



Planning Commission Work Session

April 17, 2024

5:00 PM

Fridley City Hall, 7071 University Avenue N.E.

Agenda

1. Zoning Code Recodification – Parking

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AGENDA REPORT

Meeting Date: April 17, 2024

Meeting Type: Planning Commission Work Session

Submitted By: Stacy Stromberg, Planning Manager
Nancy Abts, Associate Planner

Title

Zoning Code Recodification – Parking

Background

The next focus of discussion on our ongoing work with the Zoning Code recodification project will be on parking. Attached is the agenda prepared by HKGi, the consultant firm who is helping us with this project.

Attachment and Other Resources

- 4/11/2024 Report from HKGi

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

Planning Commission Report

To: Planning Commission
From: Rita Trapp and Kendra Ellner, Consulting Planners
Date: April 11, 2024
Subject: Code Update Process - Parking

The next focus of discussion for the Planning Commission related to the code update process will be related to parking. Reviewing and updating parking is a particular focus as it is a topic that is frequently discussed as part of development projects. Reviewing parking standards is important because parking consumes land that could otherwise be used for other purposes, including green space, stormwater management, or even additional development. Also notable, requiring too little parking can cause safety issues or conflicts with adjacent property owners, while requiring too much parking can cause affordability issues and increased impact on the environment.

The topics that will be discussed at the meeting include:

- 1) **Minimum parking requirements** – Staff and the consulting team have reviewed the existing minimum parking standards and will be making recommendations relative to changes based on precedents. Two specific areas of discussion will be relative to requirements for retail and manufacturing.
 - **Manufacturing** – The current standard is 1 space per 400 square feet which results in a large amount of parking required. For some sites, the City has not required the total number of parking stalls to be provided. Given this, and after reviewing precedents, a change is recommended to lower the number of spaces required. The following images below show an example site, the potential alternatives and how the change may allow more green space on a site (shown in green). The different options will be presented in more detail at the meeting.

Existing – 1 space per 400 sq. ft.; 273 spaces required; 179 spaces provided



Potential Approach – 1 space per 700 sq. ft.; 166 spaces required; 13 spaces fewer



Potential Approach – 1 space per 1,000 sq. ft.; 120 spaces required; 59 spaces fewer



- **Retail** – The current standard is 1 space per 250 square feet. The following images below show an example site, the potential alternatives, and how the change may allow more green space on a site (shown in green).

Existing – 1 space per 250 sq. ft.; 598 spaces required; 680 spaces provided



Potential Approach – 1 space per 300 sq. ft.; 499 spaces required; 181 spaces fewer



- 2) **Outdoor vehicle parking/front yard parking for residential** – There is a concern about the amount of the front yard that is used for parking in some residential areas. After reviewing precedents, it is recommended that a regulation be added that limits the amount of paved driveway and off-street parking that can be located between the building setback line and the right-of-way to 50%.
- 3) **Bicycle parking** – There is a desire to provide more clarity in bicycle parking, including requiring at least one bicycle rack and ensuring that its location is appropriate to encourage this alternative transportation use.
- 4) **Electric vehicle chargers** – The code does not currently address electric vehicle charges. There is a recommendation that the code specifically allow electric vehicle

charges in all districts and that simple design standards be included. For reference for the discussion, the following diagram shows the different levels of electric vehicle chargers.

