



**Planning & Development Division**  
*Planning & Economic Development Department*

Room 160  
411 West First Street  
Duluth, Minnesota 55802



218-730-5580



planning@duluthmn.gov

## MEMORANDUM

**DATE:** October 2, 2023

**TO:** Planning Commission

**FROM:** Jenn Reed Moses, Senior Planner

**SUBJECT:** Proposed UDC Changes to Parking Regulations (PL 23-003), October 2023 Update

In February 2023, Staff provided a memo with a first draft of potential changes to Section 50 of the City of Duluth Legislative Code, the Unified Development Chapter (UDC). These changes impacted Section 50-18.5, Higher Education Overlay; 50-19, Permitted Use Table; 50-20, Use-Specific Standards; 50-24, Parking and Loading; and 50-41, Definitions. The memo from February 7, 2023, is included as an attachment, and summarizes the changes proposed.

Since that time, the proposed parking changes have undergone further evaluation, including:

- Continued staff research and internal discussions with City departments.
- A Planning Commission Brown Bag, held on August 24, 2023, which included a discussion of parking changes occurring across the country and best practices in zoning.
- A public meeting on September 20, 2023, to hear from interested members of the public.
- Coverage in the local media.

Findings from this research and evaluation include:

1. The accessibility code under the state building code ensures availability of ADA parking whenever a parking lot or parking structure is built. Staff from Construction Services have previously commented that if a building elects to not provide any parking, this also means that no ADA parking spaces are provided. Planning staff have evaluated a concept to require a minimum amount of ADA parking spaces for residential and commercial developments. However, because of the specific code paths in the building code that projects must follow, including determining detailed accessible routes from each parking space into buildings, it would be confusing at best, and conflicting at worse, to require ADA spaces in the zoning code. Construction services staff concurs with the decision to leave all ADA requirements in the building code and not incorporate any changes to ADA requirements in the UDC.
2. A dominant issue that's been identified throughout the process is the availability of parking for residents living in multi-family housing developments, since even if people choose a different mode of transportation to get to daily destinations, a majority of households in the city do have personal automobiles that generally needs to be parked at overnight locations. The percentage of households with cars varies greatly across the city; in some neighborhoods 30-40% of households may not own a personal vehicle. As previously stated in this project, it is expected that developments have varying parking needs based on location, market, and transportation alternatives, and the proposed parking changes are intended to allow developments to determine the right amount of parking for their needs. The current off-street parking requirement for multi-family development is 1.0 space per unit. To ensure that multi-family developments conduct a rigorous analysis, the proposed text



**Planning & Development Division**  
*Planning & Economic Development Department*

Room 160  
411 West First Street  
Duluth, Minnesota 55802



218-730-5580



[planning@duluthmn.gov](mailto:planning@duluthmn.gov)

changes now include a new use-specific standard for multi-family developments that requires a detailed parking plan if fewer than 0.5 parking spaces per unit is proposed.

- a. As written, this parking plan would be required throughout the city, including the downtown area which currently is exempt from parking requirements. If Planning Commission prefers to keep a similar parking exemption downtown, it could consider a) exempting the F-7 and F-8 zone districts from the parking plan requirement, or b) exempting all Form districts from the parking plan requirement.
3. The first draft of the parking changes in February 2023 continued all parking maximums by converting Table 50-24.2 from Parking Minimums to calculated Parking Maximums. Upon further evaluation, though, it is evident that many of the uses in that table are not uses where overparking is a concern (for example, data centers or a bed and breakfast). This draft of the changes eliminates some of these parking maximums. It also eliminates the maximums for light manufacturing and contractor's shop, as these uses tend to have large paved "lay-down" areas that are already exempt from parking maximums.
4. Bicycling as a form of transportation can be a concern in industrial areas where there is heavy truck or rail traffic; because of this, the section on bicycle parking now allows flexibility for requirements in those zone districts.
5. The proposed code changes still require a percentage of parking lots to be "EV Ready" which includes: conduit provided underground for future wiring; a box for the conduit connections; and a suitable electrical panel. Incorporating these as parking lots are built will cost a few thousand dollars, but save tens of thousands in future retrofit costs. The highest need (and therefore where EV Ready is required) is overnight uses including multi-family and hotels/motels; this also meets an equity goal as electric vehicles have lower cost of ownership over their lifespan, particularly as increasing number of used electric vehicles approach the market.
6. Pre-application meetings and conversations with developers continue to suggest that most new developments will provide parking even with proposed code changes, but might provide a little less or a little more than the thresholds listed in the code today. Diverse stakeholders such as the Chamber of Commerce, Duluth Transit Authority, and City of Duluth Sustainability Office continue to be supportive of the proposal to allow greater flexibility in determining a site's parking needs.
7. Ancillary to these proposed parking changes, lodging types being provided in the city continue to diversify, ranging from single-family homes to apartment-type spaces, extended stay to conventional hotels. It is likely that future study will be needed to determine any changes to the UDC needed requiring definitions of lodging types, staffing for hotels, and whether parking is required as a use-specific standard.
8. Additional reporting on this issue is planned. During the annual report to the Planning Commission, staff will include evaluation and outcomes for parking issues during the previous year. In addition, staff will establish a process for continuous feedback from both the city Parking Division and the city Life Safety division, to ensure that both those work groups are attuned to this topic and have a regular opportunity to provide necessary feedback on further refinements and changes needed.

This proposed code language keeps many of the same features as the first draft, including continued design standards for landscaping and stormwater and overflow parking lots as a new Interim Use.



**Planning & Development Division**  
*Planning & Economic Development Department*

Room 160  
411 West First Street  
Duluth, Minnesota 55802



218-730-5580



[planning@duluthmn.gov](mailto:planning@duluthmn.gov)

- A new land use category, overflow parking area, to allow flexibility where demand warrants. This overflow parking area would be allowed via an Interim Use Permit, which could be renewed annually.
- Requirements for bicycle parking, including short-term, employee, and resident bicycle parking.
- Requirements for certain overnight uses (multi-family and hotel/motel) to either provide EV charging stations or be EV ready.

Staff recommends that Planning Commission recommend approval of these changes. An ordinance with these changes will then go to City Council, and will require two readings before a vote.

## **Proposed UDC Code Changes – Parking**

### **50-18.5 Higher Education Overlay (HE-O).**

#### **A Purpose.**

The purpose of this Section 50-18.5 is to minimize the impacts of potential student use on adjacent residential neighborhoods and to encourage the development of pedestrian friendly neighborhood destinations near the UMD [University of Minnesota-Duluth] and St. Scholastica campuses;

#### **B Applicability.**

This Section applies to land within the HE-O, shown in Exhibit 50-18.5-1, that (a) is zoned R-2 or MU-N; and (b) includes new development or redevelopment where the value of the redevelopment exceeds 75 percent of the market value of the land and buildings, as indicated by tax assessor's records; except for:

1. One-family or two-family dwellings;
2. Any residential development where all of the dwelling units are restricted by development agreement or covenant for occupancy by those aged 50 and over or for occupancy by those individuals and households protected by the federal Fair Housing Act amendments of 1988.

A planning review by the planning commission, pursuant to the procedures in Article 5, shall be required unless exempt in the above applicability standards;

#### **C Development standards.**

##### **1. General.**

- (a) Vehicle ingress and egress shall be located in a manner that avoids or minimizes impacts to residents in adjacent R-1 districts and that reduces the potential for pedestrian-vehicular conflicts;
- (b) Primary buildings shall adhere to a build-to zone of five feet to 20 feet along primary streets. This requirement shall supersede building setbacks in Section 50-14.6 and 50-15.2. Alternatively, if the land use supervisor determines that site conditions such as existing buildings or topography make this unfeasible, pedestrian walkways can be used to connect people from public sidewalks along primary streets to businesses and residences. These walkways shall:
  - Include pedestrian-scaled lighting;
  - Be raised or otherwise designed to encourage run-off and limit ponding during wet weather;
  - Be visually recognizable to both pedestrians and motorists;
  - Include trees and other landscaping along the length of the walkway; this landscaping can also be used to meet parking lot landscaping requirements in Section 50-25.4;
  - Be at least five feet wide;
  - Include well-marked crossings where the walkway intersects with private vehicle drives;
- (c) Unless lighting meets exception criteria in Section 50-31.1.B, the maximum height of any light pole is 20 feet;

##### **2. Residential.**

- (a) ~~Required resident parking spaces shall be provided at the ratio of 0.7 space per bedroom, with a minimum of one space per dwelling unit;~~
- (b) ~~Visitor parking spaces shall be provided at the rate of 15 percent of required resident parking spaces;~~
- (c) ~~At least one bicycle or motorized scooter parking space per five parking spaces shall be provided, which shall not be located in any required yard or between the principal dwelling and the street;~~
- (d) ~~A development that provides an enhanced shelter with space dedicated solely for bicycle or motorized scooter parking shall be granted a reduction in the off-street parking requirement of five percent if the shelter complies with the following standards:~~
  - ~~The enhanced shelter shall not be located in any required yard setback;~~
  - ~~The enhanced shelter shall not be located between the principal building and a public street;~~
  - ~~The enhanced shelter shall be enclosed on at least three sides and covered to adequately protect bicycles from the elements;~~
  - ~~The enhanced shelter shall utilize primary exterior materials that match the primary exterior materials of the principal structure;~~
- (e) ~~If the development or redevelopment is determined to have mitigated the impacts of potential student use in the adjacent residential neighborhood, the development or redevelopment may adjust the parking requirements as provided in either Section 50-24.3.A or 50-24.3.B if eligible, but may not utilize both adjustments;~~

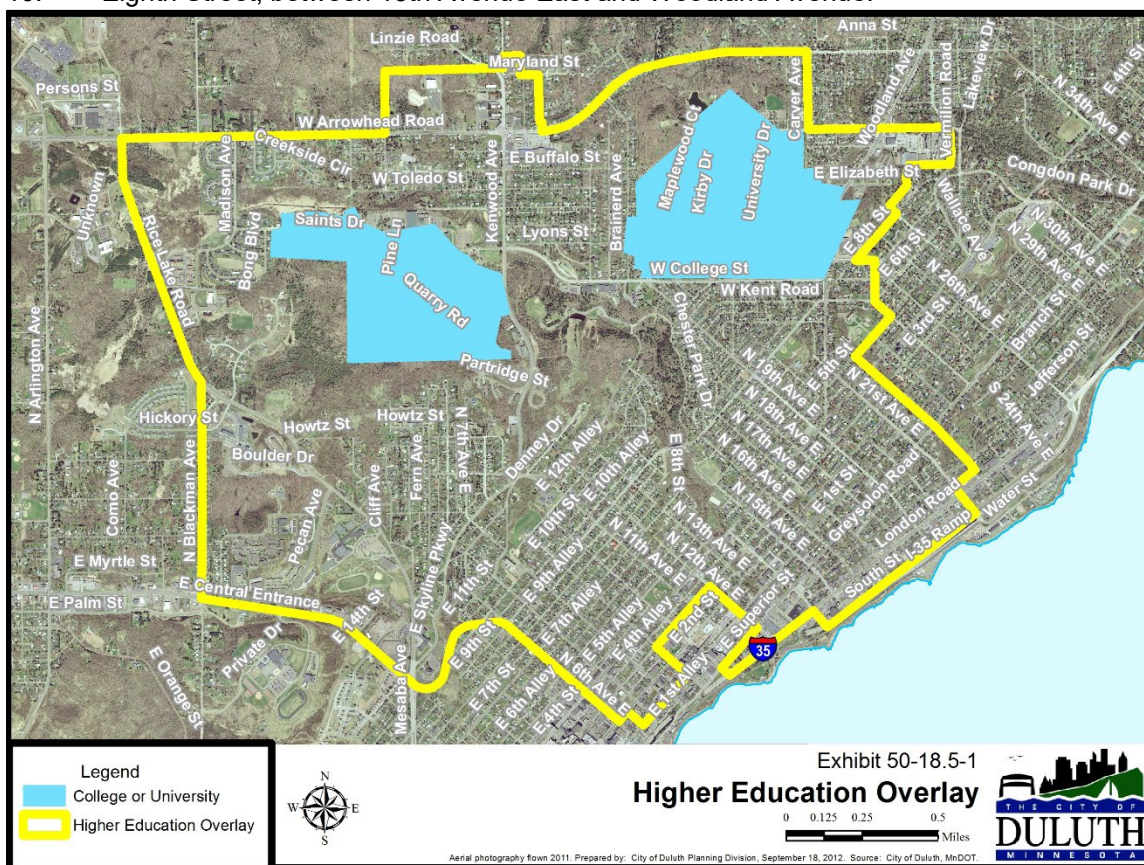


- (f) No residential balcony, patio, or deck shall be located on any side of the property facing and within 200 feet of an R-1 district;
3. Commercial.
  - (a) Commercial development shall be concentrated on major roads, not on streets intended primarily for neighborhood traffic;

#### D Primary streets.

The following streets are designated as primary streets in the Higher Education Overlay District:

1. Woodland Avenue;
2. St. Marie Street;
3. Arrowhead Road;
4. College Street;
5. Kenwood Avenue, north of College Street;
6. Fourth Street;
7. London Road;
8. Superior Street;
9. Ninth Street, between Sixth Avenue East and 15th Avenue East; and
10. Eighth Street, between 15th Avenue East and Woodland Avenue.



(Added by Ord. No. 10192, 12-17-2012, § 8; Ord. No. 10286, 3-10-2014, § 5)

50-19.8 Permitted use table.

TABLE 50-19.8: USE TABLE, REVISED DEC 2022																										
P: Permitted Use I: Interim Use U: Permitted Only in Upper Stories (Form Dist.) 1, 2, 3, as per table 50-19.1	Residential						Mixed Use						Form									Special				Use Specific Standards
	R-C	RR-1	RR-2	R-1	R-2	R-P	MU-N	MU-C	MU-I	MU-B	MU-W	MU-P	F-1	F-2	F-3	F-4	F-5	F-6	F-7	F-8	F-9	I-G	I-W	P-1	AP	
Retail Sales																										
Adult bookstore																						P				Chapter 5
Building materials sales								S <sup>1</sup>		P		P <sup>3</sup>														50-20.3.G
Garden material sales		S						P <sup>1</sup>				P <sup>3</sup>				P										
Grocery store, small (less than 15,000 sq. ft.)					S <sup>2</sup>	P <sup>3</sup>	P <sup>2</sup>	P <sup>1</sup>			P <sup>1</sup>	P <sup>3</sup>		P		P	P	P	P	P						50-20.3.K
Grocery store, large (15,000 sq. ft. or more)								P <sup>1</sup>				P <sup>3</sup>														50-20.3.K
Retail store not listed, small (less than 15,000 sq. ft.)					S <sup>2</sup>	P <sup>3</sup>	P <sup>2</sup>	P <sup>1</sup>	P <sup>1</sup>		P <sup>1</sup>	P <sup>3</sup>	P	P	P	P	P	P	P	P						50-20.3.R
Retail store not listed, large (15,000 sq. ft. or more)								P <sup>1</sup>			P <sup>1</sup>	P <sup>3</sup>		P		P	P		P	P						50-20.3.R
Vehicle Related																										
Automobile and light vehicle, service							S <sup>2</sup>	P <sup>1</sup>		P		P <sup>3</sup>		P		P	P	P				P				50-20.3.C
Automobile and light vehicle, repair								P <sup>1</sup>		P <sup>1</sup>		P <sup>3</sup>										P				50-20.3.C
Automobile and light vehicle sales, rental, or storage								P <sup>1</sup>		P												P				50-20.3.D
Automobile and light vehicle impound lot								S <sup>1</sup>		P <sup>1</sup>		P <sup>3</sup>										P				50-20.3.V
Car wash (primary use)							S <sup>2</sup>	P <sup>1</sup>		P <sup>1</sup>		P <sup>3</sup>														50-20.3.W
Filling station (small)					S <sup>2</sup>	P <sup>3</sup>	S <sup>2</sup>	P <sup>1</sup>		P	P <sup>1</sup>	P <sup>3</sup>		P		P	P	P				P	P			50-20.3.J
Filling station (large)								P <sup>1</sup>		P	P <sup>1</sup>	P <sup>3</sup>		P		P	P	P				P	P			50-20.3.J
Parking lot (primary use)					S		S <sup>2</sup>	P <sup>1</sup>	P <sup>1</sup>	P	P <sup>1</sup>	P <sup>3</sup>	S	S	S	S	S	S		S	S	P	P			50.20.3.O
Parking structure								P <sup>1</sup>	P <sup>1</sup>	P	P <sup>1</sup>	P <sup>3</sup>					S		S			P	P			50.20.3.O
Overflow Parking Area	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	50.20.3.N
Truck or heavy vehicle sales, rental, repair or storage										P												P				

## 50-20.1 Residential Uses

---

### C. Dwelling, multi-family.

1. Every multi-family dwelling unit on or above the ground floor of a new multifamily structure constructed after January 1, 2021 shall have at least one exterior window that allows for the exchange of air and the admittance of daylight;
2. New construction multi-family dwellings proposing construction of fewer than 0.5 off-street parking spaces per dwelling unit shall submit an off-street parking plan for the development meeting the following conditions:
  - a. The plan shall be prepared by a professional expert in off-street parking;
  - b. The plan shall establish a rationale for the total number of off-street parking spaces provided with a basis in the total anticipated number of full or part time people living in the development who may own cars, and where those cars shall be parked during their tenancy;
  - c. If the parking plan assumes that on-street parking will be available for any of the parking needs, the plan shall include an analysis of available on-street parking including vehicle counts during the day, overnight, weekday, and weekend;
  - d. The plan shall establish alternate or backup parking solutions in the case that off-street parking demand exceeds available supply, so as to ensure the new development does not result in negative impacts to existing neighborhoods.

## 50-20.5 Accessory Uses

---

### D. Accessory dwelling unit.

An accessory dwelling unit may be created within, or detached from, any one-family or two-family dwelling, as a subordinate use, in those districts shown in Table 50-19.8, provided the following standards are met:

1. Only one accessory dwelling unit may be created per lot;
2. No variances shall be granted for an accessory dwelling unit;
3. Only the property owner, which shall include title holders and contract purchasers, may apply for an accessory dwelling unit;
4. ~~One off-street parking space shall be provided in addition to off-street parking that is required for the primary dwelling;~~
5. Accessory dwelling units shall contain no more than 800 square feet of total floor space and shall be consistent in character and design with the primary dwelling. An accessory dwelling unit shall not exceed the total floor area square footage of the principal structure;
6. If a separate outside entrance is necessary for an accessory dwelling unit located within the primary dwelling, that entrance must be located either on the rear or side of the building;
7. An accessory dwelling unit shall not be considered a principal one-family dwelling. An accessory dwelling must be located on the same tax parcel as the principal one or two-family dwelling;
8. An accessory dwelling unit shall not exceed the height of the principal residential structure or 20 feet, whichever is greater.

## 50-20.3 Commercial uses.

---

### I. Daycare facility, small and large, and preschools.

1. For all new uses after May 1, 2019, ~~as part of the requirement to provide off-street parking in 50-24.2,~~ the use must provide off-street parking spaces for pick-up and drop-off determined by the Land Use Supervisor to be sufficient to provide for the safe pick-up and drop-off of users of the facility based on the maximum licensed capacity of the facility, the configuration of the facility, the types and intensity of other uses adjacent to the facility, the intensity of traffic adjacent to the

facility and other factors determined to be relevant to the safe pick-up and drop-off of users of the facility. The determination of the Land Use Supervisor may be appealed to the Commission. Pick-up and drop-off areas must be clearly signed as for pick-up and drop-off only, and shall not conflict with safe on-site pedestrian and vehicular movements. ~~This specific standard does not apply to uses with the Downtown and Canal Park Special Parking Areas in 50-24.~~

2. In the RR-1 and RR-2 districts this use and related parking facilities and structures other than driveways are limited to no more than 20 percent of the lot or parcel area;
3. In the MU-B district, uses shall provide a fenced outdoor exercise area. Outdoor exercise areas must be separated from improved public streets, drive lanes, and loading areas by at least 20 feet;
4. In the MU-B district, the application may be denied by the Land Use Supervisor if he or she determines that the size, nature, character or intensity of the use of property in the immediate vicinity of the applicant's property would pose an unreasonable risk to the health, safety or welfare of users of the applicant's facility; the decision of the Land Use Supervisor may be appealed to the Commission;

#### N. Overflow Parking Area

1. Interim use permits for Overflow Parking Areas may be granted for a period of 1 year. If the applicant has documented an ongoing parking need, with a parking study documenting the location, use, and adequacy of existing parking in the surrounding area, the Interim use permit may be approved for up to 5 years.
2. If located in a neighborhood or district that demonstrates a need for additional off-street parking, the Overflow Parking Area shall be public parking (either free or paid), or shared with other nearby uses. Applicant shall include information about parking demand in the application for the Interim use permit, as well as a plan for how the parking will be shared and/or open to the public.
3. Overflow Parking Areas, being temporary in nature, are not required to meet the paving requirements of Section 50-24. or the landscaping requirements of Section 50-25.4; however, if paving is provided, all requirements of Sections 50-24 and 50-25 must be met, if applicable.
4. Applicant must work with City Engineering on a stormwater and erosion plan that adequately meets stormwater requirements for the duration of the anticipated use of the parking area, and shall provide the approved plan as part of the application; applicant is responsible for ongoing maintenance of stormwater and erosion infrastructure and is expected to provide proof of such maintenance upon request during the course of the Interim use permit.
5. Prior to establishment of the parking area, applicant shall provide financial security, in the amount necessary to reestablish the area to natural vegetation once the overflow parking area is terminated. This security shall be held without interest until the parking area is discontinued and applicant or property owner has provided proof that the area has either been reestablished to natural vegetation or been developed with an approved use on the property.
6. The interim use permit shall terminate upon change in ownership of the property and is not transferable.

## 50-24 PARKING AND LOADING.

### 50-24.1 Applicability.

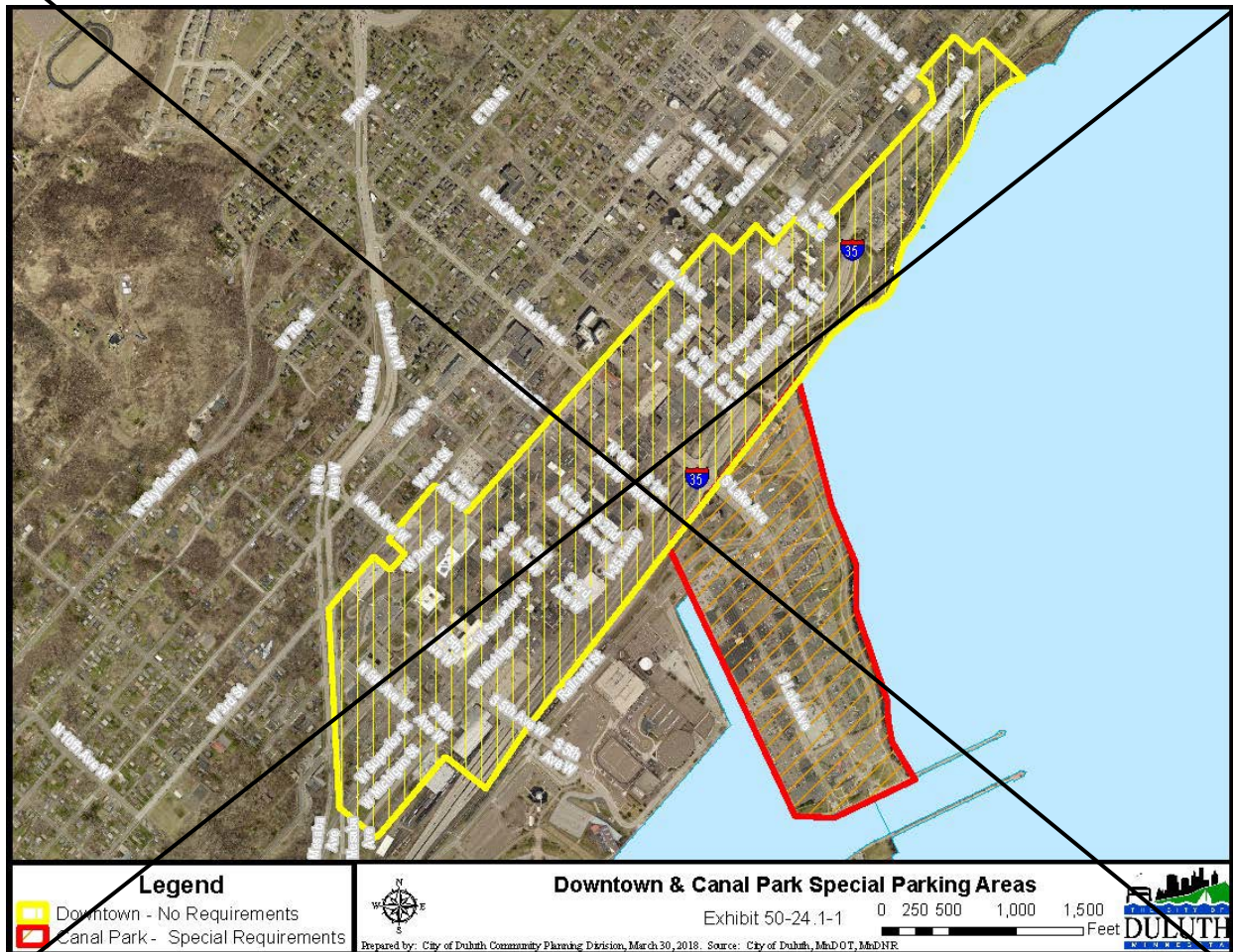
~~The standards of this Section 50-24 shall apply to all development and redevelopment, except that:~~

1. ~~Development and redevelopment in any of the form districts shall only be required to provide that amount of parking that can be accommodated on the development parcel while allowing the principal building to meet all of the building form standards in Section 50-22;~~



- ~~2. No off-street parking shall be required for any non-residential use on a lot smaller than 10,000 square feet in any mixed use district or special purpose district;~~
- ~~3. No off-street parking shall be required for any building with less than 10,000 square feet of gross floor area and with a non-residential primary use in any mixed use district or special purpose district;~~
- ~~4. No off-street parking shall be required within the boundaries of the Downtown area shown in Exhibit 50-24.1-1;~~
- ~~5. No off-street parking shall be required for any use except (1) hotels or motel, and (2) residential developments with more than ten units, within the boundaries of the Canal Park area shown in Exhibit 50-24.1-1;~~
6. Development and redevelopment that ~~is exempt from being required to~~ provides off-street parking ~~but does provide parking~~, must follow all the provisions of this Section.

(Ord. No. 10044, 8 16 2010, § 6; Ord. No. 10096, 7 18 2011, § 26.)



## **50-24.2 Required Maximum parking spaces.**

In all districts there shall be provided, at the time any building or structure is erected, except as provided in Section 50-24.5, *Calculation of parking spaces*, the number of off-street parking spaces shown in Table 50-24-1. All development and redevelopment after [insert effective date] shall adhere to a maximum amount of off-street parking as stated in the table below unless an exemption from or variation of this requirement is provided in another section of this Chapter. Any use not listed is exempt from maximum parking requirements.

Off-street parking spaces that existed on November 18, 2010, and that were composed of hard-surfaced, dust-free material such as concrete, bituminous, or pervious paving materials may continue even if they exceed the maximum parking limit. (Ord. No. 10042, 8-16-2010, § 4; Ord. No. 10044, 8-16-2010, § 6; Ord. No. 10096, 7-18-2011, § 29; Ord. No. 10153, 5-14-2012, § 4.)

Table 50-24-1: <u>Maximum Off-Street Parking Spaces Required</u>	
Use	<u>Maximum Requirement*</u> (May Be Adjusted to 30% Less or 50% More)
<b>RESIDENTIAL USES</b>	
Dwelling, one family	4 <u>2.5</u> spaces per dwelling unit
Dwelling, two family	
Dwelling, townhouse	
Dwelling, live work	
Co-housing facility	
Manufactured home park	
Dwelling, multi-family	1- <del>2.5</del> <u>2.5</u> spaces per dwelling unit
Assisted living facility (elderly)	1 space per 3 habitable units
Residential care facility	1 space per <del>6-3</del> residential care beds, but not less than 2 spaces
Sober house	1 space per <del>6-3</del> single occupancy beds, but not less than 2 spaces
Rooming house	4 <u>2</u> spaces per habitable unit
<b>PUBLIC, INSTITUTIONAL AND CIVIC USES</b>	
Bus or rail transit station	No requirement
Business, art, or vocational school	1 parking space for each 8 seats in the main auditorium or 3 spaces for each classroom, whichever is greater
Cemetery or mausoleum	No requirement
Club or lodge (private)	<del>2.5</del> <u>4</u> spaces per 1,000 sq. ft. of floor area
Government building or public safety facility	As determined by land use supervisor based on anticipated use and neighborhood impacts
Hospital	2 spaces per 1,000 sq. ft. As determined by approved MU-I Plan

**Table 50-24-1: Maximum Off-Street Parking Spaces Required**

Use	<u>Maximum Requirement*</u> (May Be Adjusted to 30% Less or 50% More)
Medical or dental clinic	<u>4-6</u> spaces per 1,000 sq. ft. of gross floor area
Museum, library or art gallery	<u>1</u> space per 1,000 sq. ft. of gross floor area
Nursing home	<u>4-2</u> spaces per 6 beds
<del>Park, playground or forest reserve</del>	<del>No requirement</del>
Religious assembly	1 space per <u>4-2</u> seats or per 100 sq. ft. in main auditorium, whichever is greater
<del>School, elementary</del>	<del>1 parking space for each 10 seats in the auditorium or main assembly room or 1 space for each classroom, whichever is greater</del>
School, middle	1 parking space for each <u>8</u> seats in the main auditorium or <u>3</u> spaces for each classroom, whichever is greater
School, high	<u>5</u> parking spaces for each classroom or <u>1.5</u> parking spaces per 1,000 square feet, whichever is greater
University or college	<u>2</u> spaces per 1,000 sq. ft. of office, research and library area plus 1 space per 125 sq. ft. of auditorium space.
Other community facility or institutional support uses not listed	As determined by land use supervisor based on anticipated use and neighborhood impacts
<b>COMMERCIAL USES</b>	
<del>Adult bookstore</del>	<del><u>2.5-4</u> spaces per 1,000 sq. ft. of gross floor area</del>
Adult entertainment establishment	<u>5-7</u> spaces per 1,000 sq. ft. of gross floor area
<del>Agriculture</del>	<del>No requirement</del>
Automobile and light vehicle repair and service	<u>2-3</u> spaces per 1,000 sq. ft. of gross floor area
Automobile and light vehicle sales, rental or storage	<u>2-3</u> spaces per 1,000 sq. ft. of gross floor area
Bank	<u>3.5-5</u> spaces per 1,000 sq. ft. of gross floor area
<del>Bed and breakfast</del>	<del>1 space for manager plus 1 <u>1.5</u> spaces per habitable unit</del>
Building material sales	<u>4-1.5</u> spaces per 1,000 sq. ft. of gross floor area
Business park support activities	<u>2-3</u> spaces per 1,000 sq. ft. of gross floor area
Convention and event center	1 space per <u>4-2.5</u> seats or per 100 sq. ft. in <u>main auditorium and event spaces</u> , whichever is greater
Daycare facility	<u>4-1.5</u> spaces per 5 persons care capacity
<del>Data center</del>	<del>1 space per 1,000 sq. ft. of gross floor area</del>
Filling station	<u>4-6</u> spaces per 1,000 sq. ft. gross floor area plus 1 per service stall
<del>Funeral home or crematorium</del>	<del><u>12</u> spaces per <u>50-100</u> square feet of floor space in slumber rooms, parlors or individual funeral service rooms</del>



**Table 50-24-1: Maximum Off-Street Parking Spaces Required**

Use	<u>Maximum Requirement* (May Be Adjusted to 30% Less or 50% More)</u>
Garden material sales	<del>4</del> <u>1.5</u> spaces per 1,000 sq. ft. of gross floor area
Grocery store	<del>3</del> <u>5</u> space per 1,000 sq. ft. of gross floor area
Golf course	<del>2.5</del> <u>4</u> spaces per 1,000 square foot of clubhouse area
Hotel or motel	<del>2</del> <u>1</u> spaces per <del>3</del> guest rooms plus 1 per <del>200</del> <u>150</u> sq. ft. of gross floor area in all accessory uses including restaurants and meeting rooms
Indoor entertainment facility	<del>2.5</del> <u>4</u> spaces per 1,000 sq. ft. of gross floor area.
kennel	<del>1</del> <u>1.5</u> spaces per 1,000 sq. ft. of gross floor area
Marina or yacht club	<del>2.5</del> <u>4</u> spaces per 1,000 sq. ft. of clubhouse area, plus 1 per 10 boat slips
Mini storage facility	1 space per <del>20</del> <u>15</u> storage units
Office	<del>2.5</del> <u>4</u> spaces per 1,000 sq. ft of gross floor area
Parking lot or parking structure (primary use)	No requirement
Personal service or repair	<del>2.5</del> <u>4</u> spaces per 1,000 sq. ft of gross floor area
Preschool	<u>1.5</u> spaces per 5 persons care capacity
Restaurant	<del>6</del> <u>5</u> <u>10</u> spaces per 1,000 sq. ft. of gross floor area
Retail store	<del>3</del> <u>4</u> <u>5</u> spaces per 1,000 sq. ft. of gross floor area
Riding stable	No requirement
Seasonal camp or cabin	1 space for every two beds, or <u>2</u> for each cabin or sleeping unit, whichever is greater
Theater	1 space per <del>6</del> <u>4</u> seats or <u>2</u> per <del>400</del> <u>150</u> sq. ft. in main auditorium, whichever is greater
Tourist or trailer camp	<del>2</del> <u>1</u> spaces per 3 sleeping rooms, suites, or trailer
Truck or heavy vehicle sales, rental, repair or storage	<del>4</del> <u>1.5</u> spaces per 1,000 sq. ft. of gross floor area
Vacation dwelling unit	1 space for 1-2 bedrooms, 2 spaces for 3-4 bedrooms, 3 spaces for 5+ bedrooms As indicated in Section 50-20.3
Veterinarian or animal hospital	<del>2.5</del> <u>4</u> spaces per 1,000 sq. ft. of gross floor area
Other commercial use not listed	As determined by land use supervisor based on anticipated use and neighborhood impacts
<b>INDUSTRIAL USES</b>	
Airport and related facilities	As determined by airport management
<ul style="list-style-type: none"> <li>Electric power or heat generation plant</li> <li>Electric power transmission line</li> <li>Junk and salvage services</li> <li>Major utility or wireless communication tower</li> </ul>	No requirement

**Table 50-24-1: Maximum Off-Street Parking Spaces Required**

Use	<u>Maximum Requirement*</u> (May Be Adjusted to 30% Less or 50% More)
<ul style="list-style-type: none"> <li>• Radio or television broadcasting tower</li> <li>• Railroad or shipyard and related facilities</li> <li>• Solar or geothermal power facility (primary use)</li> <li>• Truck freight or transfer terminal</li> <li>• Water or sewer works</li> <li>• Wind power facility (primary use)</li> <li>• Bulk storage not listed</li> </ul>	
<ul style="list-style-type: none"> <li>• Contractor's shop and storage yard</li> <li>• Dry cleaning or laundry plant</li> <li>• Recycling collection point (primary use)</li> <li>• Solid waste disposal or processing facility</li> </ul>	1-1.5 spaces per 1,000 sq. ft. of gross floor area
<ul style="list-style-type: none"> <li>• Manufacturing, light manufacturing, heavy manufacturing, hazardous or special</li> <li>• Storage warehouse</li> <li>• Water dependent manufacturing, light or heavy</li> <li>• Wholesaling</li> </ul>	1-1.5 spaces per 1,000 sq. ft. of gross floor area
Research laboratory	As determined by land use supervisor based on anticipated use and neighborhood impacts
Other industrial uses not listed	As determined by land use supervisor based on anticipated use and neighborhood impacts
<b>ACCESSORY USES</b>	
Accessory bed and breakfast	1 space for primary use dwelling; plus 1.5 space per habitable unit
Accessory caretaker quarters	1 space
All other accessory uses	No requirement
<b>TEMPORARY USES</b>	
Temporary real estate sales office	23 spaces
All other temporary uses	No requirement

\*The parking space requirement may be modified by Section 50-18.5 (Higher Education Overlay District), Section 50-24.3 (Adjustment to required off-street parking) and Section 50-24.4 (Maximum parking spaces), and Section 50-37.1.L (Administrative Adjustments).

(Ord. No. 10044, 8-16-2010, § 6; Ord. No. 10096, 7-18-2011, § 27; Ord. No. 10286, 3-10-2014, § 10; Ord. No. 10340, 11-24-2014, § 1; Ord. No. 10458, 7-11-2016, § 2; Ord 10746, 5-10-2021, § 5)

#### **50-27.2 Adjustment to required off-street parking.**

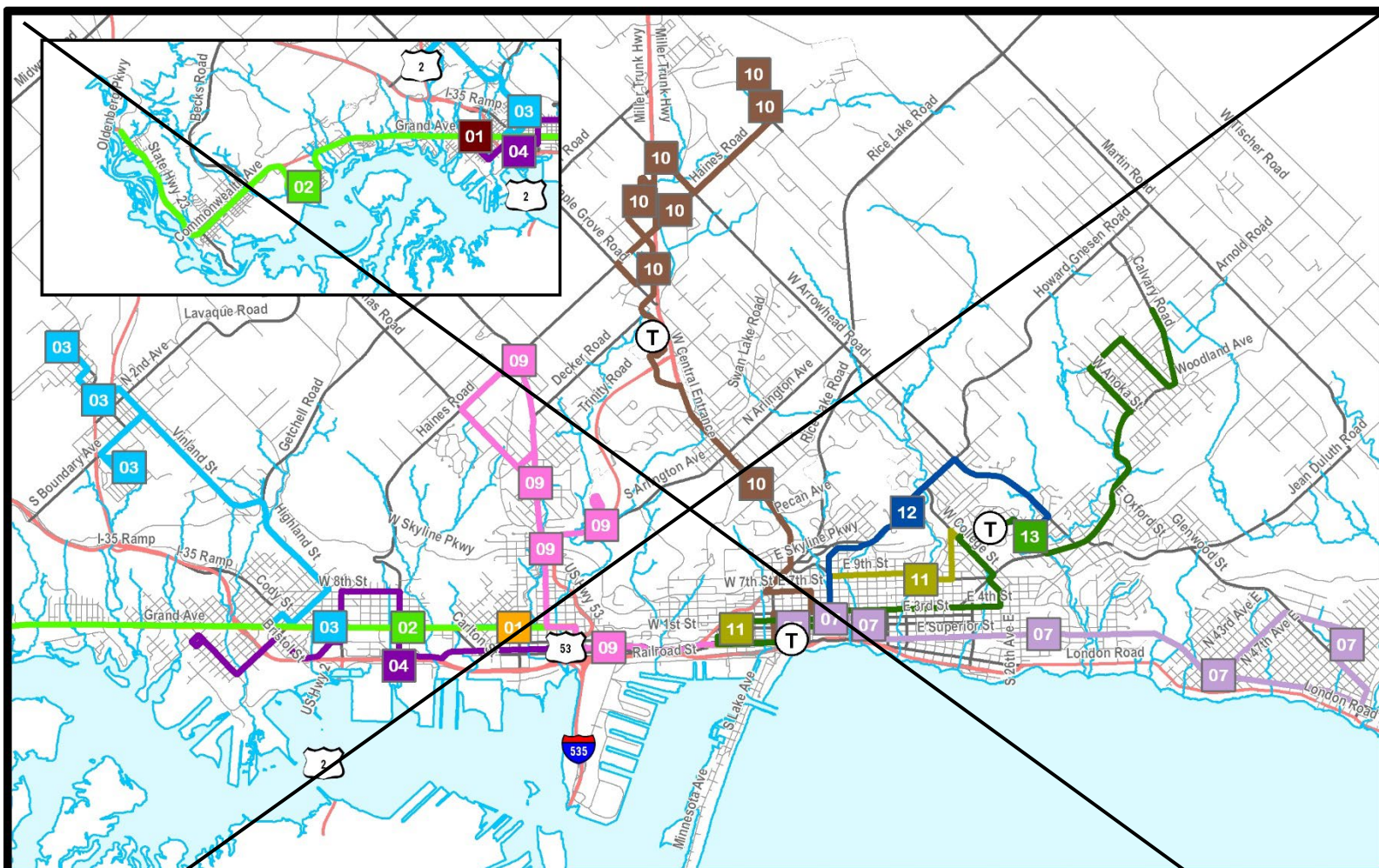
The minimum parking requirements listed in Section 50-24.2 above shall be adjusted as follows:

##### **A. Proximity to transit.**

1. The minimum number of off-street parking spaces required for any development or redevelopment lands may be reduced by 30 percent if they are located within 1/4 mile of existing Duluth Transit Authority routes in operation for one year, or they may be reduced by 20 percent if

~~located within 1/2 mile of any Duluth Transit Authority transit center, as indicated by a "T" on Exhibit 50-24.3-1;~~

- ~~2. If an existing transit route or center is eliminated or changed in location, any development approved in conformance with this Section 50-24.3 shall not be deemed nonconforming in terms of required parking.~~



**Legend**

Route 01	Route 07	Route 12
Route 02	Route 09	Route 13
Route 03	Route 10	Transit Center
Route 04	Route 11	



Exhibit 50-24.3-1: DTA Route Map

## Adjustment to Parking - Proximity to Transit



Aerial photography flown 2007. Prepared by: City of Duluth Planning Division, May 21, 2010. Source: City of Duluth, MnDNR, MnDOT.



## B Sharing of parking spaces.

### 1. General.

Where two land uses listed in separate use categories in Table 50-19.8 share a parking lot or structure, the total off-site parking required for those uses may be reduced by the factors shown in Table 50-24-2. Total off-street parking required shall be the sum of the two parking requirements for the two uses divided by the factors in Table 50-24-2. If uses in three or more categories of Table 50-19.8 share a parking lot or structure, the land use supervisor shall determine the parking reduction based on the relative sizes of the various uses and the reduction factors listed in Table 50-24-2;

Table 50-24-2: Shared Parking Reduction Factors					
Add the two parking requirements and divide by these factors					
Property Use	Multi-family Residential	Public, Institutional, or Civic	Food, Beverage, Indoor, Entertainment, or Lodging	Retail	Other Commercial
Public, institutional or civic	1.1	1.0			
Food, beverage, indoor, entertainment or lodging	1.1	1.2	1.0		
Retail	1.2	1.3	1.3	1.0	
Other commercial	1.3	1.5	1.7	1.2	1.0

### 2. Additional sharing permitted for certain uses.

As an alternative to those reduction factors listed in Table 50-24-2, (a) up to 50 percent of the parking spaces required for food, beverage and indoor entertainment uses, and up to 100 percent of parking spaces required for religious assembly uses and elementary, middle, high school, university or college auditoriums may be used jointly by (b) any non-residential use not normally open, used or operated during the same hours as those listed in (a), or any non-residential use that has excess parking capacity based on the minimum off-street parking for that use. A written agreement assuring the continued availability of the parking spaces for the uses they serve shall be required on a form approved by the city and shall be filed with the application for a building permit. (Ord. No. 10042, 8-16-2010, § 3; Ord. No. 10044, 8-16-2010, § 6; Ord. No. 10096, 7-18-2011, § 28.)

## 50-Maximum parking limits.

No more than 150 percent of the minimum required number off-street parking spaces, excluding the adjustments allowed in 50-24.3, shall be provided. This limit does not apply to the following uses: one-family, two-family, townhouse and live-work dwellings. Accessory parking shall be subject to parking maximums shown in Table XX.X. Off-street parking spaces that existed on November 18, 2010, and that were composed of hard surfaced, dust free material such as concrete, bituminous, or pervious paving materials may continue even if they exceed the maximum parking limit. (Ord. No. 10042, 8-16-2010, § 4; Ord. No. 10044, 8-16-2010, § 6; Ord. No. 10096, 7-18-2011, § 29; Ord. No. 10153, 5-14-2012, § 4.)

### 50-24.3 Calculation of parking spaces.

---

The following rules shall apply to calculation of the number of required parking spaces:

- B. Floor area shall mean the gross floor area of the specific use;
- C. Requirements for a fraction of a parking space shall be ignored;
- D. The parking space requirement for a use not specifically listed in Table 50-24-1 shall be the same as for the most similar use listed in that table, as determined by the land use supervisor;
- E. ~~Whenever a building or use is enlarged to the extent of 25 percent or more in floor area or in the site area used, the building or use shall be required to (a) retain any on-site parking existing prior to the expansion, and if that is not sufficient to comply with the parking required for the use as expanded, then (b) to comply with the requirements in Table 50-24-1 for the expansion area;~~
- F. Required off-street parking for one-, two-family, townhouse, multi-family, and live-work dwellings may be located in a garage or carport. (Ord. No. 10044, 8-16-2010, § 6; Ord. No. 10509, 6-12-2017, §1)

### 50-24.4 Location of parking spaces.

---

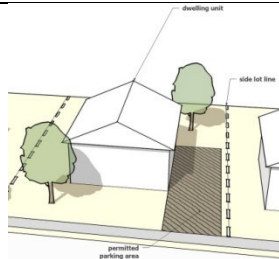
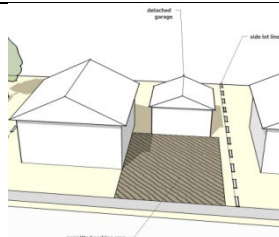
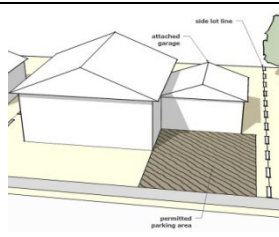
#### G. ~~On-site location and exceptions.~~

- ~~1. All required parking spaces shall be located on the same lot with the principal building or the primary use served; except as provided in subsection 2 below;~~
- ~~2. If an increase in the number of parking spaces is required by a change or enlargement of any use the increased parking requirement may be satisfied by utilizing:
  - (a) Primary use parking lots or parking structures located and maintained up to 500 feet from the lot containing the change or enlargement, or
  - (b) Accessory parking lots that existed on November 18, 2010, were composed of hard-surfaced, dust-free material such as concrete, bituminous, or pervious paving materials, and that are located and maintained up to 500 feet from the lot containing the change or enlargement;~~
- ~~3. Where required parking spaces are not provided on site, a written agreement assuring the continued availability of the parking spaces for the uses they serve shall be required on a form approved by the city and shall be filed with the application for a building permit;~~
- ~~4. Parking located in a public street right of way pursuant to a concurrent use permit or other public grant shall not be used to satisfy off-street parking required by Chapter 50.~~

#### H. ~~Parking location within the site.~~

Parking spaces for all motorized vehicles and trailers shall only be provided on those portions of the lot indicated in Table 50-24-3. (Ord. No. 10509, 6-12-17, §2)



Table 50-24-3: Permitted Parking Areas		
Type of Lot	Permitted Parking Area	
Residential Districts		
Non-corner lot with non-residential use	The rear yard and one side yard	
Non-corner lot with residential use and no garage	The rear yard, and the area between one side lot line and the nearest side wall of the dwelling unit and its extension to the improved street abutting the front yard (see diagram to the right).	
Non-corner lot with residential use and detached garage	The rear yard, and the area between the closest side lot line to the side wall of the dwelling unit nearest to the garage, and its extension to the improved street abutting the front yard (see diagram to the right).	
Non-corner lot with residential use and attached garage	The rear yard, and the area between the closest side lot line to the common wall separating the dwelling unit and garage, and its extension to the improved street abutting the front yard (see diagram to the right).	
Corner lot with residential use or non-residential use	The rear yard and one side yard	
Mixed Use and Special Purpose Districts		
All mixed use and special purpose districts	Buildings or projects constructed after November 19, 2010, shall locate no more than 50 percent of off-street accessory parking within the front yard, except as provided in Section 50-24.6.C or unless modified as part of an approved MU-I District Plan.	
Form districts	Parking only permitted on those portions of the lot permitted for the building type being constructed pursuant to secs. 50-16 and 50-22.	

I. Optional pedestrian walkways within parking areas.



For parking areas within mixed use and special purpose districts identified in Table 50-24.3, buildings or projects may locate up to 60 percent of off-street accessory parking within the front yard if a pedestrian walkway is provided. The pedestrian walkway shall:

- Include pedestrian-scaled lighting;
- Be raised or otherwise designed to encourage run-off and limit ponding during wet weather;
- Be visually recognizable to both pedestrians and motorists;
- Include trees and other landscaping along the length of the walkway, this landscaping can also be used to meet parking lot landscaping requirements in Section 50-25.4;
- Be at least eight feet wide; and
- Include well-marked crossings where the walkway intersects with private vehicle drives. (Ord. No. 10044, 8-16-2010, § 6; Ord. No. 10096, 7-18-2011, § 30; Ord. No. 10153, 5-14-2012, § 5; Ord. No. 10286, 3-10-2014, § 11; Ord. No. 10509, 6-12-2017, § 2; Ord. No. 10769, 9-27-2021, § 2)

#### 50-24.5 Parking lot design standards.

##### A. General standards.

The design of off-street parking spaces, drive aisles, and driveways shall meet the standards shown in Table 50-24-4;

Table 50-24-4: Parking Design Standards		
Parking Space Size*		
Size of Car	Minimum Size of Parking Space	
Small	8.5 ft. x 15 ft.	
Standard	9 ft. x 17 ft.	
Aisle Widths		
Angle of Parking	Minimum Width of Aisle	
	One-Way	Two-Way
Parallel/no parking	11 ft.	21 ft.
30 degree	11 ft.	21 ft.
45 degree	13 ft.	23 ft.
60 degree	18 ft.	24 ft.
75 degree	20 ft.	24 ft.
90 degree	20 ft.	24 ft.
Permitted Percentage of Small Car Spaces (Applies to lots with more than 5 spaces)		
Size of Parking Lot	Maximum Percentage of Small Cars	
6 to 100 spaces	40%	
100 to 149 spaces	45%	
150 or more spaces	50%	

**Table 50-24-4: Parking Design Standards**

<b>Required Surface Treatment/Paving</b>	
<b>Zone District</b>	<b>Requirement</b>
All residential district parking areas	Surfaced in a dust free, hard surface material such as concrete or bituminous, or pervious paving materials, except for rear yards which may be surfaced in aggregate materials, compressed aggregates or similar surfaces <u>if it is demonstrated that practices will be installed to prevent erosion.</u>
All mixed use and special purpose districts	All parking areas and vehicle display lots, including on- and off-road vehicles, trailers, and all terrain vehicles, shall be surfaced in a dust free, hard surface material such as concrete or bituminous. Pervious paving material shall be approved by the city engineer.

\*The area set aside for a parking space may encroach beyond the face of a curb a maximum of 1.5 ft., provided that (a) it does not include trees, posts, or other obstructions that would prevent a vehicle from fully utilizing the space, and (b) it is not included in required open space, landscape area requirements, or required pedestrian walkways.

**B. Parking lot and driveway entrances.**

All parking lot and driveway entrances must conform to the design specification regulations of the city engineer;

**C. Snow storage areas.**

A portion of each surface parking area shall be designated for snow storage. The areas required to meet the minimum parking requirements of this Section 50-24 shall not be used for snow storage. Snow storage areas may be landscaped if the vegetation is selected and installed so as not to be harmed by snow storage. Snow storage areas shall not count towards those landscape areas required by Section 50-25 unless it they are integrated with a side or rear buffer required by Section 50-25;

**D. Parking lot walkways.**

Each surface parking area that (a) serves a multi-family residential, commercial, public, institutional, civic, or mixed use, and (b) contains 50 or more parking spaces, and (c) contains any parking spaces located more than 300 feet from the front façade of the building shall contain at least one pedestrian walkway from allowing pedestrians to pass from the row of parking furthest from the primary building façade to the primary building entrance or a sidewalk allowing the pedestrian to reach the primary building entrance without crossing additional driving spaces or aisles. The required walkway must be at least five feet wide, shall not be located within a driving aisle, and shall be located in a landscaped island running perpendicular to the primary building façade if possible. If located in a landscaped island, the minimum width of the island shall be increased by five feet to accommodate the walkway without reducing the amount of landscaped area. If any parking space in the parking aisle located furthest from the primary structure is more than 200 feet from the walkway, additional similar walkways shall be required within 200 feet of those spaces. If there is a public sidewalk along the street frontage located within 50 feet of any required walkway, the walkway shall connect to that sidewalk;

**E. Tandem or in-line parking.**

~~Tandem or in-line parking, or other similar arrangements that involve the placement of two or more parking spaces in a row directly behind one another so that one parking space is blocking access for other parking spaces, is not allowed for off street parking spaces required by Chapter 50, but is allowed to meet off street parking required in Chapter 29A. This provision does not apply to required off street parking spaces within enclosed structures, such as garages or parking structures. (Ord. No. 10044, 8-16-2010, § 6; Ord. No. 10286, 3-10-2014, § 12; Ord. No. 10340, 11-24-2014, § 2; Ord. No. 10509, 6-12-2017, §3)~~

#### 50-24.6 Required loading space.

Unless otherwise provided in this Chapter, all construction of new buildings or expansions of existing buildings shall provide off street loading space shown in Table 50-24-5 below.

Table 50-24-5: Off-Street Loading Space Standards	
Type of Use or Facility	Off-Street Loading Requirement
Office, hotel or motel	1 space for 20,000 sq.ft. of gross floor area
Personal service and repair not otherwise listed; building material sales; garden material sales; retail store not listed (large); automobile and light vehicle repair and service, automobile and light vehicle sales, rental, or storage; truck or heavy vehicle sales, rental, repair, or storage; wholesaling.	1 space for 20,000-50,000 sq.ft. of gross floor area; and 2 spaces for more than 50,000 sq.ft. gross floor area
Manufacturing	1 space for 25,000 to 50,000 sq.ft. of gross floor area; 2 spaces for more than 50,000 sq.ft. of gross floor area.

(Ord. No. 10044, 8-16-2010, § 6.)

#### 50-24.7 Bicycle parking.

With the exception of single-family and two-family dwelling units, any new development, building expansions of more than 50% of the building's square footage, or renovations that exceed 50% of the building's value shall provide bicycle parking.

1. Short-term and employee bicycle parking (non-residential uses). Provide permanently anchored bicycle racks, which provide two points of contact with the frame at least 6-inches apart horizontally, within 50 feet of the building entrance. Racks shall accommodate parking for two bicycles plus 5 percent of motorized vehicle parking spaces on the site, and shall be located entirely on the property and not within the right of way. This requirement may be waived if the Land Use Supervisor and City Engineer determine there is no acceptable space for bicycle parking on the site.
2. Resident parking (residential uses). Secure bicycle parking shall be provided at a rate of 1 bicycle for every 5 dwelling units. Parking shall be convenient from the street and shall meet one or more of the following conditions: a) covered, lockable enclosures with permanently anchored racks for bicycles; b) lockable bicycle rooms with racks; or c) lockable bicycle lockers. This requirement may be waived if the Land Use Supervisor and City Engineer determine there is no acceptable space for bicycle parking on the site.
3. Bicycle parking requirements in support of uses in the MU-B, MU-W, I-G, I-W, or AP district may be adjusted based on the anticipated demand for bicycle parking at the site and to ensure the safety of all road users in industrial locations.

#### **50-24.8 Electric vehicle charging stations.**

---

1. In any new parking lot that is accessory to either a multi-family or hotel or motel use, electric vehicle (EV) charging stations shall be provided as follows: parking lots with 10 or more parking spaces must have EV charging stations or be EV ready for a minimum of 10% of the parking spaces. Charging stations must include Level 2 or higher chargers; if spaces are EV ready, the wiring must support Level 2 chargers. If the EV charging stations are connected to solar or other renewable energy source, only 5% of the parking spaces are required to provide EV charging.
2. If the parking capacity of an existing parking lot with 20 or more spaces, that is also accessory to either a multi-family or hotel or motel use, is increased by 30% or more, EV charging stations shall be provided as noted in 50-24.7.1 above.
3. EV ready spaces shall include a cabinet, box or enclosure connected to a conduit linking parking spaces with 208/240V or higher voltage AC electrical service suitable for the number of charging stations.

#### **Article 6.**

---

“Overflow parking area.” A parking lot that provides extra parking for a site or neighborhood, intended for areas where there is a need for parking over the allowed maximum, or a need for stand-alone parking to address parking in a neighborhood or district, over and above existing primary use parking lots in the area



**Planning & Development Division**  
*Planning & Economic Development Department*

Room 160  
411 West First Street  
Duluth, Minnesota 55802



218-730-5580



planning@duluthmn.gov

## MEMORANDUM

**DATE:** February 7, 2023

**TO:** Planning Commission

**FROM:** Jenn Reed Moses, Senior Planner

**SUBJECT:** Proposed UDC Changes to Parking Regulations (PL 23-003)

Staff is proposing changes to Section 50 of the City of Duluth Legislative Code, the Unified Development Chapter (UDC). These changes impact Section 50-18.5, Higher Education Overlay; 50-19, Permitted Use Table; 50-20, Use-Specific Standards; 50-24, Parking and Loading; and 50-41, Definitions.

City staff have reviewed the zoning regulations pertaining to off-street parking, reviewed best practices in planning in Minnesota and other places in the country, as well as current development patterns and needs in Duluth, and find the following:

- Innovation in technology and changing trends demonstrate that modes like automatic vehicles will impact needs for off-street parking at destinations. In addition, there is an increased need for bike parking and EV charging stations.
- Parking needs can be accommodated in myriad ways, as demonstrated in the downtown and Canal Park areas, which have been exempt from parking minimums, and form districts, which have flexibility in parking minimums. These areas also demonstrate that the absence of parking minimums does not result in an overall loss of parking available.
- Construction costs have increased drastically in recent years; the cost of providing parking lots and parking structures is significant, causing parking regulations to become a deterrent to development.
- Developers often have thresholds for parking from lenders, or conduct their own market assessments to determine needed parking. As vehicles have become a pervasive form of transportation, market demand increasingly drives the parking needs of any development.
- It is increasingly difficult to identify minimum numbers of off-street parking spaces that should be included in zoning regulations, as land uses become increasingly varied. Businesses and developers report changes in service delivery and customer mix that indicate there is no standard that fits every restaurant, retail store, or housing development (using restaurants as an example, this category includes everything from a drive-through coffee hut to a pizza restaurant that is delivery/pick-up only and a full-service sit-down restaurant).

Based on conversations with Planning Commission and community members, Staff are proposing a series of changes to update parking regulations in zoning, including:

- Removal of off-street parking requirements in the remaining areas of the city. Those that choose to provide parking will still need to meet requirements related to parking space and drive aisle dimensions, parking location, stormwater requirements, and landscaping.

- A new land use category, overflow parking area, to allow flexibility where demand warrants. This overflow parking area would be allowed via an Interim Use Permit, which could be renewed annually.
- Requirements for bicycle parking, including short-term, employee, and resident bicycle parking.
- Requirements for certain overnight uses (multi-family and hotel/motel) to either provide EV charging stations or be EV ready.

These changes are shown in the attached pages. These modifications were developed through several months of discussion at Planning Commission meetings, a Planning Commission Brown Bag on November 7, 2022, and a meeting on January 10, 2023, which included public comment on a draft of these changes. A press release on January 9, 2023, elicited widespread media coverage, and a legal notice was posted in the Duluth News Tribune on January 28, 2023, February 4, 2023, and February 11, 2023. Copies of all comments received are attached.

Staff recommends that Planning Commission recommend approval of these changes. An ordinance with these changes will then go to City Council, and will require two readings before a vote.



January 10, 2023

City of Duluth Planning Commission  
Care of Adam Fulton  
411 West First Street, Room 160  
Duluth, MN 55802

Members of the City of Duluth Planning Commission,

On behalf of the Duluth Area Chamber of Commerce, we write in strong support of PL 23-D1, Draft UDC Text Amendment: Changes to Parking Regulations.

We have heard from several Chamber members/local developers who are in favor of these changes and believe these updates help foster additional development in the City of Duluth.

We appreciate your service to our community, consideration of this important topic, and hope there continues to be updates to the Unified Development Chapter (UDC) to help encourage and support development and growth.

Please feel free to contact us if you have any questions, concerns and/or if there are other ways we can work together to continue to support our members, our business community and our community at large. Again, thank you for your service and consideration.

Respectfully,

Matt Baumgartner, President  
Duluth Area Chamber of Commerce

[mbaumgartner@duluthchamber.com](mailto:mbaumgartner@duluthchamber.com)

Daniel Fanning, Vice President  
Duluth Area Chamber of Commerce

[dfanning@duluthchamber.com](mailto:dfanning@duluthchamber.com)





## Duluth Transit Authority

2402 West Michigan Street • Duluth, Minnesota 55806-1988 • 218/722-4426 • Fax 218/722-4428  
www.duluthtransit.com • general e-mail: [dta@duluthtransit.com](mailto:dta@duluthtransit.com)

1/10/2023

City of Duluth Planning Commission  
411 W 1st St  
Duluth, MN 55802

Subject: Proposed UDC Code Changes - Parking

Dear Commissioners and City Officials:

As the Duluth Planning Commission considers the changes to the parking requirements in the UDC, we would like to express the Duluth Transit Authority's strong support of the proposed changes. It is great to see the City of Duluth looking at ways to reform outdated and complicated parking regulations, just as many other cities around the country have been doing and have had positive outcomes. We would also encourage exploring revisions to rental and multifamily requirements as they related to parking.

Parking requirements have been shown to cause many unintended consequences that have shifted our cities away from their historically walkable built environments to those that make it a requirement to own a car to move around a city. Over-prescribing parking can lead to underutilized property, lower tax revenues, increased development costs, safety concerns, blight, environmental issues, and other negative outcomes. Allowing developers to allocate the parking they feel is necessary, while setting maximums, will certainly improve our community in many ways. Potentially freeing up land availability for further development and densities will make our community more fiscally resilient. Urban population density also impacts the DTA's federal funding allocations.

The DTA offers fixed-route mass transit and on-demand paratransit to the vast majority of the City of Duluth and has strong ridership compared to similar-sized cities. We have seen this community embrace alternative modes of transportation for generations. Reforming parking minimums does not take away someone's choice to drive a personal automobile. It does however make other modes more viable and attractive. Parking minimums have hindered growth in our community and have undermined the investments that this community and state have made in mass transit options. The proposed changes are a commonsense approach to letting the market determine its needs while making our community more affordable and livable.

Thank you for your consideration.

Sincerely,

Christopher Belden  
Director of Planning  
Duluth Transit Authority





**Mindy Granley**  
Sustainability Officer

Room 422  
411 West First Street  
Duluth, Minnesota 55802



218-730-5334



mgranley@duluthmn.gov

January 10, 2023

To: Jenn Moses, Planning and Economic Development

Re: PL 23-D1 Draft UDC Text Amendment: Changes to Parking Regulations

I am writing to support the proposed UDC code changes related to Parking that support the City of Duluth Climate Action Work Plan including:

**Objective 3.7:** Reduce per-person, single-occupancy driving citywide

- Review city code and policy to remove barriers and enable more opportunities for biking, walking, transit, and low emissions vehicles
- Enhance and institutionalize complete streets policy to include user experience and green infrastructure, prioritize connectivity for vulnerable communities
- Gather early input on street projects to increase bike, walk, and wheelchair access along highly-used routes
- Collaborate with DTA to expand first-mile and last-mile mobility options for transit
- Eliminate minimum parking requirements for new development
- Revise policies and regulations to promote an increase of EV charging infrastructure.

I fully support the new Requirement 50-24.6 on bicycle parking.

I also support Requirement 50.24.7 for EV charging stations. This would help expand charging options and promote adoption of low-emission vehicles. Note:

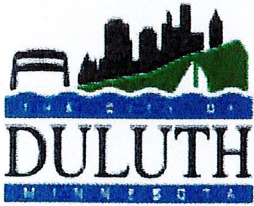
- The Minnesota Public Utilities Commission (Docket No. E999/CI-17-879) found that “barriers to increased EV adoption in Minnesota include but are not limited to: (a) inadequate supply of and access to charging infrastructure, and (b) lack of consumer awareness of EV benefits and charging options.”
- Most EV charging will happen at work or home, but many people live in multi-family housing or buildings which are unequipped for charging.
- Helping to increase access to EV charging is supportive of overall EV adoption.
- With clean car rules recommended for adoption by an Administrative Law Judge on May 7, 2021, access to EVs is set to expand in Minnesota.

On the renewable energy requirement for 50-24.6: many locations will not have feasible options, due to building shading or the installation/structural costs of installing solar in parking lots. However, our local electric utility is moving towards 80% carbon-free power by 2030, and analysis shows that emission reduction from EVs come from efficiency and pollution reduction equipment and do not solely rely on renewable energy availability. Note that the lifecycle emissions of EVs being lower even without 100% renewable energy. (source: [https://afdc.energy.gov/vehicles/electric\\_emissions.html](https://afdc.energy.gov/vehicles/electric_emissions.html))

Thank you for your leadership,

Mindy Granley, Sustainability Officer





## Parking Services

Ground Floor  
411 West First Street  
Duluth, Minnesota 55802

218-730-5470

ParkingTickets  
@duluthmn.gov

### Recommendations Regarding Potential Elimination of Off-Street Parking Requirements for New Developments

January 9, 2023

The following are potential/likely outcomes of removal of off-street parking requirements for new commercial and/or housing development projects. All are related to the resultant increased parking pressure on the surrounding community, particularly in residential areas, and assume that less onsite parking would be created on the project site. Historically, projects on the perimeter of residential areas that do not include enough onsite parking to serve their needs result in a large increase in on-street parking, both legal and illegal.

1. Resident requests for Residential Permit Parking Zones. These types of zones are not generally applicable or effective in these situations, as they tend to simply push parking to the next block, and then the next block, etc. Rather, these zones are intended to serve much larger areas, such as those surrounding larger local educational institutions. Also, setting such a precedent would be problematic, as it would be difficult to evenly apply such zones throughout the city without effectively undermining the concept of on-street public parking. Finally, establishment of such zones in relation to a development with a residential component would be counterproductive, as residents of the new building would also qualify for zone permits.
2. Reports of illegal parking, particularly items such as parking too close to driveways, blocking driveways, parking on boulevards, and parking in marked accessible parking stalls.
3. Perception of blight – the increased number of parked cars usually causes area residents to feel that the value of their homes has decreased.
4. Increased public safety concerns associated with the increased parking and traffic congestion.
5. Generally increased tensions between the building owners/management and the area residents.

Due to the negative impacts on public safety and the quality of life for the residents and other stakeholders in the area of a new commercial of mixed-use development, the City's Parking Services Division does not recommend the elimination or reduction of onsite parking requirements for new development projects.

**Mark Bauer | Duluth Police Department**  
Parking Services Manager



[www.duluthmn.gov](http://www.duluthmn.gov)

The City of Duluth is an Equal Opportunity Employer.

## Jennifer Moses

---

**From:** Cindy Stafford  
**Sent:** Tuesday, January 10, 2023 5:00 PM  
**To:** Adam Fulton; Jennifer Moses  
**Subject:** FW: Parking Plan Comment

**From:** planning  
**Sent:** Tuesday, January 10, 2023 4:59 PM  
**To:** Noah Hobbs <[REDACTED]>  
**Subject:** RE: Parking Plan Comment

Thank you for your email. It will be shared with the planning commission.

Cindy Stafford

**From:** Noah Hobbs <[REDACTED]>  
**Sent:** Tuesday, January 10, 2023 4:47 PM  
**To:** planning <[planning@DuluthMN.gov](mailto:planning@DuluthMN.gov)>  
**Subject:** Parking Plan Comment

Esteemed Planning Commissioners,

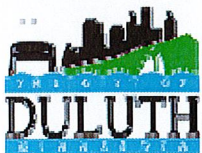
I want to thank you for the amount of time you took to look at revisiting our planning regulations in the UDC. I've reviewed the proposed changes and I think it's a well-thought-out proposal to incentivize development, promote multimodal transportation, and prioritize the productive use of land over concrete to house a car for 8 hours a day. I believe that this is the direction we want to move in as a city. You have my full support in passing the proposal as presented.

Thank you for your service!

**Noah Hobbs**

Duluth City Councilor At-Large

[REDACTED]





## Jennifer Moses

---

**From:** planning  
**Sent:** Tuesday, January 10, 2023 11:16 AM  
**To:** Jennifer Moses  
**Subject:** FW: Parking Minimum and Maximums

**From:** Andrea Crouse <[REDACTED]>  
**Sent:** Tuesday, January 10, 2023 11:00 AM  
**To:** planning <planning@DuluthMN.gov>  
**Subject:** Parking Minimum and Maximums

Hello Planning Commissioners,

I am writing today to encourage you to support the code revision to eliminate parking minimums, instate parking maximums, and improve bike parking requirements in City Codes.

The work I do to support active living and health equity with a focus on Duluth's Hillside neighborhood has put me in contact with thousands of residents to talk about their needs and vision for a healthier, more connected community. And I'll tell you, in our conversations, not a single time have we heard residents express a need for more parking. Now I'm not saying this isn't an issue, but it's clearly not a pressing or priority issue. In fact, what we hear from residents is the need for investing in our community to address the housing crisis, create green space and areas for public gatherings, develop space for new, locally owned businesses, and create safe and walkable communities. There is a wealth of data that identifies the increased value walkable/bikeable communities have to the bottom line of business. For folks who continue to struggle to find quality, affordable housing, a requirement to invest in additional built infrastructure for cars, especially parked cars, demonstrates a priority for cars over people and specifically prioritizes the needs of those with personal vehicles over those who don't have vehicles.

While cars can provide important access to jobs, medical appointments, school, and other needs, they are not required for this if we build communities that are safe, walkable, and have thriving public transportation options. Not only is this good for the economy, for physical health, but it's good for sustainability and CO2 emissions.

Over a 1/3 of the households in the Hillside don't own personal vehicles. This means folks want to invest in transportation networks that de-center personal vehicles and support safe walking, biking, and public transportation options. To that end, I'm grateful to see that in addition to removing parking minimum requirements, improving bike parking is a priority in this proposed code change.

Thank you for your service to the community and your thoughtful consideration of how we build the future Duluth which supports the personal and economic health and connectivity we need in the future!

Respectfully,  
Andrea B. Crouse

## Jennifer Moses

---

**From:** Steven Robertson  
**Sent:** Tuesday, January 31, 2023 4:14 PM  
**To:** Jennifer Moses; Adam Fulton  
**Subject:** My Comment on UDC Min Parking Changes

**Thank you for the opportunity to comment on the zoning code proposal!** My understanding is that the proposed UDC change to eliminate minimum off-street parking requirements throughout the entire city is based on the desire to reduce impervious surfaces (particularly parking lots), and the desire to decrease development costs by eliminating the need to provide costly off-street parking spaces which may not be fully utilized, and the desire to promote other means of transportation (walking, biking, bussing) rather than the car/truck/SUV.

I wanted to share comments related to the building code, but I also I wanted to share some general comments. If it is not inappropriate, please include my comment with the other written comments from city staff and citizens that have been received on this matter.

### **ADA, State Building Code, and Off-Street Parking**

The Americans with Disabilities Act (ADA) was signed into law in 1990, with the intent to increase access and opportunities for people living with disabilities. The ADA is a federal regulation, and violations of the ADA requirements are generally settled through lawsuits.

The Minnesota State Building Code (SBC) is a compilation of various state rule chapters that regulate different parts of building construction. Although compiled as separate rule chapters, the compilation itself is identified as the Minnesota State Building Code. The purpose of the Minnesota State Building Code is to provide minimum standards to safeguard life and limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy of all structures covered by the code. The MN Accessibility Code is Chapter 1341 of Minnesota Rule, and one of the chapters of the Minnesota State Building Code.

When new buildings are constructed or existing buildings are altered or their use of change, the Construction Services and Inspections Office administers the State Building Code, including the Accessibility Code. Sometimes people confuse ADA with the Mn Accessibility Code. The ADA is enforced through private actions and litigation; it is not administered by the Construction Services and Inspections Office.

Section 1106 of the Mn Accessibility Code states that where parking is provided, accessible parking spaces shall be provided. For example, for a parking lot of 76 to 100 spaces, a minimum of four accessible spaces is required. However, if no parking is provided by a future housing or commercial development, the Mn Accessibility Code can not require the provision of an accessible parking space as a condition of building permit review and approval. There is no requirement to provide accessible parking on site, unless some minimum number of off-street parking spaces is required by the zoning code.



## **Ongoing Planning Studies**

There are several ongoing planning studies/projects, one a housing study (analysis of residential market potential), and another being a green infrastructure code audit. The results of both planning efforts may provide information relevant to the issue of off-street parking and parking lots. If this proposal is delayed several months city staff can more easily incorporate recommendations from both these ongoing planning efforts. In particular, the green infrastructure and code audit will most likely have recommendations (based on previous work they have done) that impact standards for additional parking lot landscaping and a reduction in the number of restaurant and retail drive through lanes. There is also a parking utilization study being conducted in portions of the Lincoln Park Neighborhood at the end of this February; the results of that study could be evaluated before making permanent changes to the parking requirements.

In addition, the city conducts an annual housing indicator report, the last one was for 2021 which had 4,164 units surveyed. This housing indicator report is an incredibly useful tool for understanding the rental market and costs for renters. It would be interesting to see if the 2022 housing study survey could be amended to ask about off-street parking provisions. Then it could be determined, after adjusting for age of the housing stock and other variables, if there is clear Duluth based evidence that rental properties that do not provide off-street parking have lower rents than rental properties that do provide parking. If true, this would lend real world Duluth evidence to support the parking proposal.

## **Off-Street Parking Fees and Rentals**

Chapter 29A of the City Code (Housing, Property Maintenance and Rental Code) has several references Chapter 50 (UDC). There is a requirement that single family homes used as rental property pay an additional fee for not providing off-street parking spaces. There may be a conflict between striking the requirement for off-street parking for new single or multifamily rentals in the zoning code but then still requiring existing single family rentals to pay the off-street parking fee.

## **UDC questions/details**

Several code questions; these may have already been addressed by staff:

Current language does not allow tandem parking, proposed rules are striking that provision, allowing tandem parking. Is that the intent? Tandem parking are spaces that are typically 2 or 3 vehicles deep that in which only the rear most parking space has access to the drive aisle.

Current language does not allow private parking spaces in the public right of way without a concurrent use permit, proposed rules are striking that provision, presumably allowing private parking spaces on the public right of way. Is that the intent? This may conflict with City Engineering standards and specifications.

Current language does not allow required parking spaces to be located off-site; in other words required off-street parking must be located on the same parcel as the use/business/development generating the need for parking. The proposed rules are striking that provision. Understanding that "required parking" is being eliminated, would new optional off-site off-street parking spaces for new development be considered accessory parking spaces or primary use parking lots? To be more specific, would a new retail store in a MU-C district be allowed to create an off-site parking lot in an adjacent R-2 zone district as an accessory parking lot by right or as primary use parking lot or overflow parking lot with a special use permit?



Current language exempts single family homes from the maximum number off-street parking spaces, the proposed rules are striking that provision, establishing that the maximum number of off-street parking spaces that a single-family home may have is 2.5 parking spaces. Is that the intent? Many homes constructed since the 1970s will likely exceed this maximum, creating many new legal non-conformities.

Proposed language is striking the requirement for additional off-street parking for developments within the higher education overlay. The current standard in the overlay is .7 parking spaces per bedroom, with requirements for additional visitor parking, instead of 1 space per dwelling unit in the rest of the city. The 2012 public input asking for higher off-street parking standards in neighborhoods near the colleges was a primary driver of the higher education overlay, with the build to zones and restrictions on balconies less critical. I suggest eliminating this overlay zone entirely if the additional off-street parking restrictions are stricken, as the primary purpose for the overlay would now be eliminated.

Proposed language for overflow parking requires that a demonstrated need for neighborhood parking must be established first, but doesn't list the criteria for establishing need. There is no requirement for screening of headlights from nearby residential properties, and no requirement that the overflow parking lot be accessible from an accessible sidewalk.

If there is no longer any required minimum off-street parking in the UDC, can the Planning Commission require off-street parking as a condition of approval on future Special or Interim Use Permit?

## **Redevelopment Strategy and Shared Vision**

In the context of economic development, the city is sometimes asked to partner with developers to provide assistance to find or create off-street parking spaces for new developments or redevelopments. Assistance includes tools such as Tax Increment Financing or Tax Abatement, or seeking bonding dollars from the state legislature to fund new parking ramps, or privatizing or leasing existing public parking spaces to developments. Will eliminating the zoning code's role in mandating off-street parking spaces create inconsistency with the economic development strategy to provide public city financial support for off-street parking for new developments?

City engineering manages public right of way and has standards on access management (driveways and curb cuts). City Planning has standards for new development and redevelopment, including guidelines for off-street parking. City Parking Services manages on-street parking, including provision of accessible parking spaces and loading zones, and residential parking permits (typically near schools are other areas high demand for on-street parking). There are several city departments that have a leading role in the "transportation" arena. And there are competing strategic values in play with this proposal (the strategy to eliminate parking requirements for new development to reduce impervious surface vs the strategy to use public subsidies to provide public or public/private off-street parking spaces for new private development). The "complete streets" policy notwithstanding, there are a lot of friction points over what is the best use of public street/right of way use, and no unifying vision or direction. For example, during the Superior Street reconstruction planning phase, there was a lot of discussion over maintaining abundant on-street parking spaces (critical for adjacent businesses) vs more pedestrian amenities or bike lanes to make the area attractive and safe for tourists and visitors. This proposed ordinance change could be a spring board to have a wider discussion about how the community can weigh these competing values into one framework or policy.

## **Current Bus and Pedestrian Infrastructure**



The City of Duluth does not have the same breadth and quality of pedestrian infrastructure that some of the urban areas of the twin cities have. Duluth has several large areas that are rural, semi-rural, and suburban, that lack sidewalks and ADA complaint pedestrian ramps at crosswalks. In addition, the DTA currently has approximately 1,500 designated bus stops throughout Duluth. Approximately 50% of these bus stops and bus routes (from 33 routes to 15 routes) will be eliminated as part of the stream-lining of DTA's Better Bus Blueprint, a bold initiative to improve the transit service by reducing travel times and upgrading the bus experience. The Better Bus Blueprint will absolutely be a major improvement in quality and efficiencies of the transit service, but it will reduce access in some areas of the city. In addition, the city is wrestling with the process of ensuring that sidewalks and pedestrian ramps are shoveled. So even when there is a bus stop and a bus shelter, getting to it may be problematic to people with access or mobility limitations. The reality is that in many areas of Duluth the personal vehicle is still the safest and most effective means of transportation, and there is still a need for requiring developments in some areas of Duluth to provide off-street parking.

### **Stakeholder input**

In the past, when there was a major ordinance change that could potentially have wide community impact, city staff have held additional optional public information meetings. I am suggesting it might be useful and appreciate to make an effort to have one or more public information meetings, and/or presentations to stakeholder groups that expressed an interest in parking issues in the past (such as our various business/community organizations). In addition, input from either the Parking Commission or the Commission on Disabilities may provide useful feedback on this proposal, and would further a culture of diversity, equity, and inclusion.

### **Thank you**

Thank you for the opportunity to comment. I apologies for the length of the email, but I wanted to highlight several items, particularly the issue with the Mn State Building Code and the chapter on accessibility. It should be understood that the city can not use the state building code to compel the provision of off-street parking spaces.

**Steven Robertson, CSI Manager**

## Jennifer Moses

---

**From:** planning  
**Sent:** Tuesday, January 10, 2023 11:15 AM  
**To:** Jennifer Moses  
**Subject:** FW: Eliminate parking minimums

**From:** Dave Zbaracki <dave.zbaracki@gmail.com>  
**Sent:** Tuesday, January 10, 2023 10:09 AM  
**To:** planning <planning@DuluthMN.gov>  
**Subject:** Eliminate parking minimums

Dear Planning Commission,

I fully support the proposal to eliminate parking minimums. It is long past time that our city does something to live up to the progressive values that it espouses. Cars as default transportation is suburban planning, not urban planning. We need better, less costly, and more sustainable infrastructure. This proposal does not wave a magic wand, but goes a long way to fixing our problems.

-Dave Zbaracki

## Jennifer Moses

---

**From:** planning  
**Sent:** Tuesday, January 10, 2023 5:00 PM  
**To:** Jocelyn Heid  
**Cc:** Jennifer Moses; Adam Fulton  
**Subject:** RE: Proposed Parking Code Changes

Hello =

Thank you for your comment. It will be shared with the planning commission.

Cindy Stafford

**From:** Jocelyn Heid [mailto:jocelynheid@duluthmn.gov]  
**Sent:** Tuesday, January 10, 2023 4:49 PM  
**To:** planning <planning@DuluthMN.gov>  
**Subject:** Proposed Parking Code Changes

I urge you to approve the proposed parking code changes. These changes will move Duluth forward to a better, more efficient use of public resources.

I apologize for sending th email of support so late in the day.

Thank you,

Jocelyn Heid

3028 E Superior St, Duluth, MN 55812

[Redacted]

## Jennifer Moses

---

**From:** JOSEPH KLEIMAN <[REDACTED]>  
**Sent:** Wednesday, January 11, 2023 9:32 AM  
**To:** Adam Fulton  
**Cc:** Jennifer Moses  
**Subject:** Re: Proposed parking changes

Adam,

One other thought, will the electrical code require a separate electrical service for the charging station? Would it be required to be separated of the electrical entrance that serves the building? Again, adding expense could very well have little or no demand. Sorry to bother you but just another thought of mandating the need can cause many unwanted expenses. Thank you.

Joe Kleiman

---

**From:** Adam Fulton <afulton@duluthmn.gov>  
**Sent:** Tuesday, January 10, 2023 5:16 PM  
**To:** JOSEPH KLEIMAN <kleimanrealty@msn.com>  
**Subject:** RE: Proposed parking changes

Joe,

Thanks for being here tonight and providing these comments. We'll add to the file and consider impacts on this one.

Thanks,

ADam

---

**From:** JOSEPH KLEIMAN <[REDACTED]>  
**Sent:** Tuesday, January 10, 2023 2:16 PM  
**To:** Adam Fulton <afulton@duluthmn.gov>  
**Subject:** Proposed parking changes

Adam,

The need to provide EV charging stations for new commercial development, isn't that something that the market will decide? Mandating the expense for something that might arise years in the future would seem to be a burden for developers, property owners. If there is a need I am the first to make the installation but to force the move just adds additional expense whether or not there is a need. Not a fan. Thanks.

Joe Kleiman

[REDACTED]



## Jennifer Moses

---

**From:** JOSEPH KLEIMAN <[REDACTED]@mn.com>  
**Sent:** Wednesday, January 11, 2023 9:01 AM  
**To:** Adam Fulton  
**Cc:** Jennifer Moses  
**Subject:** Re: Proposed parking changes

Adam,

As an additional follow-up to last night's comments, I would like to know how many electric vehicles are currently registered in the State of Minnesota, this would be important to know. The latest information I had was that less than 1% of vehicles registered in the State of Minnesota were EV's. Is that enough EV's to mandate the expense of providing charging stations on all new commercial developments? I recently completed the new Orthodontic office on Central Entrance, three employees on site, I don't see how that type of business should have a mandatory need for a charging station. Is the planning department suggesting that Orthodontic office needs to provide patients with capacity to charge there EV's? If so, who will pay for the electricity, will there be a cap on what a property owner might charge to use the charging station? For those developers who provide first class developments which include many amenities, providing charging stations would be voluntarily provided should the market dictate the need. Should the planning department feel the need to adjust maximum and minimum parking requirements I understand but don't feel an EV charging station is something the planning department needs to get involved in. Additionally, regarding on-street parking for residential use I think the City of Duluth better take a closer look at policy in place for snow emergencies and snow removal. Currently parking on the street is very difficult and lanes of traffic have narrowed significantly. I see a statement that the City of Duluth will not be removing snow due to the fact that they have no money to complete the task. Lessening the requirement for off-street parking will certainly add to the problem. Thank you for your consideration on this matter.

Joe Kleiman  
[REDACTED]

---

**From:** Adam Fulton <[REDACTED]@duluthmn.gov>  
**Sent:** Tuesday, January 10, 2023 5:16 PM  
**To:** JOSEPH KLEIMAN <[REDACTED]@mn.com>  
**Subject:** RE: Proposed parking changes

Joe,

Thanks for being here tonight and providing these comments. We'll add to the file and consider impacts on this one.

Thanks,

ADam

---

**From:** JOSEPH KLEIMAN <[REDACTED]@mn.com>  
**Sent:** Tuesday, January 10, 2023 2:16 PM



**To:** Adam Fulton <[REDACTED]@dnr.mn.gov>

**Subject:** Proposed parking changes

Adam,

The need to provide EV charging stations for new commercial development, isn't that something that the market will decide? Mandating the expense for something that might arise years in the future would seem to be a burden for developers, property owners. If there is a need I am the first to make the installation but to force the move just adds additional expense whether or not there is a need. Not a fan. Thanks.

Joe Kleiman

[REDACTED]

## Jennifer Moses

---

**From:** Adam Fulton  
**Sent:** Tuesday, January 10, 2023 5:17 PM  
**To:** planning; Jennifer Moses  
**Cc:** Ryan Pervanze  
**Subject:** FW: Proposed parking changes  
**Attachments:** Parking Code Changes Jan 23.pdf

Please add to file – I imagine we'll have more comments, too, as DNT is doing a weekend article. Let's include all of these for the next meeting in Feb.

**From:** JOSEPH KLEIMAN <[REDACTED]@mn.com>  
**Sent:** Tuesday, January 10, 2023 2:16 PM  
**To:** Adam Fulton <afulton@DuluthMN.gov>  
**Subject:** Proposed parking changes

Adam,

The need to provide EV charging stations for new commercial development, isn't that something that the market will decide? Mandating the expense for something that might arise years in the future would seem to be a burden for developers, property owners. If there is a need I am the first to make the installation but to force the move just adds additional expense whether or not there is a need. Not a fan. Thanks.

Joe Kleiman

[REDACTED]  
[REDACTED]

## Jennifer Moses

---

**From:** planning  
**Sent:** Tuesday, January 10, 2023 4:31 PM  
**To:** Dave & Dina  
**Cc:** Adam Fulton; Jennifer Moses  
**Subject:** RE: Duluth Parking Code update

Hello -

We are in receipt of your comment. It will be shared with the planning commission members.

Thanks, Cindy

-----Original Message-----

From: Dave & Dina <[REDACTED]>  
Sent: Tuesday, January 10, 2023 4:21 PM  
To: planning <planning@DuluthMN.gov>  
Subject: Duluth Parking Code update

Commissioners,

I'm writing to voice my support for the proposed changes to the Parking Code. Changes like these that will provide more flexibility and sensibility in how housing is developed and will incentivize alternative modes of transportation (buses, bikes, EVs) instead of just gasoline powered cars and trucks are definitely signs of a community that is forward thinking and actively working to provide smart solutions, rather than simply defaulting to antiquated codes. I urge you to support these proposed changes.

Sincerely,

Dave Pagel

801 Woodland Ave.

## Jennifer Moses

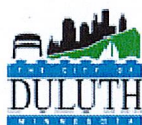
---

**From:** planning  
**Sent:** Tuesday, January 10, 2023 4:15 PM  
**To:** Rebecca Bischoff  
**Cc:** Jennifer Moses; Adam Fulton  
**Subject:** RE: Parking Code Changes

Hello Rebecca –

Thank you for your comment. It will be shared with the planning commission members.

Cindy



Cindy Stafford City of Duluth  
Planning & Economic Development  
411 W. 1<sup>st</sup> St. Room 160, Duluth, MN 55812  
cstafford@duluthmn.gov Phone (218) 726-5161

**From:** Rebecca Bischoff <rebecca.bischoff@sundogpress.com>  
**Sent:** Tuesday, January 10, 2023 3:28 PM  
**To:** planning <planning@duluthmn.gov>  
**Subject:** Parking Code Changes

Hi Planning Commission,

I am in favor of the proposed parking code changes that incentives multi-modal transportation.

Thanks,

Rebecca Bischoff  
Lincoln Park Resident

## Jennifer Moses

---

**From:** planning  
**Sent:** Wednesday, January 11, 2023 7:05 AM  
**To:** Adam Fulton  
**Cc:** Jennifer Moses  
**Subject:** RE: Concerns About Proposed Parking Changes

Copying Jenn for her to file.

Thanks, Cindy



**Cindy Stafford - City of Duluth**  
**Planning & Economic Development**  
411 W. 1<sup>st</sup> St. Room 120, Duluth, MN 55802  
[cstafford@duluthmn.gov](mailto:cstafford@duluthmn.gov) Phone (218) 726-5161

**From:** Adam Fulton <afulton@DuluthMN.gov>  
**Sent:** Tuesday, January 10, 2023 5:18 PM  
**To:** planning <planning@DuluthMN.gov>  
**Subject:** FW: Concerns About Proposed Parking Changes

Please retain for file

**From:** Branden Robinson <[branden@southdier.com](mailto:branden@southdier.com)>  
**Sent:** Tuesday, January 10, 2023 2:01 PM  
**To:** Adam Fulton <[afulton@duluthmn.gov](mailto:afulton@duluthmn.gov)>  
**Subject:** Concerns About Proposed Parking Changes

Hi Adam,

I'm writing with concerns about the proposed changes to the UDC, to remove minimum parking requirements and impose more restrictive maximum parking requirements across the City.

We see this as an exceptionally burdensome change for many businesses and the broader community.

- The City has recently implemented parking policies to lessen the burden on neighborhood residential parking and snow removal efforts, both of which will be thwarted by these new proposed standards.
- There are many businesses where ample parking is, and will always be, a critical part of the business model.
- We rely nearly 100% on vehicular travel for our guests. Guests do not use public transit, and rely on personal vehicles to access and explore the area.
- The freedom of vehicular travel is paramount to the guest experience, due to the variety of attractions and natural attributes that define our unique geographical location. Guests travel to the North Shore, state parks, Iron Range, etc., all areas that cannot be effectively serviced by public transit and are nearly impossible to access by bicycle.



- Guests who visit Duluth carry a lot of luggage and gear for team events and various outdoor activities, underscoring the importance of reliance on personal vehicles.
- Changing these ordinances will not change consumer behavior. They will only create excess future challenges for businesses and residents.
- The proposed maximum parking limits for hotels and motels do not account for the true parking demand, comprised of guest vehicles and vehicles of staff who live outside of effective public transportation corridors.
- The maximum allowable parking under this new model would not meet our parking demand, nor would it meet that of other, larger properties.
- These new standards would push an extreme burden onto surrounding neighborhoods to handle the parking demand created by businesses,
- Businesses would have the added burden of patrolling private lots from vehicles visiting neighboring businesses.

We are strongly opposed to the proposed changes, and look for your guidance to create a model that will address the ongoing needs of this community.

Respectfully Submitted,

**Branden H. Robinson**

General Manager

South Pier Inn

701 S. Lake Ave.

Duluth, MN 55802

(218) 786-9007 x-807

(218) 786-9019

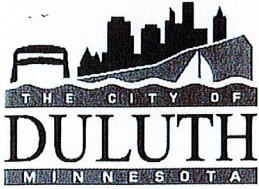


**SOUTH PIER INN**  
on the canal

Awarded **Minnesota's Small Hotel of the Year**

Visit us on [Facebook](#) | [Instagram](#) | [TripAdvisor](#) | [Online](#)





Planning & Development Division  
Planning & Economic Development Department

Room 160  
411 West First Street  
Duluth, Minnesota 55802

218-730-5580

planning@duluthmn.gov

## PARKING CHANGES

### Comments

### September 20, 2023

Parking lots are "there" 24 hours a day, 7 days a week, whether a car is parked in a spot or not. Not all businesses need space all 24 hours or 7 days per week. Parking lots deter from walking & riding & other aesthetic & natural reasons people visit and live in Duluth.

Lots get hot & collect water when non-permeable, require lots of snow removal.

Are the parking lots paying their way with property taxes to cover the storm runoff, silt, salt & other deposits? Do they pay for the electric charging infrastructure? Are we going into debt to pay for parking facilities that do not pay enough to pay down the loans?

Name and Contact Info (Optional)

George Hornish (218) 555-5555

Adam

Adam Fulton | Deputy Director, Planning & Economic Development | he/him/his | City of Duluth | 411 West First Street, Duluth, MN 55802 | 218-730-5325 | afulton@duluthmn.gov

-----Original Message-----

From: John Williams <[REDACTED]@gmail.com>

Sent: Wednesday, August 30, 2023 7:31 PM

To: Adam Fulton <afulton@duluthmn.gov>

Cc: Council <Council@duluthmn.gov>; Roz Randorf <rrandorf@duluthmn.gov>

Subject: parking mandates

Hi Adam,

I read an article in the paper today with alarm concerning parking mandates. I hope this is not an imminent proposal and will be considered before the city council and public first.

Off street parking is crucial for multi unit rentals for neighborhoods to have enough on street spaces available. I've seen many sections of Duluth. (Jefferson street for one), that finding parking pushes people onto adjoining blocks because of not enough provided parking. Park point is another area that I am especially concerned about as this is where I live. The section of lake avenue before the S curve is becoming overloaded already and with additional potential short term rentals in this section, the policy of no parking mandates will surely be taken advantage of by developers seeking for S.F.

I am copying city council members this email and again reiterate that this should be a public decision and not something decided without input.

Thank you for your consideration,

John Williams

Park Point  
[REDACTED]

Sent from my iPhone



## Jenn Moses

---

**From:** Jenn Moses  
**Sent:** Wednesday, September 20, 2023 4:45 PM  
**To:** Cindy Stafford  
**Subject:** Fwd: Proposed Parking Requirement Changes

Please save to the file with other comments. Thanks!

Get [Outlook for iOS](#)

---

**From:** Branden Robinson <[branden@southpenn.com](mailto:branden@southpenn.com)>  
**Sent:** Wednesday, September 20, 2023 2:34:00 PM  
**To:** Jenn Moses <[moses@duluthmn.gov](mailto:moses@duluthmn.gov)>  
**Subject:** Proposed Parking Requirement Changes

Good Afternoon Jenn,

As I will be unable to attend tonight's Planning meeting regarding possible changes to parking requirements in Duluth's UDC, I would like to share some of my concerns:

1. Duluth's parking needs are diverse. As a result, these needs can vary widely within a given zoning district, or even within a form district. A one-size-fits-all parking standard simply cannot address the varying needs throughout the city.
2. Due to challenging and variable winter snow removal needs and the city's track record of not engaging formal snow emergencies, on-street parking can become excessively limited during winter months, which places increased reliance on public and private off-street parking facilities, which also face their own snow removal and storage challenges.
3. Duluth's geography lends itself to reliance on personal vehicles. Given a long incorporated footprint, the perpetual vertical challenge, and status as a regional center with limited public transit, having convenient parking for local residents in each area of town will continue to be critical.
4. Removing parking requirements creates a supply and demand challenge. With parking scarcity, this could drive up parking prices, increasing the burden on motorists and reducing their willingness to visit the areas of town where parking shortages could exist.
5. As a small business operator, I am concerned about the burden that reduced parking requirements, and resulting reduced parking availability, could have on our ability to maintain our parking lot for exclusive use of our customers, who are nearly entirely vehicle-dependent. This would almost certainly require us to monitor our lot full-time and tow unauthorized vehicles, which would represent a high administrative cost to us.
6. Travel and tourism represents one of Duluth's largest industries, which is largely driven by car-dependent leisure tourists. Yes, many travelers enjoy Duluth's centralized amenities in Canal Park and Downtown, but access to some of the area's most important demand generators, including the North Shore, Hawk Ridge, state parks (in both MN and WI), and the Boundary Waters or Voyageurs NP simply cannot be accessed or enjoyed without use of personal vehicles. Travelers use Duluth as a gateway to these important destinations, and without ease of access and parking, which is already challenging at times, they will not make Duluth a part of their travel plans.

I thank you for your consideration of these points during discussions of changes to Duluth's parking requirements.

Regards,  
Branden

--

**Branden H. Robinson**

General Manager



701 S. Lake Ave.

Duluth, MN 55802

P: 0185786-9007

[www.southpierinn.com](http://www.southpierinn.com)

[Facebook](#) | [TripAdvisor](#)

## Jenn Moses

---

**From:** planning  
**Sent:** Wednesday, September 20, 2023 10:03 AM  
**To:** Adam Fulton  
**Subject:** FW: Parking Changes

**From:** Betty Greene <bgreene@d.umn.edu>  
**Sent:** Wednesday, September 20, 2023 9:54 AM  
**To:** planning <planning@DuluthMN.gov>  
**Subject:** Parking Changes

I have questions/concerns about the proposed parking regulation changes and I am not able to come to this afternoon's public hearing.

Will there no longer be a requirement for off-street parking at rental houses? What impact will this have on neighborhoods near UMD and other school locations?

Will the change only affect new businesses and newly created rental properties?

Under what circumstances will businesses that currently offer parking be able to remove or decrease their parking?

What impact will this have on parking for those who qualify for handicap-accessible parking?

Thank you for answering these questions and for registering these as concerns.

Betty Greene

## Jenn Moses

---

**From:** planning  
**Sent:** Wednesday, September 20, 2023 7:49 AM  
**To:** Adam Fulton  
**Subject:** FW: Downtown parking in duluth

Hi Adam -

Please see email below.

Thanks, Cindy



**Cindy Stafford -City of Duluth**  
**Planning & Economic Development**  
**411 W. 1<sup>st</sup> St. Room 160, Duluth, MN 55802**  
**[cstafford@duluthmn.gov](mailto:cstafford@duluthmn.gov) Phone (218) 730-5161**

**From:** Jenson, Correne <[CorreneCorrene@epa.gov](mailto:CorreneCorrene@epa.gov)>  
**Sent:** Tuesday, September 19, 2023 5:57 PM  
**To:** planning <[planning@DuluthMN.gov](mailto:planning@DuluthMN.gov)>  
**Subject:** Downtown parking in duluth

Hello,

I just saw the notice of a public meeting for Wednesday September 20<sup>th</sup> about city parking. I would like to propose that downtown business owners and their employees can purchase a monthly parking pass that they hang in their window so they don't have to keep getting tickets because they are working with clients and can't feed (e-feed) their meters when they are trying to run a business. I've seen so many small business owners downtown struggle with parking and parking tickets.

Another note is that the way tickets are given out doesn't seem very fair. I once witnessed a parking attendant in front of Frandsen bank go down a whole block of cars taking a picture and giving them all tickets because the first person in the row parked out of the lines due to a spring snow the night before and they probably couldn't see the lines when they parked early morning. Since it was spring the snow had melted by mid-day and was obvious now that everyone was out of the parking lines. I actually enjoy shopping downtown Superior Wisconsin more because they have free parking.

Thanks.

*Correne Jenson*



## Jenn Moses

---

**From:** Pat Olson <patolson@gnail.com>  
**Sent:** Friday, September 22, 2023 1:28 PM  
**To:** planning  
**Subject:** UDC Parking Requirements

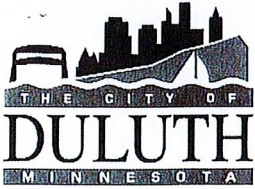
Hello,

I am a resident homeowner on the 2400 block of London Road in Endion, and whenever anyone, anywhere doesn't have enough off street parking, they end up parking on London Road. Many of them actually block my driveway completely, so I can't get out. Even if they technically aren't blocking my driveway, they come so close on either side that I can't see to pull out into traffic safely. In the winter it is even worse.

There is not enough of street parking in Duluth! Please do not make it any worse! Please require adequate off street parking for ALL students and ALL housing in Duluth!

If you want fewer people to drive in the city, then increase the bus routes while increasing security/public safety at all bus stops and on all busses! The main reason people don't use public transportation is because it is not safe. Transit security is the first thing to get cut, so women, the elderly & the disabled have to go back to driving. Please require off street parking for all schools, hospitals, and multi-family homes, whether rental or owned!!!!

Sent from my iPhone



Planning & Development Division  
Planning & Economic Development Department

Room 160  
411 West First Street  
Duluth, Minnesota 55802



218-730-5580



planning@duluthmn.gov

## PARKING CHANGES Comments September 20, 2023

If the city seriously intends to address its rental housing shortage, elimination of rental parking minimums is essential.

Keeping off-street parking minimums for rentals, ~~special~~ especially in the UMD area is a recipe for more students driving to campus.

Name and Contact Info (Optional)