

## G. MOBILITY AND PARKING PLANNING

Mobility/travel demand management (TDM) and parking are interrelated, but often planned separately. This plan supports comprehensive strategies that enhance existing infrastructure to make shared, sustainable transportation options more convenient than single occupant vehicle (SOV) travel. TDM is a set of strategies that encourage transit use, carpooling, bicycling, walking and working from home, as further described in Appendix A.

The Capitol Area Architectural and Planning Board will request large developments to submit an integrated **Mobility and Parking Plan(s) (MaPPs)** that will:

1. address district-wide supply and demand for parking;
2. address district-wide mobility and travel demand management practices; and
3. identify a set of investments developers will make to support sustainable transportation options.

The CAAPB strongly encourages developments within the Mixed Use zoning district to be compatible with the City of Saint Paul's Travel Demand Management Ordinance (Sec. 63.122) For fastest approval, MaPPs will include many of the commitments outlined in Appendix B. Assistance developing an effective MaPP may be available through the city's designated Transportation Management Organization.

MaPPs are developed and administered to achieve the following objectives:

1. Sustainable Commuting. Significantly increase the availability and attractiveness of alternatives to single occupant vehicle commuting through programs and policies that support transit, carpooling, bicycling, walking and working from home.
2. Parking Management. Effectively administer parking to maximize utilization and manage demand.
3. Education and Awareness. Educate community members about the availability of alternatives to traveling by single occupant vehicle, such as rideshare, transit, bicycle, walking and other shared mobility options.
4. Community Impact. Mitigate negative impacts of employee generated vehicle trips on the surrounding community, including traffic congestion and parking spillover into adjacent neighborhoods.
5. Commitment to Resources. Determine the costs and resources needed to develop and administer the TDM plan and identify the source of the funding that will support the TDM plan.
6. Ongoing Performance Evaluation. Develop a plan to assess and report progress toward TDM goals.

### District-Wide Policy

In the Capitol Rice District, the following policies will guide decisions by the Board, Staff and the Zoning Administrator when reviewing and approving projects, and will guide revisions to the Zoning and Design Rules:

- a) MaPP Submittal with MX Master Plan Application. A *District-scale* MaPP (boundaries identified below) will be requested\* with any *MX (Mixed Use District) Master Plan* application (*see Section H*). Benefits to developers of a district-scale plan:
  1. **Entitlement**. More efficient approval of master plan
  2. **Grants and Incentives**. Access to public sector grants
  3. **Flexibility\*\***. Ability to customize parking ratios and mobility investments from the district-scale plan at each development phase in response to changing trends and observed outcomes from prior phases.
- b) MaPP Submittal with Zoning Permit Application (building and/or phase). Updates to the district MaPP will be requested with *CAAPB Zoning Permit* applications for single phase plans or at time of building project proposal. This requirement may be waived at the discretion of the Zoning Administrator for buildings that are

not previously part of a district-wide *MX Master Plan*, or if the building use does not generate enough trips to justify its own plan.

- c) **Traffic Impact Study.** With any large redevelopment, change in traffic patterns and increase in the volume of traffic may be likely. A traffic impact study is required as a part of any future redevelopment plan submittal. The study must include impacts to surrounding neighborhoods, including Capitol Heights.

*(MnDOT guidance for Traffic Impact Studies is located at:*

*<http://www.dot.state.mn.us/accessmanagement/docs/pdf/manualchapters/chapter5.pdf>)*

**Mobility and Parking Plan Boundaries (for southern Capitol Rice District):**



This parking district assumes coordination between the large stakeholders of the area, likely driven by redevelopment of the Sears site or similar large development. Completion of the district mobility and parking plan can serve as the master plan requirement for the participating land owners.

*\*Barring timely cooperation of other larger land owners and/or necessary parties, the developers of smaller properties under review will still be asked to complete a MaPP according to specifications above in a) and b) at the time of MX Master Plan application and as they apply for their building-scale (single parcel) Zoning Permit.*

*\*\*Alternative to district and building scale MaPPs is to proceed with traditional parking, traffic and TDMPs separately, and complying separately with CAAPB parking standards one building at a time.*

**See Appendix A: Mobility and Parking Plan Requirements.**

- d) **Parking Ratios.** Reduce the parking ratios required for new development in areas within walking distance of Rice Street and the Capitol Rice LRT station. For non-residential uses, reduce the minimum parking ratio of dedicated parking within the Central Corridor Overlay Zone (CCO)<sup>2</sup> to 50% of allowed ratios and maximum at 85%; for residential uses, retain no minimum parking requirement, and the maximum of 1 space per unit, with more spaces allowed if the parking is structured. Maximums are subject to negotiation in cases of shared parking agreements.
- e) **Parking Minimums.** Eliminate parking minimums for new State projects on State property. Parking amounts should be proposed by the Department of Administration in consultation with the CAAPB.
- f) **Surface Parking Reduction: Private Land.** Surface parking lots on private land should be reduced in size or eliminated if they are underutilized. (Underutilized = less than 85% utilization at peak periods.)
- g) **Surface Parking Reduction: State Land.** Surface parking lots on State land should be reduced or eliminated in Open Space areas. This means enforcing the existing zoning policy that currently designates all surface parking lots in G-2 Government (Open Space) District as ‘temporary’ or ‘interim’. This impacts parking at Leif Erickson Park.

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<sup>2</sup> **SIDEBAR: The Central Corridor Overlay District.** In 2010, following adoption of the 2009 Comprehensive Plan for the Minnesota State Capitol Area, a new zoning code was drafted. It created six zoning districts (shown) and an overlay district called the Central Corridor Overlay, set in place to support less auto-dependent transit-oriented development near the Capitol Rice Station. See [Zoning and Design Rules for the Minnesota State Capitol Area \(2009\)](#). The CCO reduces ‘normal’ parking ratios set in the Zoning and Design Rules to 65% as a new minimum, but also sets in place 80% of ‘normal’ ratios as a new maximum parking ratio. It sets in place a zero minimum for all residential uses in the district, while requiring a minimum 1.0 floor area ratio (FAR) for new projects. Most of the Capitol Rice District is in the **Mixed Use (MU) Zoning District**, as specified and regulated by the Zoning and Design Rules.

- h) Visitor and Public Parking on State Land. With implementation of TDM policies and the addition of structured parking, surface parking lots remaining on State land should be used exclusively for public (visitor) parking.
- i) Structured Parking. Structured parking with shared parking approaches should be encouraged within a district parking plan and within the guidelines set by this document. *Refer to Mobility and Parking Plan (MaPP) Commitments (pg 34) and to the 2040 Comprehensive Plan Chapter 5 for guidelines for structured parking (policy 5.45).*
- j) On Street Parking. Maximize on-street spaces on commercial streets and allow on-street parking to be counted toward required parking ratios in new development.
- k) Residential Permit Parking. Explore permit or time-limited parking for residential streets in Capitol Heights (if chosen by the community) to ensure commuters use employer-provided parking facilities and commercial street parking, as available.
- l) Food Truck Parking. Work with City of Saint Paul to enforce rules governing food trucks for both payment and hours in order to increase availability of on-street parking for visitors.

### **Location-Specific Policy**

The following are additional *location-specific* guidelines for the Capitol Rice District:

#### **G-1 Remove Parking in Leif Erickson Park at the soonest possible date**

- G-1.1 Consistent with G-2 Government (Open Space) District zoning policy, remove the surface parking in the southwest corner of Leif Erickson Park to grow the park space and improve pedestrian comfort and safety. *Also see policy B-1.2.*

#### **G-2 Develop the Leif Erickson Park Area/Rice-University intersection as an Integrated Mobility Hub**

Capitol Rice Station is already a major intersection for several forms of transportation. The CAAPB supports Capitol Area aspirations to restore more balanced and sustainable multi-modal infrastructure through coordinated planning near Leif Erickson Park and the intersection of Rice and University as an *Integrated Mobility Hub*. A Mobility Hub is a place where people connect to multiple modes of transportation in a safe, comfortable and accessible environment, facilitating convenient and reliable travel between origins and destinations. An *Integrated Mobility Hub* is set within a well-designed public environment extending to origins and destinations (first mile / last mile). While it would be welcome if one project could provide all elements of a Mobility Hub, it will likely take a combination of development projects over time to complete and maintain the following private and public improvements:

##### *Integration with Surrounding Context:*

- G-2.1 Co-locate Mobility Hub elements around the intersection of University and Rice, including in any new buildings, public or private.
- G-2.2 Design connections to valuable destinations such as childcare facilities, grocery stores, etc.
- G-2.3 Integrate seamlessly with existing transit options at adjacent intersections.
- G-2.4 Design to orient people using sight lines, wayfinding to nearby destinations, and signage that clearly identifies mobility options.
- G-2.5 Develop a multi-agency initiative to plan, program and implement mechanisms for possible Mobility Hub, leveraging public money to provide incentives for other parties to invest resources.

##### *Mobility Hub Elements:*

- G-2.6 Information and wayfinding: Incorporate transit and shared mobility information in a kiosk at Leif Erickson Park. Commercial signage or advertising logos are prohibited.

- G-2.7 Include car-share parking spots, ideally within structured parking (not just replacing one form of surface parking for another).
- G-2.8 Provide Electric vehicle (EV) charging stations.
- G-2.9 Dedicate areas for dockless bikes and scooters.
- G-2.10 Incorporate comfortable, programmable public space.
- G-2.11 Include security features and lighting.
- G-2.12 Provide safe and comfortable waiting areas with places to sit.
- G-2.13 Plan for comfortable pedestrian connections.
- G-2.14 Provide space for ride-share drop-offs/pick-up.
- G-2.15 Provide reserved or on-street parking for vanpools.
- G-2.16 Provide preferred parking for carpools closest to building entrances and ideally within structured parking.
- G-2.17 Adjacency to structured public parking buildings..
- G-2.18 Provide bike end-of-trip facilities in new buildings that could include: bike commuter service center for commuters in multiple buildings, and a mix of bike storage and parking in each building designed to meet the needs of those buildings users.

### **G-3 Sears Parking Lots Before Redevelopment**

Careful planning by site property owners and the State of Minnesota will be required to support commuters currently parking on the site that may be displaced by site redevelopment.

- G-3.1 Ahead of the Sears site redevelopment, proactively plan for options to support displaced commuters. Consistent with District-wide policy C, above, complete a Traffic Study which includes impact analysis of traffic and on-street parking in adjacent neighborhoods, including Capitol Heights.

### **G-4 Sears Site Redevelopment Connection to Mobility Hub**

- G-4.1 Establish protected, safe, comfortable and clear pedestrian routes to and through the development to the Mobility Hub and Leif Erickson Park.

### **G-5 Customer Parking Along Rice Street**

Short-term customer parking for local businesses is a concern; however there is extensive underutilized surface parking in the area.

- G-5.1 Shared parking strategies should be explored by area property owners and tenants to better promote and utilize shared parking at State-owned Lot C (NE corner of University and Rice) and Lot AA (SW corner of University and Rice).
- G-5.2 Parking behind Christ Lutheran Church could also be explored for shared parking opportunities, as could other private lots in the area.

### **G-6 Explore moving the bus stop at intersection of University Avenue and Rice Street from northwest corner to southwest corner**

A large number of bus riders cross at this intersection to get to the Capitol Rice LRT Station and the Capitol campus, requiring crossing two streets – University and Rice. Both have long lights and can be difficult to cross in the winter due to snow and ice. Eliminating the University crossing would make this stop more efficient.

- G-6.1 Strongly encourage exploration by the City of Saint Paul, Ramsey County and Metro Transit to relocate the bus stop at the northwest corner of University Avenue and Rice Street to the southwest corner.

## DEVELOPMENT PROCESS

### Summary of Permitting of Individual Parcels (CAAPB Zoning Permits and CITY Building Permits)

Development reviews are required for each parcel as it moves from the plan phase to the development phase for infrastructure or buildings. In this phase, development review begins with the CAAPB and then proceeds to the City of St. Paul Department of Safety and Inspections (DSI) and other regulatory entities as relevant. This process is outlined in the *Rules Governing Zoning and Design for the Minnesota State Capitol Area*.

- CAAPB facilitates conversation on parcel-based development ideas(s) with CITY and other stakeholders; applicant refines development concept for official application.
- CAAPB conducts design review on parcel-based zoning permit application and issues Zoning Permit.
- CITY reviews Site Plan application(s) for parcel-based development and issues Conditional Site Plan approval.
- CAAPB reviews documents included in Conditional Site Plan Approval for compliance with CAAPB's original Zoning Permit and issues Certificate of Design Compliance.
- CITY issues final Site Plan approvals and approves Building Permits.

*See Appendix F: Step-By-Step Process for Permitting of Individual Parcels in the Capitol Area (CAAPB Zoning Permits and City Building Permits)*