:

- 1) provide a visual screen between residential buildings, living space, and parking areas;
- 2) shade large expanses of paving thus reducing daytime heating and cooling needs;
- 3) control stormwater runoff;
- 4) beautify an area devoid of vegetation; and
- 5) assist in improved pedestrian safety and circulation of vehicles.

63.410 GENERAL REQUIREMENTS

Any building, improvement or use of land approved or erected after the effective date of this ordinance shall include the necessary off-street parking spaces, subject to all controlling features of this Ordinance, in the number and dimensions hereinafter stipulated or as otherwise approved by the Zoning Administrator for the type or use and zoning district in which such use may be located. Off-street

parking shall be improved and available for use at the time of final building inspection when a use or structure is first occupied, enlarged, or increased in capacity. When a change in use is proposed, the Zoning Administrator shall review the site layout in relation to the new use to insure adequate off-street parking is available. Off-street parking shall be permitted only in areas designed and maintained for such use consistent with the regulations of this section.

Added language to clarify that off-street parking is required for uses under the LDM

- 63.411 **Use of Off-Street Parking Areas:** Areas designated for off-street parking space shall not be used for the open storage of goods or the commercial repair of vehicles. Parking of recreational vehicles is regulated in the accessory use provisions of this ordinance.
- 63.413 **Unlicensed Vehicles:** Automotive vehicles or trailers of any kind without current legal license plates or that are inoperable shall not be stored or parked on any property zoned residential except in a completely enclosed building. It shall be a misdemeanor for any person to park or store an automotive vehicle or trailer in a manner which violates the provisions of this section.
- 63.414 **Submittal Information:** An application for a zoning certificate to approve a development requiring off-street parking outside of a driveway shall include information showing how the off-street parking and loading requirements will be met. The site plan shall include but not be limited to:
- 1) Delineation of the area to be devoted to off-street parking along with the striping/curbing plan proposed to delineate individual parking spaces and circulation aisles.

- 2) Delineation of access points for driveways serving the parking area, including width of curb cuts and distance separation from adjacent curb cuts.
- 3) Dimensions, location and composition of required screening and proposed parking lot landscaping.
- 4) Grading, drainage, surfacing and subgrade details if required.
- 5) Notation of signs and bumper guards/curb stops proposed, and indication of traffic visibility areas to be maintained.

In the Destination Medical Center District Parking Overlay Zone, additional information as identified in Section 63.427 may be required to demonstrate compliance with the Overlay Zone requirements. A copy of the site plan shall also be filed with the City Traffic Engineer if the parking lot will contain more than five spaces.

63.420 AMOUNT OF OFF-STREET PARKING

The regulations of this section identify how to determine the number of off-street parking spaces to be provided for a development.

- 63.421 **Number of Off-Street Parking Spaces:** The number of off-street parking spaces to be provided with any development shall be determined by referring to the applicable Zoning District Table in Chapter 62 of this ordinance and identifying the required off-street parking for the use under consideration. Requirements for the required number of off-street parking spaces in the Destination Medical Center District Parking Overlay Zone are found in Section 63.427 and supercede requirements in Chapter 62. Where the unit of measurement used to determine the number of parking spaces results in a fractional space, any such fractional space shall require one parking space.

Clause added to clarify that in the DMC District the # of off-street parking spaces to be provided is controlled by requirements in DMC Parking Overlay Zone and not the underlying zoning district

- 63.422 **Units of Measurement:** The following definitions in addition to commonly used terms such as dwelling unit, bedroom or manufactured home defined in Section 60.200 shall be utilized in determining the number of off-street parking spaces to be provided.

Clarification as to where common definitions used in parking section are found

- 1) **Floor Area:** In the case of office, merchandising and service uses, "floor area" shall mean the gross floor area used or intended to be used by tenants for their primary business activity or for service to the public as customers, patrons, clients, or patients, including areas occupied by offices, public areas, or the display of merchandise. It shall not include areas used principally for non-public purposes, such as storage, the incidental repair, processing or packaging of merchandise, for show windows, for restrooms, areas devoted to mechanical equipment, or for dressing rooms.
- 2) **Places of Public Assembly:** In places of public assembly where patrons occupy benches, pews or other similar seating facilities, each 20 inches of seating shall be

counted as one seat for the purpose of determining the requirements of off-street parking.

- 3) **Employee(s):** Reference to "employees on the largest work shift" means the maximum number of employees employed at the facility regardless of whether such person is a full time employee. The largest work shift may be a particular day of the week, daily work shift, or peak period such as the lunch or dinner period in the case of a restaurant.
- 4) **Capacity:** The maximum number of persons which may be accommodated by the use as defined by building or fire code requirements.

63.423 ~~**Central Business District:** Developments in the Central Business District area of the Central Development Core are exempt from the provisions of providing off-street parking, except that parking and loading spaces voluntarily established shall comply with the size and location requirements of this ordinance.~~

Existing 63.423 Exemption for Central Business District is removed

63.424 **Mixed Occupancy:** In the case of a development other than a business center involving more than one use, the total off-street parking required shall be the sum of the various uses computed separately. The actual number of spaces provided on-site for a mixed use development may be modified the Joint Use provisions of paragraph 63.425. **Separate requirements regarding mixed occupancy are established for uses in the Destination Medical Center District Parking Overlay Zone in Section 63.427 based on the principles of Shared Use Parking.**

Since parking for mixed occupancy in DMC District is not additive (ie, parking required is the sum of each use), a clause is added to direct reader to DMC Overlay regs in 63.427 for mixed use parking requirements

63.425 **Joint Use:** Up to 50 percent of the off-street parking spaces required for uses such as theaters, bowling alleys, dance halls or other entertainment uses, and up to 100 percent of the off-street parking spaces required for a church or auditorium or similar place of public assembly, may be supplied through use of parking facilities provided for **other** buildings or uses with parking demand concentrated on weekdays between 8 a.m. and 5 p.m., such as banks, business offices, manufacturing firms or government buildings. **Separate requirements are established in the Destination Medical Center District Parking Overlay Zone in Section 63.427 regarding joint use based on the principles of Shared Use Parking.**

In all zones, a properly drawn and executed legal instrument between the parties to an arrangement **for on or off site joint use parking** shall accompany the request for zoning certificate approval, with such instrument approved as to form and content by the City Attorney.

63.426 **Spillover Parking:** Residential developments, with the exception those located in the CN-NR zoning district **and the Destination Medical Center District Parking Overlay Zone,** shall provide parking in addition to the required off-street parking on a development wide basis for service vehicles and visitors based on the guidelines below. Such parking may be provided on-street, off-street, in any type of permitted community parking facility, or in parking bays designed as part of the original

Change clarifies that spillover parking not required in DMC District

development. All proposed subdivisions shall be reviewed for consistency with these guidelines during the land subdivision review process, and all other developments shall be reviewed during Conditional Use or Zoning Certificate approvals

SPILLOVER PARKING REQUIREMENTS	
Detached Dwellings:	1.2 spaces per unit
Attached Dwellings:	0.8 spaces per unit
Multi-Family Dwellings:	
0-10 units	0.4 spaces per unit
10-50 units	0.2 spaces per unit
50-100 units	0.15 spaces per unit
Over 100 units	0.1 spaces per unit

63.427 **Destination Medical Center Parking Overlay Zone (DMC-POZ):**

The provisions of this section establish the standards for the supply and design of off-street parking and loading facilities in the Destination Medical Center Parking Overlay Zone. There is a need to provide parking guidance unique to the DMC-POZ to support implementation of the Rochester Downtown Master Plan and Destination Medical Center Vision.

Changes title of overlay zone from Downtown Parking Overlay to Destination Medical Center District Overlay & adds statement on rationale for separate DMC requirements

Subdivision 1. Establishment and Purpose.

- A. On January 3, 2011, the City Council adopted the “Downtown Rochester Master Plan Report” (DMP) as part of the City Comprehensive Plan and Future Land Use Plan. The DMP identified off-street parking as a major issue and recommended the City revise its land development code related to parking space requirements, the design of parking facilities and the management of parking spaces in the Central Development Core/ Central Business District (CDC-CBD).
- B. On March 23, 2015, the City Council adopted the Destination Medical Center Development Plan (DMC Plan) as a framework for development in the DMC Development District (DMC District). The DMC Plan identified the following framework and policies for parking:

Subdivision 1 identifies the specific purposes and objectives for establishing separate parking regulations for the DMC District, drawing on goals set out in Downtown Master Plan and DMC Vision Plan

- (1) Priority parking accommodation in the DMC District should be for residents, short-term visitors, retail patrons, and medical patients and their travel companions.
- (2) Employee parking, particularly off-site employee contract parking, should not be incentivized and should take the lowest priority relative to other types of parking in the DMC District. Employees generate the greatest demand for parking with very low turnover, inhibiting the use of high value land for more productive economic purposes. Employee trips are the most consistent and easy to serve effectively with alternative transportation and should be encouraged to use transit or other transportation options to reduce the need for utilizing high value land in the Central Development Core for parking purposes.
- (3) Developers should be encouraged to share parking and use other strategies such as unbundled parking to reduce demand for and prevent overbuilding of parking in the DMC District.

Note the priority users for whom parking is to be provided in DMC District (from DMC Plan)

C. Many employees, hotel guests, medical patients, hospital visitors and other customer or patrons park their vehicle **once** for their primary trip and make additional travel stops without an additional vehicle trip either as pedestrians or through use of shuttle or transit services. Parking regulations should reflect this “Park Once” behavior and the reduced need for on-site parking that results.

Recognition of the Park Once philosophy that is to underlie parking development

D. Whereas conventional parking requirements outside **the DMC District** apply the same parking standards uniformly across the City based on the assumption that the majority of users arrive at a destination in a private automobile, parking requirements in the DMC District **should reflect** the unique characteristics of **parking in the DMC District where** a high level of public transit service, centrally located public parking facilities, metered street parking, and **close proximity of different business, institutional and public destinations facilitate much greater use of alternative modes of travel.**

E. To further the development goals of the DMC District, the provisions of the **DMC-POZ** should:

- (1) reduce the prominence of off-street parking as a land use in the DMC District to release more land for redevelopment, enhance the economic viability of existing development and create a safer, pedestrian-friendly, active street level environment;
- (2) **limit the construction of excess parking capacity, which is inconsistent with long term mode shift goals established in the DMP and DMC Plan;**
- (3) **ensure adequate flexibility to meet short term needs for parking while permanent infrastructure and services to service low turnover, long term parking outside the DMC District are developed as part of the evolution of the DMC District, or where unique development situations for which proof of reduced parking demand is provided.**

F. Parking design principles **should reflect concepts and policies** for parking facilities described in the DMP, **DMC Plan and Destination Medical Center District Design Guidelines** to create a downtown that is walkable, livable, and promotes human interaction, with pedestrian friendly streets that insure strong connections between indoor and outdoor spaces at street level, and **which results in** buildings that engage the street, shape the public realm, and minimize energy use.

Recognition of the importance of design of parking facilities to creation of a quality urban experience; reference to not only Downtown Master Plan and DMC Plan but also proposed DMC District Design Guidelines now under review

G. **The DMC-POZ should encourage collaboration among and between private interests and public interests to jointly and creatively meet parking requirements through the innovative development and management of parking facilities to create a district-wide parking supply maximized for efficiency in furtherance of public goals and private interests.**

Subd. 2. DMC-POZ Boundary and Effect:

A. Lands identified on the Zoning Map as lying within the boundary of the **DMC-POZ** are subject to the requirements of DMC-POA defined within Section 63.427. **The boundary**

may be amended from time to time if the boundary of the DMC District is changed in the future through amendment to this Land Development Manual.

- B. Definition of Use. Within the boundaries of the DMC-POZ, a “Parking Facility” is defined as being a principal or accessory use of land being either a structure or building located above or below grade designed for the short term or long term off-street parking of one or more motor vehicles, or a surface parking lot defined as an outdoor area used for the short term or long term parking of motor vehicles. The term “Parking Facility” also includes any off-street, designated locations for temporary parking of motor vehicles used for the loading or unloading of passengers or goods
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- Definition of Parking Facility sets the baseline as to which type of facilities the overlay requirements apply to*
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- C. The authority of the DMC-POZ shall be to modify general zoning district, lot development or site development standards applicable to the provision of off-street parking in the established zoning districts underlying the DMC-POZ. The modifications in this overlay zone shall not supersede, modify or annul the regulations authorized in any previously adopted Special Districts (Section 60.327) or supersede, modify or annul any previous conditions of approval established as part of an approved conditional use permit or zoning variance.
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- Establishes that Overlay Zone req. supercede underlying zoning district parking requirements*
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- D. The requirements of the DMC-POZ apply to any new development which is defined as the construction of new square footage or change in the type of use on a site within the DMC District with the following exceptions:
- (1) Adaptive reuse of existing buildings: In the case of adaptive reuse of a building that does not involve any expansion of the building’s existing square footage, no additional parking is required. Any square footage greater than the existing square footage is subject to the parking requirement of this section 63.427
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- Establishes certain uses as being exempt from requirements; includes reuse of existing building and small businesses*
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- (2) Small Storefront Retail Business Parking Exemption: New, select “retail” non-residential business uses defined in Section 62.140 as either Restaurants (Standard or Fast food), Personal Service uses, Convenience Retail uses or Retail Trade containing no more than two thousand (2,000) square feet of “floor area” as defined in Section 63.422(1), located in a building space on street level fronting on the public sidewalk and provided with direct pedestrian from the public sidewalk into the business, shall be exempt from any minimum accessory off-street parking requirements.
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- Requirements related to approval of parking in the DMC-POZ previously found in various sections are consolidated in this section; Note (A) establishes process for free standing parking facility; (B) establishes that parking facility can be considered during review of proposed development*
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- F. Approval Process
- (1) The primary use of land for a new or expanded “Parking Facility” requires the issuance of a Conditional Use Permit utilizing a Type III Use Permit process with a Phase III Hearing Process. The Council may impose conditions that restrict the use of the property to a specified period of time, treating the land use as an interim or temporary use until such time as a planned future event takes place.

- (2) The City Council has the authority to approve a new parking facility as an accessory use to another principal use as part of a Conditional Use, Incentive Development or Restricted Development.
- (3) An exception to this permitting process may be authorized by the Zoning Administrator in the following situations:
 - a) The Zoning Administrator may allow through the issuance of a Type I permit the use of land for a parking facility if it is an accessory use to a permitted principal use located on the same lot and the parking facility meets all other applicable requirements of the Land Development Manual as well as the unique provisions of the DMC-POZ. To be considered as a Type I permitted parking facility, the accessory parking facility must either be completed below the adjacent street grade and/or located behind the principal building on the lot with vehicular access to the parking facility provided solely from an alley located adjacent to the rear line of the lot.

F. Other Requirements: All other requirements of the Land Development Manual pertaining to parking facility design parameters (Section 63.450), off-street loading (Section 63.460), and the coordinated parking and loading management plan (Section 63.470), shall apply to development within the DMC-POZ.

Subd. 3. Base Requirements for Off-Street Vehicular Parking in the DMC-POZ

A. New construction subject to providing off-street parking in paragraph 62.427 Subd 2(E) shall provide an adequate number of off-street parking spaces to exceed the minimum parking space requirements and shall not exceed the maximum number of parking spaces defined in 63.427 Subd 3(C), Table of DMC-POZ Parking Requirements.

Introduction to table of off-street parking requirements in the DMC-POZ. Parking maximums in addition to traditional minimum requirement is established. Table included in this discussion draft also include existing underlying parking requirements for comparison. Note that in current ordinance min/max was set at 50% and 75% of underlying zoning requirements

(1) Provision of parking beyond maximum allowed:
 The provision of parking spaces beyond the maximum specified in section 63.427 Subd 3(C) may be allowed where public parking is proposed as a replacement for existing public parking removed as part of a redevelopment plan, or where the City of Rochester has by agreement secured spaces for public parking use under 63.428 in a parking structure built as part of a new private development.

B All general requirements for off-street parking as provided in Section 63.410 shall apply in the DMC-POZ

C. Table of Minimum and Maximum Parking Requirements: Table 63.427-3-C defines the minimum and maximum number of parking spaces to be provided with any new construction within the DMC-POZ area. For the purposes of calculating the number of allowable spaces, the rules found in 63.421 and 63.422 shall apply.

D. Required off-street parking spaces may be on-site or provided off-site according to the following:

- (1) Parking for residents and short term, high turnover users such as visitors, guests, customers or patrons may be provided off-site from the primary use.
- (2) Parking for long-term, low turnover users such as employees of on-site businesses may be provided on-site or accommodated outside the DMZ-POZ at a remote park and ride facility where connecting service by public transit or private shuttle is arranged for use of on-site employees.
- (3) Private parking facilities for off-site contract parking of employees of businesses or organizations in the DMC District may not be constructed in the DMC-POZ.
- (4) Where off-site parking for residents or other short term parking users is provided, the following table provides guidance on the generally acceptable pedestrian travel distance for persons parking off-site:

(Establishes rules for the location of parking based on market types (ie, residents, visitors, customers, employees) consistent with principles identified in the DMC Vision Plan

Note in (3) that off-site private parking for employee use not permitted in the District

Area	Customer/Visitor/Patron	Resident
CDC – Central Business District / Fringe	1200'	600'
Other CDC areas	800'	400'
Other areas in DMC District Overlay Zone	400'	200'

TABLE 63.427-C-3	<i>Existing</i>	<i>Text in RED indicates change from existing standard</i>	<i>Text in RED indicates change from existing standard</i>
List of Permitted Uses	REQUIRED OFF-STREET PARKING (Existing Rochester Zoning Code)	REQUIRED OFF-STREET PARKING MINIMUM	REQUIRED OFF-STREET PARKING MAXIMUM
RESIDENTIAL USES			
Single Family Detached	2 PER NEW DWELLING UNIT	1 per dwelling unit, except an accessory dwelling unit shall not be required to provide off-street parking	2 per dwelling unit
Duplex	2 PER NEW DWELLING UNIT	1 per dwelling unit	2 per dwelling unit
Multi-Family Residential 3 & 4 Plex 2 Story Building > 2 Story Building With 30 or more units	1 PER UNIT/EFFICIENCIES & ONE BEDROOM UNITS 1 ½ PER 2 BEDROOM UNIT 2 PER 3 BEDROOM UNIT 3 PER 4 BEDROOM UNIT	1 per dwelling unit	1.5 per 1 Bedroom unit 2.0 per 2 bedroom unit 2.5 per 3 bedroom unit 3.0 per 4 or more bedroom unit
Performance Residential	2 PER NEW DWELLING UNIT	1 per dwelling unit	2 per dwelling unit
Congregate Housing	1 PER DWELLING UNIT	0.8 per dwelling unit	1 per dwelling unit
Manufactured Home Park	2 PER MANUFACTURED HOME	1 per unit	2 per unit
Group Residential Care	1 SPACE/EMP LARGEST SHIFT	1 space per 4 beds	1 space per 2 beds
Semi-Transient Accom.	1 PER UNIT	0.75 per unit	1 per unit
Transient Accommodations	1 PER UNIT	0.75 per unit	1 per unit
Nursing & Personal Care	1 PER EMP. ON LARGEST SHIFT PLUS 1 PER 6 BEDS	1 per emp on largest shift plus 1 per 6 beds	1 per emp on largest shift plus 1 per 3 beds
Offender Transitional Housing		1 space per 4 beds	1 space per 2 bed
Commercial Lodging: Hotels/motels		1 per 3 guest rooms + parking equal to 10% of the capacity of persons for an affiliated use on site (i.e., dining or meeting rooms)	1 space per guest room + parking equal to 30% of the capacity of persons for an affiliated use on site (i.e., dining or meeting rooms)
OFFICE AND SERVICE USES			
Offices	1 PER 200 SQ FT FA - 1 PER 400 SQFT FA	1 per 500 sq. ft. FA in excess of 4,000 sq. ft.	1 per 200 sq. ft. FA
Medical Office/Clinic	5 PER PRINCIPAL MEDICAL PROFESSIONAL	1 per 500 sq. ft. FA in excess of 4,000 sq. ft.	1 per 200 sq. ft. FA
Business Center		As determined by a TDMP	SEE PAR. 62.383(D)
Business Service	1 PER 400 SQFT F.A. - 1 PER 200 SQFT F.A.	1 per 500 sq. ft. FA in excess of 4,000 sq. ft.	1 per 200 sq. ft. FA
Personal Service	1 PER 300 SQFT F.A. - 1 PER 200 SQ FT FA	1 per 500 sq. ft. FA in excess of 4,000 sq. ft.	1 per 200 sq. ft. FA
Repair & Maintenance	1 PER 300 SQFT F.A. 1 PER EMP. ON LARGEST SHIFT PLUS 1 PER 200 SQFT OF F.A. DEVOTED TO CUSTOMER SALES AND SERVICE	1 per 500 sq. ft. of FA in excess of 4,000 sq. ft. (minimum of 4 spaces) + 1 space per 2,000 sq. ft. of outdoor sales area + 2 spaces per repair bay, if any	1 per 300 sq. ft. of FA + 1 space per 1,000 sq. ft. of outdoor sales area + 2 spaces per repair bay, if any
Trade Shops	1 PER EMP. ON LARGEST WORK SHIFT PLUS 1 PER 200 SQFT F.A. DEVOTED TO CUSTOMER SALES/SERVICE	1 per 500 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 200 sq. ft. FA
Auto Maintenance Services	5 PER REPAIR BAY	1 per 500 sq. ft. of GFA excluding service bays + 2 spaces per repair bay	1 per 200 sq. ft. of GFA+ 2 spaces per repair bay
Automotive Repair Services	5 PER REPAIR BAY		

Auto Center	5 PER REPAIR BAY	1 per 500 sq. ft. of FA in excess of 4,000 sq. ft. (minimum of 4 spaces) + 1 space per 2,000 sq. ft. of outdoor sales area + 2 spaces per service bay, if any	1 per 300 sq. ft. of GFA + 1 space per 1,000 sq. ft. of outdoor sales area + 2 spaces per service bay, if any
Funeral Homes	1 PER 4 PERSONS BASED ON MAXIMUM CAPACITY OF BUILDING	1 per 4 persons based on maximum capacity of building	1 per 2 persons based on maximum capacity of building
Veterinary Service	3 PER PRINCIPAL MEDICAL PROFESSIONAL	1 per 500 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 200 sq. ft. FA
MEDICAL AND INSTITUTIONAL USES			
Medical Facilities	1 PER 4 PLANNED BED SITES OR 300 SQ FT.	1 per 3 beds; may be superceded by TMDP	1 per 2 beds; may be superceded by TDMP
Educational Services	1 PER 3 STUDENTS PLUS 1 PER EMP. PRESENT DURING LARGEST CLASS ATTENDANCE PERIOD	1 per classroom + 1 space per 5 students of legal driving age based on the maximum number of students attending classes at any one (1) time	2 per classroom + 1 space per 3 students of legal driving age based on the maximum number of students attending classes at any one (1) time
Membership Organizations	1 PER 4 PERSONS BASED ON MAXIMUM CAPACITY OF BUILDING	1 per 4 persons based on maximum capacity of building	1 per 2 persons based on maximum capacity of building
Day Care Facility	1 PER EMP. ON LARGEST SHIFT	1 per emp on largest shift OR 1 space per 500 sq. ft. of GFA, whichever is largest	1 per emp on largest shift OR 1 space per 200 sq. ft. of GFA, whichever is largest
Emergency Services	1 PER EMPLOYEE	1 per employee	1 per employee
Air Transportation	1 PER EMPLOYEE	1 per employee	1 per employee
Area Accessory Development	SEE PAR. 62.935		
INDUSTRIAL USES			
Light Industrial	SEE WHOLESALING REQUIREMENTS	1 per 2 employees on largest shift or 1 per 1,200 sq. ft. FA whichever is greater plus 1 per vehicle normally stored or parked on the site	1 per 500 sq. ft. FA plus 1 per vehicle normally stored or parked on the site
Research & Testing	SEE WHOLESALING REQUIREMENTS	1 per 2 employees on largest shift or 1 per 1,200 sq. ft. FA whichever is greater plus 1 per vehicle normally stored or parked on the site	1 per 500 sq. ft. FA plus 1 per vehicle normally stored or parked on the site
Wholesaling	1 PER 2 EMP. ON LARGEST WORK SHIFT OR 1200 SQFT F.A. WHICHEVER IS GREATER PLUS 1 FOR EACH COMPANY VEHICLE NORMALLY STORED OR PARKED ON THE SITE	1 per 2 employees on largest shift or 1 per 1,200 sq. ft. FA whichever is greater plus 1 per vehicle normally stored or parked on the site	1 per 500 sq. ft. FA plus 1 per vehicle normally stored or parked on the site
Transportation Services	1 PER 150 SQFT F.A. DEVOTED TO CUSTOMER SERVICE PLUS 1 PER RENTAL/COMPANY VEHICLE	1 per 500 sq. ft. of FA plus 1 per rental/company vehicle	1 per 150 sq. ft. of FA plus 1 per rental/company vehicle
Local Transit	SEE WHOLESALING REQUIREMENTS	1 per 2 employees on largest shift or 1 per 1,200 sq. ft. FA whichever is greater plus 1 per vehicle normally stored or parked on the site	1 per 500 sq. ft. FA plus 1 per vehicle normally stored or parked on the site
Motor Freight /Warehousing	SEE WHOLESALING REQUIREMENTS	1 per 2 employees on largest shift or 1 per 1,200 sq. ft. FA whichever is greater plus 1 per vehicle normally stored or parked on the site	1 per 500 sq. ft. FA plus 1 per vehicle normally stored or parked on the site
Sand or Gravel Excavation	1 PER EMPLOYEE ON LARGEST SHIFT	1 per emp on largest shift	1 per emp on largest shift
FOOD AND BEVERAGE USES			

Fast Food Restaurant	1 PER 3 SEATS PLUS 1 PER 2 EMPLOYEES ON LARGEST SHIFT	1 space per 250 sq. ft. FA	1 space per 75 sq. ft. of FA
Standard Restaurant	1 PER 3 SEATS PLUS 1 PER EMP. ON LARGEST SHIFT		
Fast Food Restaurant	1 PER 4 SEATS PLUS 1 PER EMP. ON LARGEST SHIFT		
Standard Restaurant	1 PER 3 SEATS PLUS 1 PER EMP. ON LARGEST SHIFT		
RETAIL SALES AND SERVICE USES			
Retail Trade	1 PER 150 SQFT F.A.	1 per 450 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 200 sq. ft. FA
Furniture & Appliance Sales	1 PER 600 SQFT F.A.	1 per 500 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 250 sq. ft. FA
Garden Center	1 PER 2 EMPLOYEES ON LARGEST SHIFT, 1 PER 1,000 SQUARE FEET FLOOR AREA USED FOR INTERIOR SALES, 1 PER 5,000 SQUARE FEET EXTERIOR DISPLAY AREA	1 per 2 employees on largest shift, 1 per 1,000 sq. ft. FA for interior sale area, 1 per 5,000 sq. ft. exterior sale area	1 per 2 employees on largest shift, 1 per 500 sq. ft. FA for interior sale area, 1 per 2,500 sq. ft. exterior sale area
Sales and Storage Lots	1 PER 1500 SQFT OF LOT AREA	1 per 500 sq. ft. of FA in excess of 4,000 sq. ft. (minimum of 4 spaces) + 1 space per 1,500 sq. ft. of outdoor sales area	1 per 300 sq. ft. of GFA + 1 space per 1,000 sq. ft. of outdoor sales area
Convenience Retail	1 PER 100 SQFT FLOOR AREA	1 per 500 sq. ft. FA	1 per 100 sq. ft. FA
Communications	1 PER 200 SQFT F.A.	1 per 500 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 200 sq. ft. FA
ARTS – RECREATION – ENTERTAINMENT USES			
Indoor Athletic Facility	1 PER 100 SQFT F.A.	1 per 500 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 100 sq. ft. FA
Indoor Recreation Facility	1 PER 300 SQ FT FLOOR AREA	1 per 500 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 200 sq. ft. FA
Restricted Commercial	1 PER 150 SQ FT FLOOR AREA	1 per 500 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 200 sq. ft. FA
Indoor Recreation	1 PER 4 PERSONS BASED ON MAXIMUM CAPACITY OF BUILDING	1 per 500 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 200 sq. ft. FA
Drinking & Entertainment	1 PER 4 PERSONS BASED ON MAXIMUM CAPACITY OF BUILDING	1 per 250 sq. ft. FA	1 per 100 sq. ft. FA
Bowling Alleys	4 PER LANE PLUS 1 PER EMP. ON LARGEST SHIFT	2 spaces per lane or 1 per 250 sq. ft. FA, whichever is larger	4 spaces per lane or 1 per 150 sq. ft. FA, whichever is larger
Adult Establishment	1 PER 200 SQFT F.A.	1 per 500 sq. ft. FA in excess of 4,000 sq. ft. (minimum of 4 spaces)	1 per 200 sq. ft. FA

E. Any downtown property owner with an established Travel Demand Management Program and an on-site Parking Policy and Management Plan approved by the City may use such Parking Policy and Management Plan to guide the development of off-street parking

Provision (F) allows Mayo to manage its parking consistent with the adopted Mayo Master Plan supported by its existing Parking and Travel Programs. This option would be open to other private interests willing to engage in similar level of parking and travel demand management

F. Required Bicycle Parking:

- (1) In a new or expanded parking facility that contains 24 or more parking spaces, off-street bicycle parking must be provided on site. If a parking facility has between 24 and 100 auto parking spaces, off-street bicycle parking spaces must be provided at a ratio of one space per ten auto parking spaces. In a new or expanded parking facility with more than 100 auto parking spaces, the required ratio of bicycle spaces to be provided for that portion of the parking facility above 100 auto spaces in number is three-quarters (0.75) of an off-street bicycle parking space for every ten auto parking spaces. If existing public bicycle parking spaces are located on the same block as the new or expanded parking facility, the requirement for providing bicycle parking may be reduced or waived.
- (2) Required off-street bicycle parking can be provided through the provision of U-lock friendly bicycle racks that support the bicycle upright by its frame in at least two places or points of contact or in commercially built bicycle lockers.

G. Existing land uses in existence at the time of adoption of these regulations having more accessory off-street parking spaces than the maximum number specified are permitted to continue to legally utilize all available parking spaces and the use shall not be considered non-conforming as to parking for zoning purposes because of excess number of parking spaces. New parking facilities established after the effective date of this ordinance shall conform to the new provisions of the DMC-POZ and other applicable provisions of this Code for the underlying zoning of the property. All legally established parking facilities that do not conform to the revised standards have the authority to continue granted in section 65.120.

H. Excess, existing accessory off-street parking spaces no longer needed for an existing land use to comply with zoning code requirements because of the permitted reduction in minimum parking requirements found in this paragraph, may not be converted to a commercial parking facility with more than 4 parking spaces, unless the conversion is approved as an interim land use through the approval process for a Type III Restricted Development but following only the Final Plan (Type III, Phase III) process as regulated in Section 62.700.

Subd. 4. Reductions to Off-Street Parking Requirements

Within the boundaries of the DMC-POZ, additional reductions to the minimum number of off-street parking spaces required may be authorized for a new development in certain situations or if certain conditions are met. Adjustments or reductions that may be applicable to a proposed development shall initially be calculated separately and can be applied in a manner or order that results in the maximum overall reduction in the total of the number of off-street parking spaces required.

The various allowable reductions to off-street parking have been consolidated into one section. All of these reductions except for the Shared Parking approach to calculating required off street parking are in current ordinance.

i. General Requirements

Any reductions or adjustments to the number of required off-street accessory parking spaces authorized under these provisions that rely upon the performance of the municipality, shall remain in effect as initially authorized regardless of any changes made by the municipality. Changes to the development made

by the owner that would effectively nullify any or all of the off-street parking reductions, adjustments, exemptions or substitutions authorized under these provisions shall not be made without approval from the Zoning Administrator.

ii. Process to apply for Reduction or Substitution of Off Street Parking Requirements in DMC-POZ

Any request for a reduction or substitution to the off-street parking requirements in the DMC-POZ shall be made to the City in a form determined appropriate by the Zoning Administrator. It shall be the responsibility of the applicant for the request to provide all documentation requested to prove conformance with all conditions needed to support the decision of the Zoning Administrator to grant the requested parking reduction or substitution.

C. Reductions Allowed

(1) Shared Parking Reduction

A reduction in the minimum number of required parking spaces may be approved for mixed-use developments where the uses have parking demands that peak at different times of the day and/or days of the week, and if open and unreserved parking spaces are provided to share between the complementary uses. The zoning administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing off-street parking when their respective hours of peak parking demand do not overlap. Shared parking shall be subject to the location requirements of section 63.430 and the following conditions:

Shared parking clause modeled on Minneapolis and Madison (WI) ordinances that allow for shared parking reduction. See Appendix B for example of how this would work

- a) Computation. The number of shared spaces for two (2) or more distinguishable land uses shall be determined by the following procedure:
 - i. Multiply the minimum parking required for each individual use, as set forth in Table 63.427 Subd 3(B) by the appropriate percentage indicated in following table for each of the six (6) designated time periods.

General Land Use Classification	Weekdays			Weekends		
	2:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 2:00 a.m.	2:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 2:00 a.m.
Office	5%	100%	5%	0%	10%	0%
Retail sales and services	0%	90%	80%	0%	100%	60%
Restaurant (not 24 hour)	10%	70%	100%	20%	70%	100%
Residential	100%	60%	100%	100%	75%	90%
Theater	0%	40%	90%	0%	80%	100%
Hotel						
Guest rooms	100%	55%	100%	100%	55%	100%
Restaurant/lounge	40%	60%	100%	50%	45%	100%
Conference rooms	0%	100%	100%	0%	100%	100%
Religious institution	0%	25%	50%	0%	100%	50%
Reception or meeting hall	0%	70%	90%	0%	70%	100%
Museum	0%	100%	80%	0%	100%	80%
School, grades K–12	0%	100%	25%	0%	30%	10%

- ii. Add the resulting sums for each of the six (6) columns.
 - iii. The minimum parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.
 - iv. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.
- b) Other uses. If one (1) or more of the land uses proposing to make use of shared parking facilities do not conform to the general land use classifications in 63.427 Subd. 4 (C)(1)(a)(i), as determined by the zoning administrator, then the applicant shall submit sufficient data to indicate the principal operating hours of the uses. Based upon this information, the zoning administrator shall determine the appropriate shared parking requirement, if any, for such uses.
- c) Alternative procedure. An application may be submitted requesting that the zoning administrator authorize a greater reduction in the total number of required parking spaces for two (2) or more uses where an applicant believes the percentages in 63.427(C)(1)(a)(i) do not adequately account for circumstances unique to the particular property or properties in question. The application shall include, at a minimum, a parking study with a detailed description of the proposed uses, their hours of operation, their anticipated peak parking demand, and anticipated hours that such peak parking demand would occur. Based upon information demonstrating that the peak parking demand for the uses in question would not coincide, the zoning administrator may authorize a parking reduction other than that authorized through Section 63.427(C)(1)(a)(i).
- d) Process. The shared parking calculation shall be submitted on a form approved by the zoning administrator as part of the Parking Facility Approval Process, as specified in 63.427 Subd.2(F).

(2) Standards reductions for Accessory Off-Street Parking for Non-Residential Uses

- a) Off-site Permanent Public Parking Availability Reduction: The number of off-street accessory parking spaces for any non-residential use may be reduced by ten percent if the new non-residential use is situated on a zoning lot that lies within the walking distances defined in 63.427 Subd 3(D)(4) of a publically owned parking structure, as measured from the nearest point on the property line of the lot on which the public parking lot or structure is located to the nearest point on the property line of the lot on which the non-residential use requiring off-street parking is located.
- b) Transit Improvement Incentive Reduction: The number of off-street accessory parking spaces for a non-residential use may be reduced by an additional ten percent if the new development provides a needed, adequately designed, sheltered transit stop within the development, as determined by the Director of Public Works. The reduction shall not be awarded for sheltered transit stops that are both in the public right-of-way and detached from the principal structure.

- c) **Captive Market Reduction:** The number of non-residential accessory off-street parking spaces for the non-residential portion of a new mixed-use development may be reduced in whole or part when certain select “retail” uses are located in the mixed-use building. The required accessory off-street parking for “retail” uses that are defined by Section 62.140 as Restaurants (Standard or Fast food), Personal Service uses, Convenience Retail uses or Retail Trade may be reduced an additional ten percent. For the select “retail” uses to qualify for the additional parking reduction, the development must meet the following conditions:

“Captive Market” refers to sites with a mix of residential and non-residential use; a certain small percentage of customer traffic to on-site retail is expected to come from on-site residents

1. it must be designed and built as a single mixed-use building where the floor area of the portion of the building devoted to residential use is at least twice the floor area of the portion of the building devoted to non-residential use, and
 2. the select “retail” uses are located on the street level that fronts in some part on the public sidewalk and has public, pedestrian access from the public sidewalk.
- d) **Adjacent, Metered, On-Street Public Parking Spaces Adjustment:** Public, metered on-street parking spaces lying adjacent, in whole or in part, to the property line of the zoning lot for a new development with a non-residential land use that must provide accessory off-street parking may count the adjacent metered on-street spaces as all or part of the required, non-residential, accessory, off-street parking spaces
- e) **Bicycle Parking Substitution:** Off-street bicycle parking provisions located in a public space on the street level of a new development may be substituted for up to five percent of the final modified number of off-street accessory parking spaces required for any new non-residential use. For the purpose of calculating the number of parking spaces that can be substituted, the application of the five percent provision that results in a non-whole number may be increased to the next highest whole number to determine the maximum number of accessory off-street parking spaces that may be substituted. Any of the following bicycle parking provisions qualify as the equivalent of one off-street accessory parking space:
- i. one enclosed, securable bicycle locker large enough to accommodate at least one full-size bicycle with guaranteed access for the user of the bicycle locker to a securable dressing room with clothing storage and shower facilities;
 - ii. two enclosed, securable bicycle lockers each large enough to accommodate at least one full-size bicycle; or
 - iii. six U-lock friendly bicycle rack spaces that support the bicycle upright by its frame in at least two places or points of contact.

(3) **Standard Reductions to the required number of Off-street Parking Spaces for New Residential Developments**

- a. Any reduction in number of residential, accessory off-street parking spaces authorized by this paragraph must be replaced in number with bicycle parking spaces. The replacement bicycle parking spaces must be located on the site of the

development; in an area that is not within the private, habitable portion of a residential dwelling unit; that provides the parked bicycle with protection from the elements and a U-lock friendly securable, bicycle rack that supports the bicycle upright by its frame in at least two places or points of contact.

- i. Categories of Acceptable Residential Off-Street Parking Reductions
 - a. Shared Car Reduction: A reduction in the number of required residential accessory off-street parking spaces may be granted if a shared or community vehicle is available for use by residents of a new residential development. Where one or more passenger vehicles are available on-site with an established procedure for private use by residents, the minimum parking requirement for a residential use may be reduced by an additional 20 percent provided there are no more than 75 residential dwelling units per shared vehicle.
 - b. Transit Availability Reduction: The number of residential, accessory off-street parking spaces may be reduced by an additional ten percent if the zoning lot on which the new residential development is located is within 660 feet walking distance of a signed bus stop or bus shelter serving a weekday bus route.
 - c. Skyway/Subway Proximity Reduction: The number of residential accessory off-street parking spaces may be reduced by ten percent if the zoning lot on which the new residential development is located is within 750 feet of the property line of a lot which contains a pedestrian entry point into the skyway and/or subway system available for use by the general public.
 - d. Student Housing Exemption: Dwelling units in a new residential development that are restricted solely to the residency and occupancy of students of an accredited educational facility with a physical campus within the municipal boundaries of the City of Rochester are not required to provide accessory off-street parking spaces for the dwelling units during the period of time the student residency restriction is in effect. For every ten dwelling units that receive the exemption from providing accessory off-street parking, at least one accessory off-street parking space for the use of visitors to the dwelling units must be provided on site

Subd. 5. Special Provisions for Existing or New Residential Land Use in DMC-POZ

- A. Residential developments within the boundaries of the DMC-POZ are exempt from the "Spillover Parking" requirements of Section 63.426.
- B. Any required accessory off-street parking spaces for a residential dwelling unit can be offered for rent to the tenant(s) of a dwelling unit separately by the landlord independent of the action of renting the dwelling unit to the tenant. Such residential accessory off-street parking spaces, if offered for rent separately, can be rented to either tenants or non-tenants of the residential use on the property.

Subd. 6. Certain underlying zoning district parking regulations to apply:

A. The boundary of the DMC-POZ contains all of the Central Development Core (CDC) Performance Districts (CBD; Fringe; Medical and Residential) as well as areas zoned in the B-4 (General Commercial), **B-1 (Restricted Commercial)**, M-1 (Mixed Commercial Industrial), R-4 (High Density Residential), R-3 (Medium Density Residential), R-2 (Low Density Residential), and R-1 (Mixed Single Family Residential) districts and as a PUD (Planned Unit Development). Established residential zones and the PUD district have highly detailed development standards applicable to accessory parking and limited non-accessory parking as permitted uses. Within the boundaries of the DMC- POZ, the zoning regulations of this subdivision will only be applicable in the four CDC Performance Districts or any established non-residential zone.

Expanded boundaries of DMC District compared to Downtown Master Plan result in inclusion of some areas zoned B-1

B. Alternative Compliance.

As part of the Conditional Use Permit process, the City Council may approve alternative design methods of compliance to any of the specific design provisions of the DMC-POZ upon the finding of any of the following situations:

- (1) A proposed alternative design includes additional amenities or improvements above normal requirements that mitigate any adverse effects of the alternative. Site amenities may include but are not limited to additional open space, additional landscaping and screening, green roof, decorative pavers, ornamental metal fencing, architectural enhancements, transit facilities, bicycle facilities, preservation of natural features, restoration of previously damaged natural environment, rehabilitation of existing structures that have been locally designated as historic structures, and design which is similar in form, scale, and materials to existing structures on the site and to surrounding development.
- (2) It is shown by the applicant and agreed to by the City that the alternative design solution proposed will result in an improved use of the land that preserves the purposes and goals of the LDM, the DMC-POZ, and the Downtown Rochester Master Plan Report, the Destination Medical Center Development Plan and District Design Guidelines and any applicable officially adopted development standard or guideline.
- (3) It is determined that strict adherence to the unique provisions of the DMC-POZ is impractical because of site location or existing conditions. Waiver of adherence will result in a development that is still considerate of its physical surroundings, fits in with the established character of the area, and insures the public's health, safety, and general welfare are protected now and into the future.

C. Special Ordinance Exemptions:

- (1) The exemption to the requirements for Traffic Visibility Zones in section 63.503 is extended to the development of new or expanded parking facilities. The potential to maximize pedestrian safety through the enhancement of visibility of vehicles entering, exiting, or parked in a

parking facility will be evaluated on a case by case basis considering the characteristics of the adjacent streets and alleys as part of the Conditional Use Permit approval process.

- (2) For properties located in the applicable zoning districts as described in section 63.427, Subd.6(A), any provision of this Code that would require bufferyards between land used for a new parking facility and any adjacent land uses are waived with the exception of any required bufferyard that establishes the need to provide the planting of boulevard trees.

D. Restricted Site Locations:

- (1) A new or expanded parking facility should avoid directly abutting on any of the seven “active/pedestrian” street segments shown on Map 1. These street segments reflect the most important “pedestrian environments” and streets with “points of engagement” as identified in the “Downtown Rochester Master Plan Report.” Restricting parking facilities along these selected streets will provide a safer pedestrian environment and maintain a continuous building street wall of destinations for pedestrians. A parking facility is not considered to be abutting on a street frontage in this site location restriction if it is separated from the street property line by a principal building that is at least 15 feet in depth, one full story in height above the sidewalk grade and at least as wide as the parking facility on the lot.
- (2) If avoidance of fronting a new parking facility on an “active/pedestrian” street as described in the paragraph 1 of this clause is determined by the Council to be infeasible because of the physical limitations of the site or the temporary nature of the proposal, a minimum of a 15-foot wide area, located at ground level, between the new parking facility and sidewalk or street property line of the active/pedestrian identified street should be provided. This 15-foot wide area should be designed for use as a pedestrian plaza with public seating, public art and/landscape area (see Figure 1 for an example of buffering a parking facility abutting an “active/pedestrian street”).

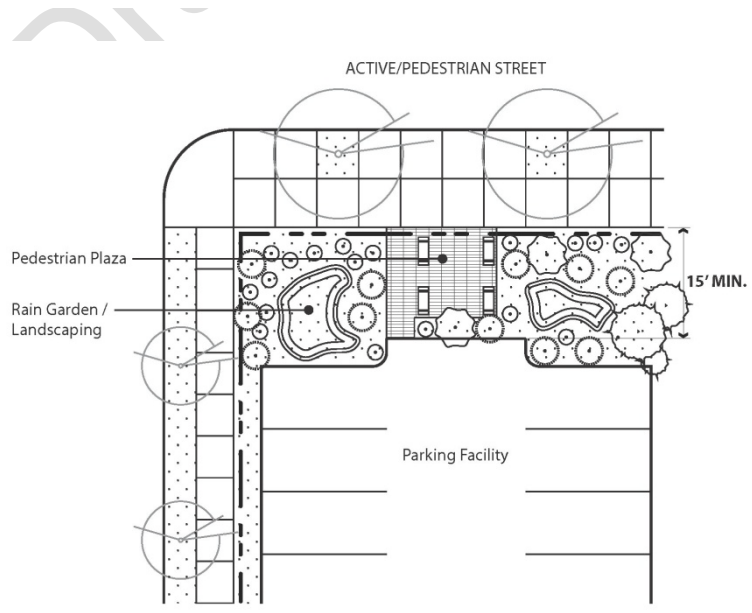


Fig. 1 - Example Fronting an Active/Pedestrian Street

E. Vehicular and Non-vehicular Access to a Parking Facility:

- (1) Vehicular access to a new parking facility shall not be taken from an active/pedestrian street frontage as identified in section 63.427 Subd. 6(D)(1). Vehicular access to a parking facility should be developed from an alley if available. Vehicular entrance drives should be located and designed to minimize interference with pedestrian movements. Vehicle entrance drives to parking facilities should not exceed 20 feet of street frontage (see Figure 2).
- (2) Principal use surface parking lots shall provide an exterior pedestrian accessible route (sidewalk) meeting the accessibility requirements of the Building Code from the abutting public sidewalk to any accessible area or accessible parking space within the parking lot via the shortest route.
- (3) Where a surface parking lot, including any buffer or landscape areas, has 300 or more feet of continuous frontage along a street, sidewalk, pathway, a mid-frontage, exterior accessible pedestrian route (sidewalk) meeting the standards of the Building Code must be provided between the abutting public sidewalk and an accessible area or accessible parking space within the parking lot (see Figure 4a).
- (4) A surface parking lot situated at the corner of a block shall provide an exterior accessible pedestrian route (sidewalk) meeting the standards of the Building Code from the adjacent public sidewalk between a point at or within ten feet of the inside corner of the abutting sidewalks to an accessible area or accessible parking space within the surface parking lot (see Figure 4a).

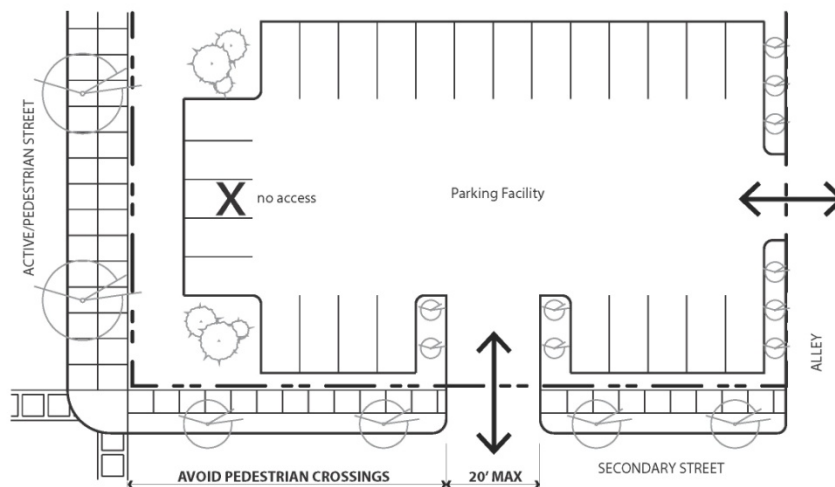


Fig. 2 - Vehicular Access to Parking Facilities

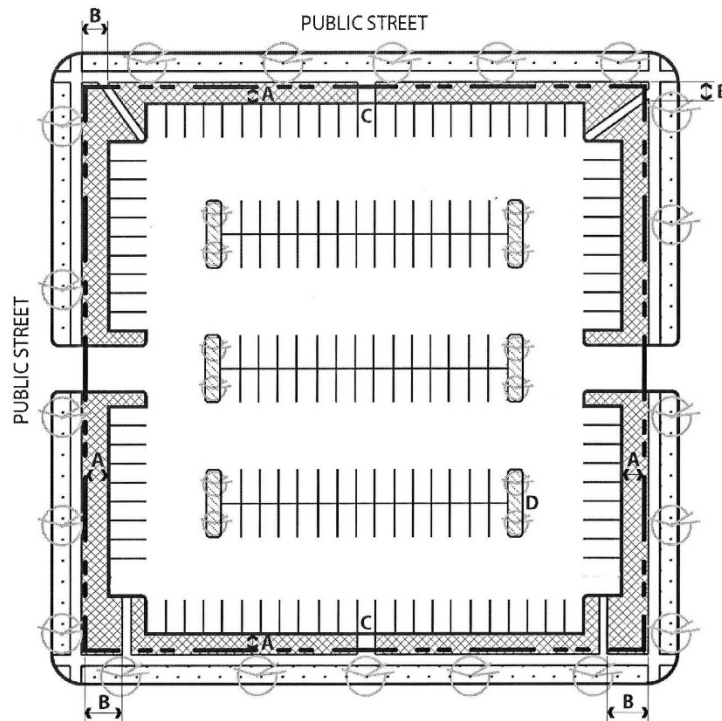


Fig. 4a - Surface Parking Facilities

Design Requirements

Buffer (see table for minimum buffer requirement)	A
Pedestrian access within 10' of block corner	B
Mid-block pedestrian access and landscape courtyard	C
Interior lot landscaping (see table for buffer reduction)	D

- F. Placement of Accessory Parking Facilities on a Lot with a Principal Building:
- (1) On a lot developed with a principal building as well as an accessory parking facility, the parking facility shall be:
 - a) Located no closer to a street property line than the principal building on the lot, except if the parking facility is completely below grade;
 - b) Located either to the rear of the principal building or if constructed as part of the principal building behind the front façade of the principal building except for the portion of a parking facility that is completely below grade (see Figure 3a);
 - c) If is not feasible to locate the parking facility to the rear of the principal building, the parking facility may be located to one side of the principal building. A parking facility located to one side of a principal building shall be no more than 60 feet in width (not including any required landscape buffer areas) measured from the side wall of the principal building (see Figure 3b);
 - d) If the principal building and parking facility is situated on a corner lot, the parking facility should be located in such a way as to allow

the principal building to be “built to” both the front and side-street property lines. A portion of the parking facility may front along the side-street lot line when situated behind the rear wall (or parallel extension thereof) of the principal building on the lot and subject to any other identified design features, setback, buffering, screening and landscaping (see Figure 3c).

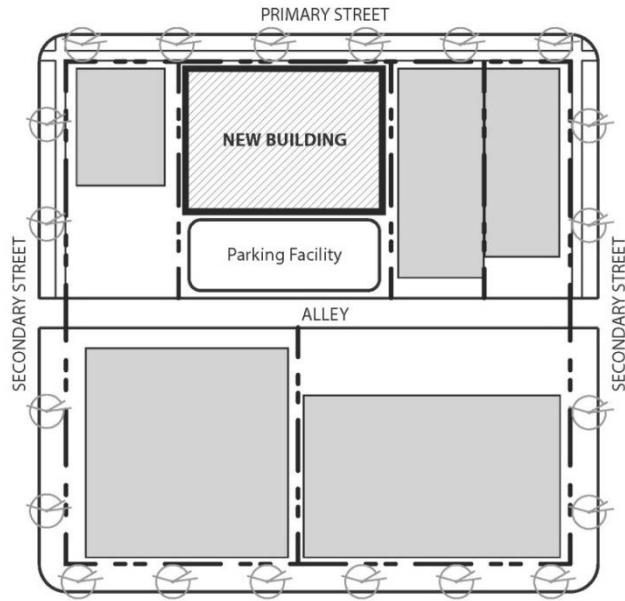


Fig. 3a - Principal Building and Parking Facility
 Parking Placement to the Rear of Principal Building

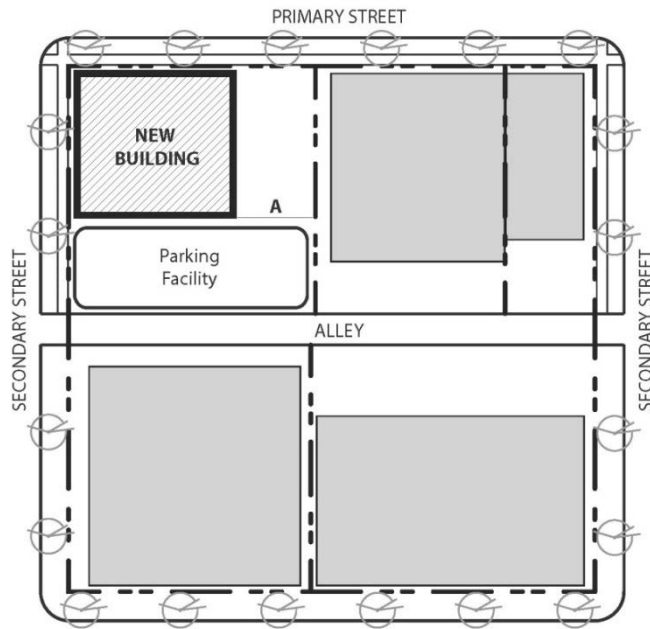


Fig. 3c - Principal Building and Parking Facility
 Parking Placement on a Corner Lot
 No closer to street than rear wall of the principal building **A**

G. Surface Parking Lot Landscape Buffering:

- (1) A surface parking lot shall be buffered with landscaping wherever the lot on which it is situated abuts a public street, sidewalk, or pathway, but not an alley. The landscape buffer area must be located between the area devoted to the surface parking spaces and the right-of-way/property line and shall be a minimum of six feet in width. The landscape buffer shall be increased to a minimum of ten feet in width along lot lines where the surface parking lot, including any area devoted to a required landscape/buffer area, abuts a street or pedestrian sidewalk or pathway for more than 150 feet. The minimum landscape buffer area adjacent to an active/pedestrian street frontage is described in section 63.427 Subd.6 (D)(2).
- (2) A required landscape buffer area width of ten feet, as required in paragraph 1 of this clause, may be reduced in width, but to never less than six feet, if the parking lot development plan provides either one or both of the following additional provisions:
 - a) A screening wall or fence made of permanent, high-quality, durable materials, complementary in design and color to the adjacent structures in the area and of at least 30 inches but no more than 42 inches in height situated in the landscape buffer area between the surface parking lot and the required landscape hedge plantings allows a two-foot reduction in landscape buffer width;

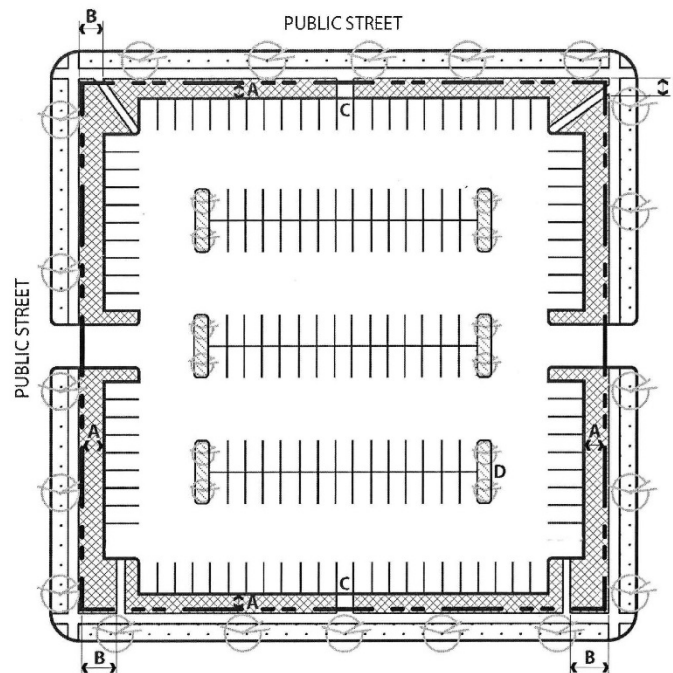


Fig. 4a - Surface Parking Facilities

Design Requirements	
Buffer (see table for minimum buffer requirement)	A
Pedestrian access within 10' of block corner	B
Mid-block pedestrian access and landscape courtyard	C
Interior lot landscaping (see table for buffer reduction)	D

- b) An appropriately distributed landscape island is included within the parking lot that is adequately sized and designed to support the continued, healthy growth of a canopy tree and provided at a rate of one canopy tree for every ten parking spaces in the surface parking lot allows a two-foot reduction in landscape buffer width (see Table 1 and Figure 4a);
- c) The landscape buffer area shall be planted with the appropriate type of perennial shrubs (plants) that will grow and form a screening hedge. The planting plan to establish a hedge must include equally spaced shrubs (plants) with at least one shrub (plant) for every three linear feet of frontage. The planted shrubs must grow to a minimum height of at least 30 inches and be maintained to a height of no more than 42 inches above the adjacent grade. If the parking lot parking facility is at least three feet above the adjacent sidewalk grade, the hedge plantings may be reduced to a type that produce an established height of only 24 inches (see Figure 4b).
- d) A portion of the landscape buffer area may be used for up to ten required bicycle parking spaces so long as their location is safe for the user and the pedestrian on the abutting sidewalk and the landscape plantings displaced because of the bicycle parking are replaced somewhere else on the site.

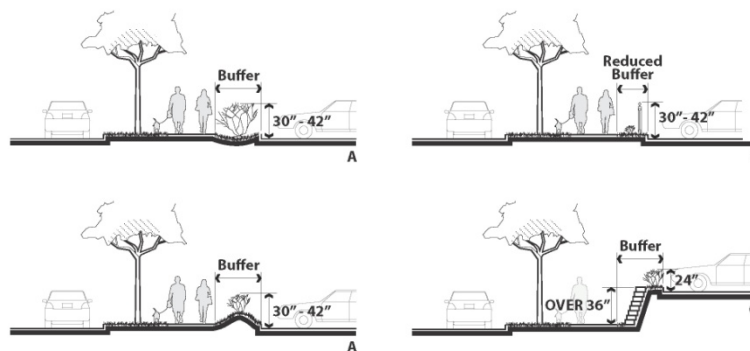


Fig. 4b - Surface Parking Facilities Buffer Examples

Buffer Types	
Landscape buffer	A
Reduced buffer with screening wall or fence	B
Landscape buffer with elevation change	C

H. Parking Structure/New Building Appearance Guidelines:

- (1) Every façade of a new or expanded parking structure or building that faces a public street (not an alley) should be of a design that ensures that sloped floors and ramps in the parking facility do not dominate the exterior appearance of the structure or building and that vehicles within the structure or building are screened from view from the public street except where visible through entrance/exit openings on the ground floor (see Picture 1).
- (2) The appearance of at-grade parking areas located beneath an elevated building that face a public street (not an alley) should be shielded from street view with architectural screen, building facades, or other suitable elements (see Picture 2).

- (3) The façade of a new or expanded parking structure or building that is within two stories in height above the adjacent grade and fronts on a public street should be constructed with the same level of architectural detail and type of exterior materials as the principal building on the lot (see Picture 3).
- (4) The façade of a new or expanded parking structure or building should blend in with the overall appearance of the existing buildings lying adjacent to or directly across the street by maintaining the patterns of horizontal (story dimensions) and vertical alignment (building façade widths) of the architectural features established by the neighboring buildings (see Picture 4).
- (5) The design of the ground floor and second floor of a parking structure or building fronting on a public street should make every attempt to relate to the human scale through the use of high quality finishes, awnings, lighting, building projections, art, landscaping or other pedestrian-oriented features (see Pictures 5 and 6).
- (6) To provide for user security and public awareness, the building enclosure or facade around any stair or elevator tower for use by the general public in a new or expanded parking structure or building that is visible from a public street (not an alley), should be fifty (50)% transparent to viewers from the street (see Picture 6).



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6

I. Parking Facility Lighting.

Any exterior lighting provided for a parking facility shall utilize full-cutoff luminaires. If pole mounted, the maximum height of the luminaire shall be 18 feet with a maximum permitted illumination of one footcandle at the property line. The light source of the luminaires used for interior lighting in a parking structure or building shall be completely shielded from view by persons standing anywhere within the adjacent street right-of-way (see Figure 5).

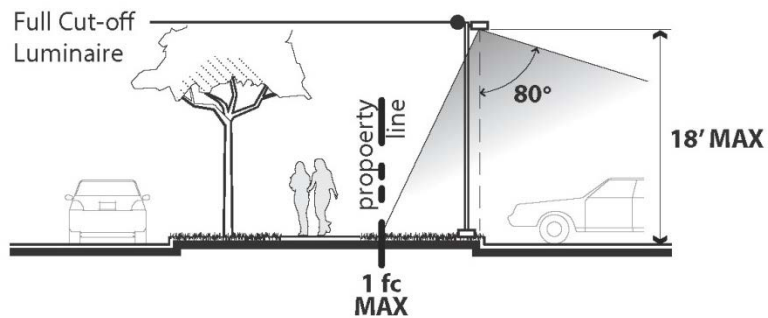


Fig. 5 - Parking Facility Exterior Lighting

63.428 Public Parking in Private Parking Facility

- 1) During the predevelopment and preliminary review phases of a development including an on-site parking facility, the City will assess the site as a location for Public Parking to serve public purposes within the vicinity of the development. Such public purposes include providing additional high turnover, short term parking to meet the needs of retail and service businesses in the immediate vicinity, or parking to serve overflow parking needs generated by public facilities such as schools, libraries or event centers.
- 2) During the preliminary phase of development review the City will identify the need for providing Public Parking in the proposed private parking facility. The use of proposed Public Parking in a parking facility to serve customer parking needs, but not employee parking needs, of retail or service businesses on site may be negotiated as part of the assessment the City will conduct regarding the provision of public parking. To minimally impact the design layout of the development, the city will typically look for the Public Parking component to fill out an existing parking floor plate or for an entire floor plate to be devoted to public parking use.
- 3) Development agreement: If the City chooses to pursue Public Parking within a private parking facility, the city will formalize as part of the Development Agreement for the site conditions related to the inclusion of Public Parking that will address the following conditions:
 - a. The number of spaces and location within the parking facility where spaces devoted to Public Parking will be located;
 - b. Conditions that will guarantee the ability of the City to set and manage the price of the Public Parking spaces.
- 4) For the Public Parking component of any Parking Facility, technology must be incorporated to monitor real time space utilization and feed information regarding space availability to wayfinding tools such as street-front electronic message signage or mobile phone applications that provide parking availability and pricing notifications.

63.428 sets out the parameters for the city negotiating with a developer to acquire and subsequently manage public parking spaces within a private parking facility

63.429 Travel Demand Management Plan

Any development located within the boundary of the Destination Medical Center District Parking Overlay Zone containing more than fifteen thousand (15,000) square feet of new or additional commercial gross floor area or more than fifty (50) residential units shall prepare a Travel Demand Management Plan (TDMP) that addresses measures to minimize the vehicular transportation impacts of the development on parking and roadway infrastructure in the DMC District.

1) The purpose of the TDMP is to promote more efficient utilization of existing transportation facilities, reduce the amount of parking demand associated with a project, reduce traffic congestion in the vicinity of the project, and ensure that new developments are designed in ways to maximize the potential for future alternative transportation usage. All developments have a role to play in reinforcing the commitment to transit, alternative transportation programs and services, and vehicle trip reduction in the DMC District. All development plans, regardless of size, should make reasonable allowances for reducing parking and vehicular travel demand. While travel demand management (TDM) has traditionally been used as a way to mitigate existing congestion, if applied systematically in the land development process it can serve as a means to enhance mobility and not simply as a way to relieve existing problems.

63.429 sets out the requirement, consistent with the principles set out in the DMC Vision Plan, that efforts should be made to reduce the demand for personal private vehicle travel to or from developments within the DMC District and encourage the use of alternative modes of travel for travel associated with activities in the DMC District. Such actions may further the purposes of the Overlay Parking Zone by reducing demand for off street parking in the District.

63.429 calls for an applicant to work with the City to identify feasible measures that can be taken to encourage less vehicle travel. Appendix C provides a list of the types of measures that could be considered. This would include both physical design measures such as provision of a bus shelter, or programs or services such as on-site car sharing.

2) Application for plan approval: Any person having a legal or equitable interest in land which requires submission of a TDMP may file an application for approval of such plan on a form approved by the zoning administrator.

3) A TDMP shall be prepared by a qualified professional and shall be submitted with any Conditional Use Permit, Restricted Development, Incentive Development or Site Development Plan proposed in the Destination Medical Center District and shall include a description of proposed TDM strategies the property owner proposes to implement to encourage alternative travel mode use and reduction of peak period single occupant vehicle trip generation.

4) When a Traffic Impact Study (TIS) is required for a proposed development under Section 61.520, the TDMP should be incorporated into the TIS report. If a TIS is not required for a proposed development, a preliminary TDMP shall accompany the initial application for development for review, and a final TDMP shall be submitted for approval along with the final development application.

5) As part of the review of any Conditional Use, Restricted Development, Incentive Development or Site Development Permit, the Planning Director and Public Works Director or their designated representatives will prepare a joint recommendation on the TDMP for incorporation into final approval action on any Conditional Use, Restricted Development, Incentive Development or Site Development Plan permit being reviewed. Any physical TDM improvements approved as part of the TDMP shall be reflected in the zoning certificate application and approved as part of that permit; any proposed TDM programs or services shall be described in the Development Agreement for the project, with responsibilities for costs related to implementation spelled out in the Agreement.

6) Content of plans: Any TDMP shall contain at a minimum the following information:

- a) A description of the goals of the TDMP and how it responds to the following:
 - 1) The transportation policies of the Downtown Master Plan and DMC Plan;
 - 2) Other applicable city transportation policies and programs;
 - 3) The purpose of DMC-POZ as provided in section 63.427 Subd.1.

- b) A description of the transportation impacts of the development, including but not limited to:
 - 1) Estimated on-site residential population;
 - 2) Estimated overall and peak period on-site employment;
 - 3) Projection of trip making associated with on-site uses including anticipated mode splits;
 - 4) Estimated parking demand and parking supply (on or off site) available or proposed;
 - 5) Anticipated transit demand and transit service available.

- c) A description of measures designed to create a built environment that enables the use of alternative modes and minimize the peak period vehicular transportation impacts of the development, including but not limited to on-site transit facilities, transit use incentives, preferential location of car pool and van pool parking, on-site bicycle facilities including secure storage areas and amenities, and other appropriate TDM strategies to minimize adjacent roadway impacts and parking supply needs. The description of mitigation measures can include a provision to market unused spaces to other users resulting from the unbundling of parking from tenant rental costs.

- 7) Minimum TDMP requirements. The following shall be included in the TDMP at a minimum:
 - a) Site owner will offer a Transit Pass Program to onsite residents and/or employees, subject to independent agreement with the City.

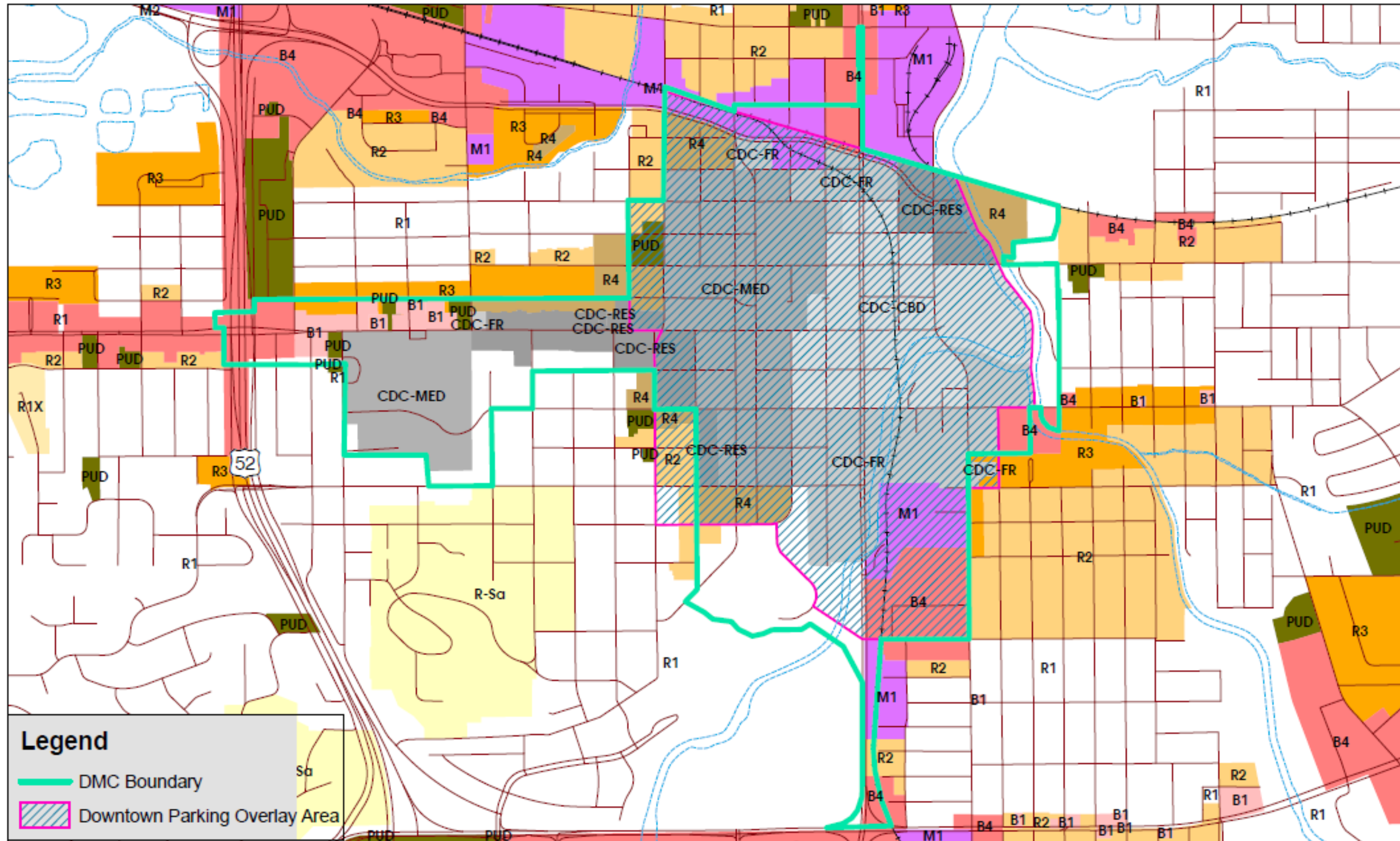
 - b) Shared or community vehicle made available for use by residents of a new residential development. One or more passenger vehicles must be made available on-site with an established procedure for private use by residents. A minimum of one vehicle per 50 residential dwelling units shall be provided.

 - c) The on-site bicycle parking provisions of Section 63.427 Subd.3(F).

The remainder of Section 63.400, which deals with parking and loading requirements applicable throughout the city, remain unchanged. These include

- *63.430: Location of off-street parking in traditional zoning districts*
 - *63.440 Special Locational Provisions such as commercial parking extension in R District*
 - *63.450 Parking Facility Design parameters (aisle width, space size, etc) and Setbacks*
 - *63.460 Off Street Loading*
 - *63.470 Coordinated Off Street Parking and Loading Management Plan*
-

Downtown Zoning & Development Boundary Comparison



APPENDIX B: EXAMPLE OF A SHARED PARKING CALCULATION

Example of how shared parking option would have applied to proposed Alatus Development

The Alatus Development is a mixed use development consisting of three components. These are:

- 7,500-square-foot of office
- 12,600-square-foot of commercial use, assumed to be split evenly between retail and restaurant use, and
- 359 Apartments

Under existing ordinance requirements a minimum of 541 parking spaces would be required, as shown in the area highlighted in blue

Using the Shared Parking approach which considers time of day demand for different type of uses, the maximum demand would be in the evening ours, when an estimated 514 spaces would be needed. This would represent a 5% reduction. The reduction is relatively small because residential demand is fairly high throughout the day.

Table 1: Application of Shared Parking Concept to Alatus Development

USES	Weekday			Weekend		
	1 AM - 7 AM	7 AM - 6 PM	6 PM - 1 AM	1 AM - 7 AM	7 AM - 6 PM	6 PM - 1 AM
Office	5%	100%	5%	0%	15%	0%
Retail	0%	100%	80%	0%	100%	60%
Restaurant	20%	70%	100%	30%	75%	100%
Residential	100%	60%	100%	100%	75%	95%

Calculation of Parking under Shared Parking Concept							
Office	19	1	19	1	0	3	0
Retail	45	0	45	36	0	45	27
Restaurant	40	8	28	40	12	30	40
Residential	437	437	262	437	437	328	415
Total	541	446	354	514	449	406	482
	Unshared Demand	Shared Parking Demand by Time of Day / Day of Week					

APPENDIX C: EXAMPLES OF TRAVEL DEMAND MANAGEMENT ACTIONS

Physical Design Measures
Provide space to install a Transportation Information Center Display (kiosk) in a public lobby at a main entrance to the development
Creation or upgrading of a sidewalk or other pedestrian facility that directly connects the main building entrance to an existing or programmed transit stop or station
Creation of shelter, seating, and/or heated facilities to serve as a waiting area for an adjacent existing or programmed transit stop or station where no shelter, seating, or waiting area exists.
Creation of a paved sidewalk or trail that directly connects the main building entrance to an existing or programmed non-motorized trail or bicycle facility
Electric Vehicle Parking: At least one parking space dedicated to electric vehicles shall be provided for every fifty (50) parking spaces provided.
Provide space(s) in a parking facility for car sharing services that are convenient to the facility access point and available to the members of the car sharing service, twenty-four hours a day, seven days a week, without restrictions
Designation of carpool/vanpool parking spaces through striping and distinctive signage
Creation of secured and sheltered bicycle storage facilities for employee and/or customer use located in close proximity to main building entrance or non-motorized facility

Operational TDM Measure
Provision or coordination of flexible transportation services available on-site for employee use during the day. This may include car-sharing programs and shuttle/circulator services or guaranteed ride home service
Provide Ongoing Funding for on-site Bikeshare Program
Coordinate provision of car sharing services for residents either as part of property management services or through a third party vendor.
Unbundle all parking costs from the cost of lease or purchase. Parking costs must be set at no less than the charges of the lowest fee garage, located within ¼ mile
Provide each new resident an annual transit pass to Rochester Public Transit services, for free, one time
Provide an on-site business center to residents with access to copier, fax, and internet services.
Facilitation of carpool/vanpool matching; follow-up with existing arranged carpool/vanpool groups
Financial incentives or rewards to employees who commute using carpool, vanpool, other shared-vehicle modes or a non-motorized mode
Employee parking cash-out options