Outline

1. Problems with Parking
2. Goals of Minnetonka
3. Discussion of Ideas
4. Recommendations for Minnetonka
5. Conclusion and Questions

This work is licensed under a Creative Commons Attribution-NonCommercial 3.0 Unported License. To view the full license, visit www.creativecommons.org/licenses/by-nc/3.0/ or send a letter to Creative Commons, 444 Castro Street, Suite 900, Mountain View, California, 94041, USA. Any reproduction, distribution, or derivative use of this work under this license must be accompanied by the following attribution: "Produced by the Resilient Communities Project (www.rcp.umn.edu) at the University of Minnesota. Reproduced under a Creative Commons Attribution-NonCommercial 3.0 Unported License."

The project on which this presentation is based was completed in collaboration with the City of Minnetonka as part of the 2012–2013 Resilient Communities Project (RCP) partnership. RCP is a program at the University of Minnesota's Center for Urban and Regional Affairs (CURA) that connects University faculty and students with Minnesota communities to address strategic projects that advance local resilience and sustainability.

The contents of this report represent the views of the authors, and do not reflect those of RCP, CURA, the Regents of the University of Minnesota, or the City of Minnetonka.

This publication may be available in alternate formats upon request.

Resilient Communities Project
University of Minnesota
330 HHHSPA
301—19th Avenue South
Minneapolis, Minnesota 55455
Phone: (612) 625-7501
E-mail: rcp@umn.edu
Web site: http://www.rcp.umn.edu

Resilient Communities Project

The University of Minnesota is committed to the policy that all persons shall have equal access to its programs, facilities, and employment without regard to race, color, creed, religion, national origin, sex, age, marital status, disability, public assistance status, veteran status, or sexual orientation.

Problems with Parking

- **Equity:** non-drivers are paying a premium for a service they don't utilize
- **Environmental:** storm water runoff, urban heat island effect, loss of open space, non-impervious surfacing
- **Financial:** cost of parking spaces is being reflected in the cost of consumer goods
- **Social:** the overabundance of parking encourages automobile use as the primary mode of transportation

Goals of Minnetonka

- Create efficient land uses
- Facilitate higher density development
- Encourage conservation techniques
- Reduce stormwater runoff

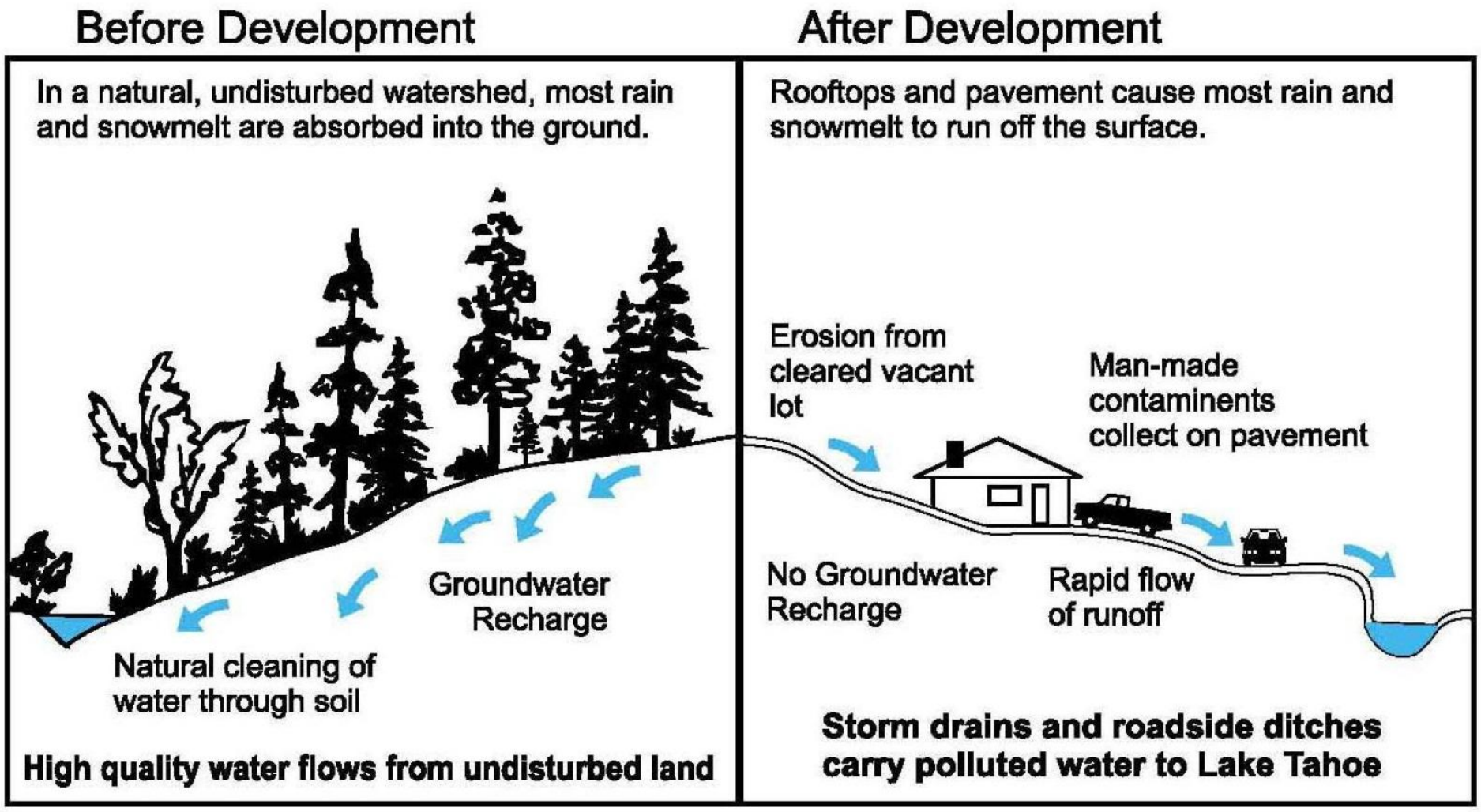
City of minnetonka
Where quality is our nature

Ideas from literature

- Shared parking
- Surface parking tax
- Variable priced parking
- No minimum parking requirement
- Charging for on-street parking

Munich, Germany

Parking lots change hydrology

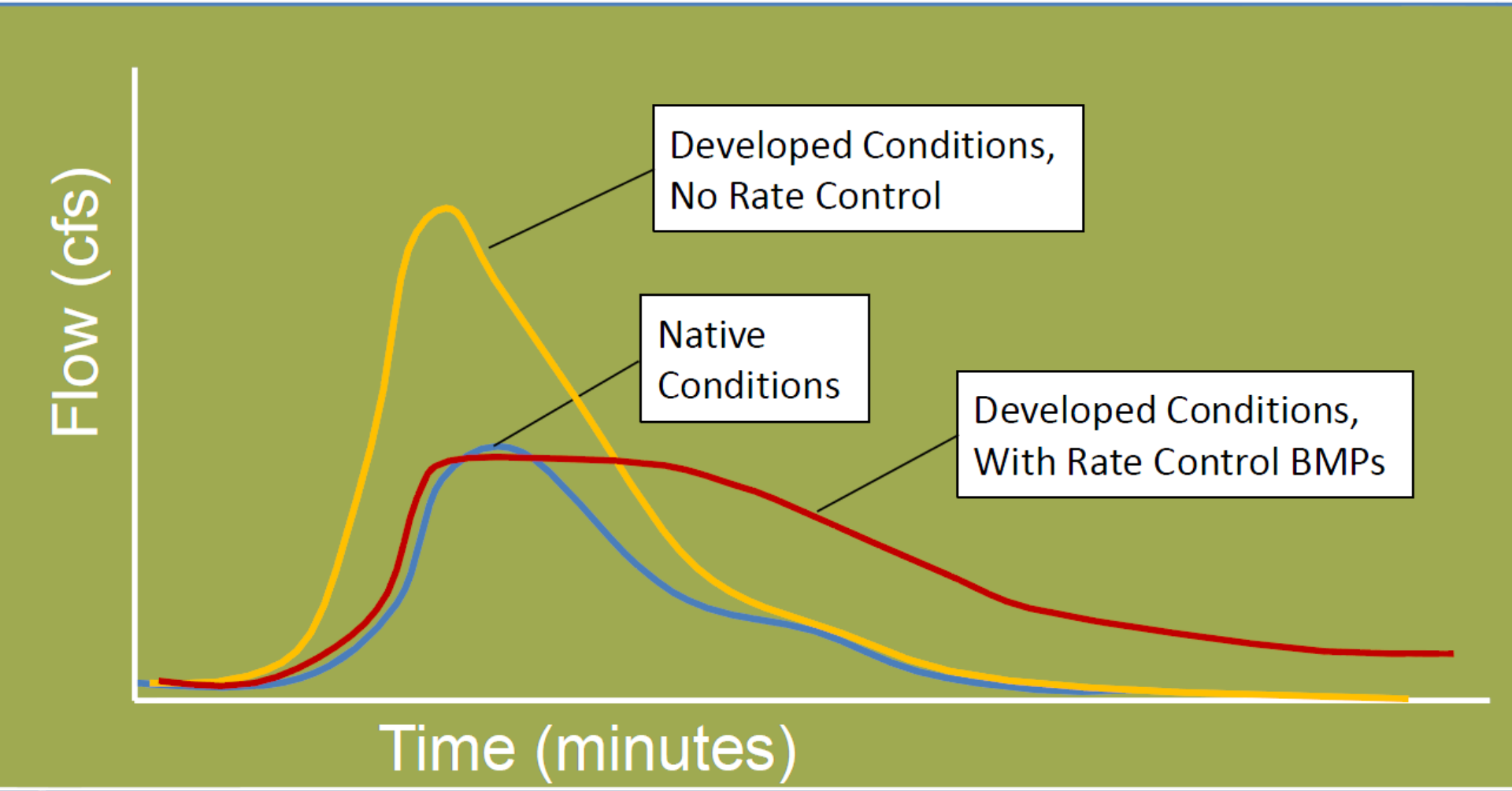


Polluted stormwater often
flows directly to a River

Goals for managing stormwater:

- Infiltrate to reduce amount
- Slow down velocity
- Prevent and filter pollution
- Protect existing natural areas
- Mimic nature/work with the landscape

Runoff Rate Control Summary



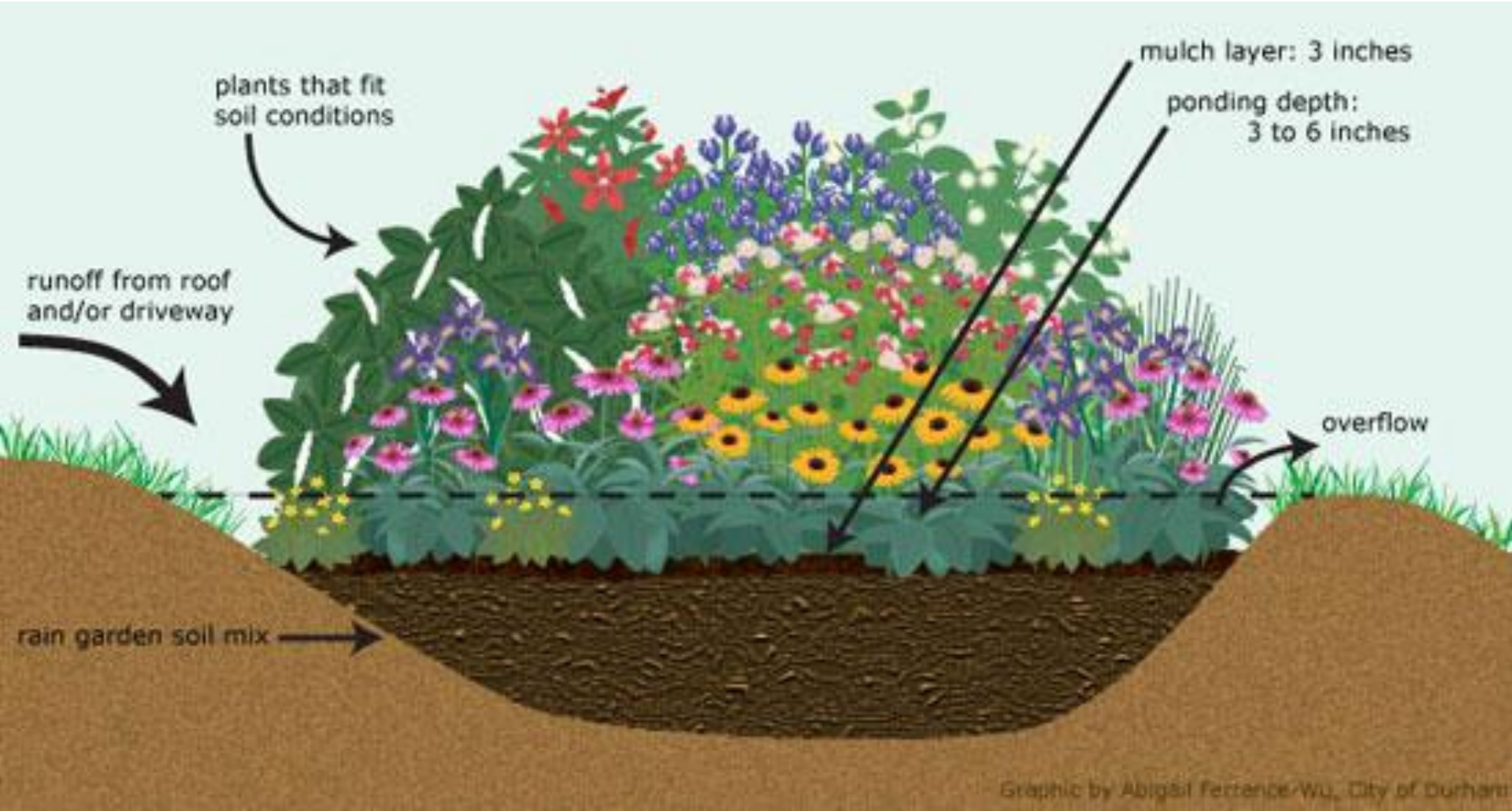
BMPs start with construction

Construction reviewers periodically inspect construction sites to ensure that contractors have installed and maintained their erosion and sediment controls properly (Source: University of Connecticut Cooperative Extension System, 2000)

Pervious Pavers

FIRST STUDENT
EXIT

Rain Garden Schematic



Pharmacy
SAFEWAY
SAFEWAY

Examples from Neighboring Communities

Hopkins

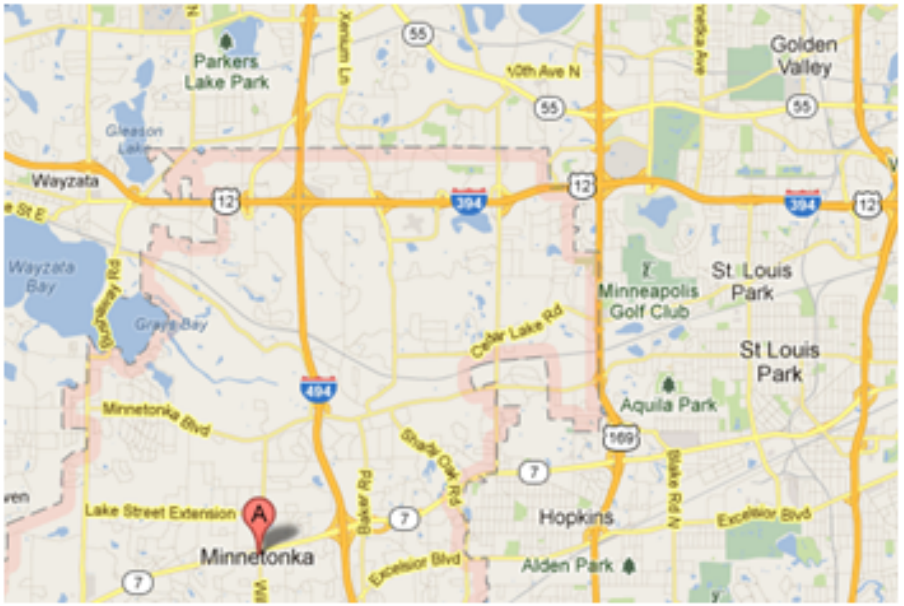
- Similar regulations to Minnetonka
- Offers shared parking for businesses
- Offers limited lot permits

Golden Valley

- Residential parking regulations

Wayzata

- Regulation of Parking devices



Recommendations

I. Do away with the minimum parking ordinance

- Do not require businesses and households to provide a certain number of parking spots
- This would reflect in the cost of consumer goods and housing value
- Businesses could adapt with an alternative payment method that would filter money back into the community

II. Offer Alternative Infrastructure

- Business should be encouraged to offer accommodations for all types of modes of transportation such as bike racks or pedestrian trails

- Can act as an alternative to parking spaces

- Limit surface areas parking

III. Mixed-use & high-density development in conjunction with light rail stations

- By coordinating land uses of residential developments and transportation, this can promote the use of public transit

- Offer incentives to non-drivers

IV. Minimal Impact Design Standards

- Focus on water retention for each individual site
- Adaptive management techniques
- Allows developers to have some flexibility

V. Maintain Aesthetic Regulations

VI. Conservation Design

VII. Utilize Shared Parking

- Current regulations don't discourage this
- Stronger incentives in ordinance
- Businesses with different peak hours
- Promote mix use of parking

VIII. Developer and Public Outreach

- Develop can better understand needs/ wants of community
- Community can better understand changes and development in area
- Allow easier transition for development
- Create high level of standards for area

Thank You