

## MEMORANDUM

Date: April 17, 2020

**Re:** Shared Parking Memo - Prairie Pointe Development, Shakopee, MN  
File R0026679.00

**To:** Matt Soucek, Beacon Interfaith Housing Collaborative

**From:** Stephen J. Manhart, P.E., PTOE, PTP, RSP1

Westwood Professional Services has been retained to prepare a shared parking memo for the Prairie Pointe Development located on 4<sup>th</sup> Avenue and Sarazin Street in the City of Shakopee, MN.

The site is proposed to be developed as a 46-unit apartment building, and rezoned as PUD – Planned Unit Development. The site is surrounded by single family residential lots to the south, a private adult residential community to the west and a cemetery to the east.

The northerly portion of the property, which currently houses the Knights Event Center (1760 4<sup>th</sup> Avenue E.) is identified as Parcel A. Resonate Community Church has proposed to relocate to the site, and are hoping to grow to 200 seats in their main assembly area. It will retain its existing zoning is B1 – Highway Business.

The southerly portion of the property is identified as Parcel B, and has existed as overflow parking and green space. The proposed site plan reconfigures a portion of the event center parking field in Parcel B, relocates a driveway slightly to the north, and incorporates the construction of the 46-unit apartment building. The layout of the development is shown on Figure 1.

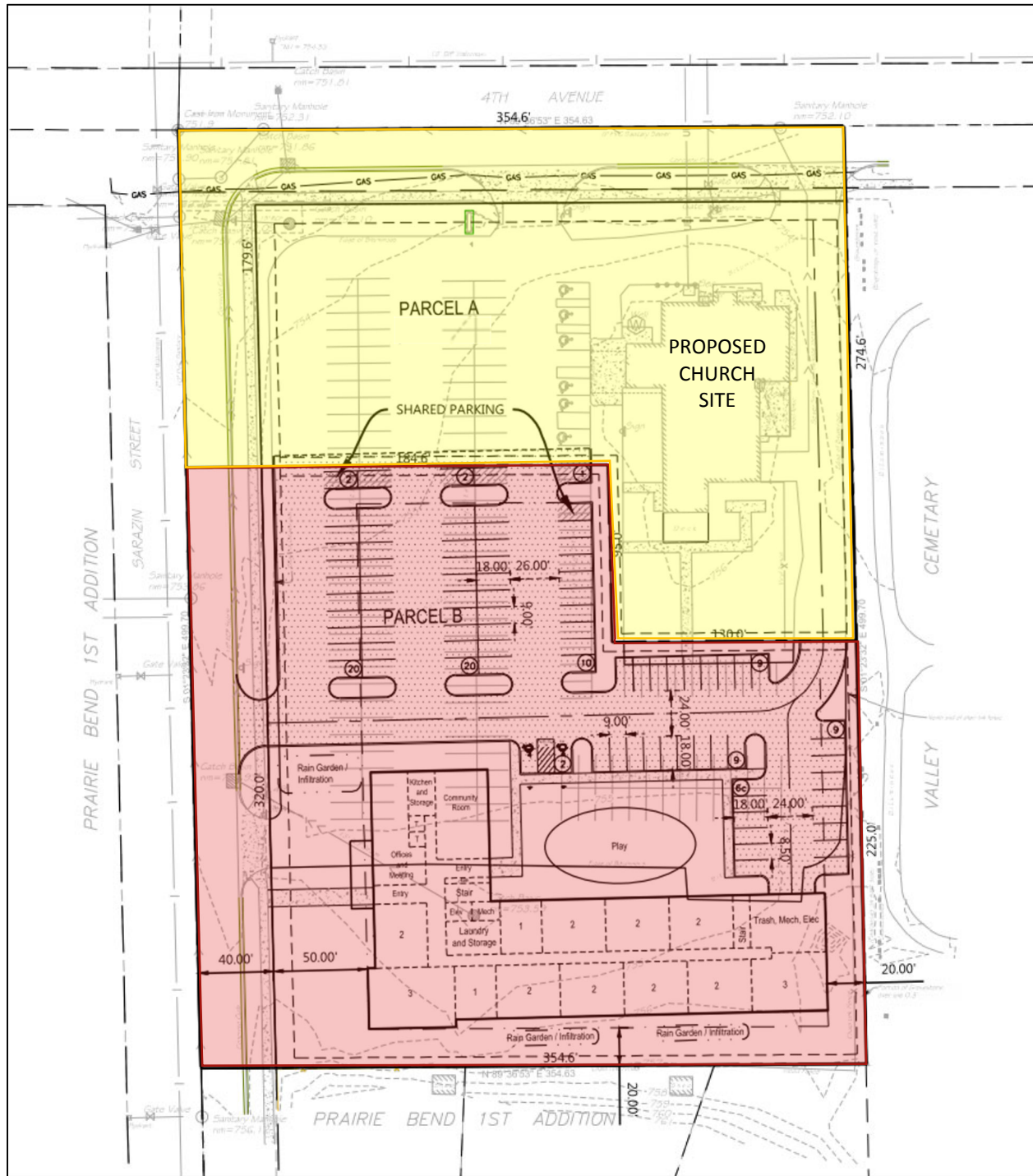
### Parking Generation Manual Calculations

Westwood has estimated the parking generation potential of the proposed church, assuming 200 seats. According to the Institute of Transportation Engineers' Parking Generation Manual, 5<sup>th</sup> Edition (2019), the potential parking generation of the site is as follows:

- Calculated parking demand = 44 stalls (peak period of demand is on Sundays between 9:00 a.m. and 1:00 p.m.)

This compares with the estimated parking generation potential for the 46-unit apartment building. According to the Institute of Transportation Engineers' Parking

Figure 1: Preliminary Site Plan – Prairie Pointe Development



(Source: Westwood Professional Services, 2020)

Generation Manual, 5<sup>th</sup> Edition (2019), the potential parking generation of the apartment building is as follows:

- Calculated parking demand = 51 to 60 stalls (peak period of demand is on Saturdays between 11:00 a.m. and 1:00 p.m.)

Thus, the total demand that is projected using the Parking Generation Manual would be the 44 stalls to be used by the church plus the 51 to 60 stalls to be used by the apartment building. This projected demand would be 95 to 104 stalls.

The Parcel A site plan shows 52 stalls, while Parcel B has 90 stalls. Thus, the total number of stalls available is 142 stalls.

Therefore, using the peak parking demand calculated by the Parking Generation Manual, the two parcels would have a net surplus of 38 available stalls during the periods of Saturday nights through Sunday mornings.

### **City Parking Requirements and Shared Parking**

The City of Shakopee's parking requirement for churches is one stall per 3.5 seats (or 22" of pew/bench) in the main assembly area. Resonate Community Church has projected a peak parking demand to accommodate a congregation size of 200 seats. This results in a parking requirement of 57.14 (58 stalls).

Because the Parcel A site plan shows 52 stalls, the congregation would need to enter into an agreement with the church to share six stalls on the multifamily parcel. According to ordinance, up to 50% shared parking is allowed.

The City states that under Planned Unit Development guidelines, the parking requirement would be two stalls per unit (e.g., 90 stalls). Parcel B has been planned to accommodate 90 stalls.

Therefore, under these requirements, the multifamily site has no stalls to share.

Many cities, however, have shared parking ordinances that may authorize the reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of peak occupancy do not overlap.

For example, the City of Minneapolis allows for shared parking by the following calculation:

- Multiply the minimum parking required for each individual land use by occupancy percentages listed by time of day for weekdays or weekends.
- Add together the resulting sums of the time of day columns.
- The minimum parking requirement is the highest sum of the six columns.
- Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

Using the process outlined above, the land uses in the Prairie Pointe development would yield the following percentage reductions in required parking using the Shared Parking percentages from the City of Minneapolis Code of Ordinances, as shown on Table 1.

**Table 1: Shared Parking Percentages by Time of Day and Day of Week**

General Land Use Classification	Weekdays			Weekends		
	2:00 a.m. to 7:00 a.m.	7:00 a.m. to 6:00 p.m.	6:00 p.m. to 2:00 a.m.	2:00 a.m. to 7:00 a.m.	7:00 a.m. to 6:00 p.m.	6:00 p.m. to 2:00 a.m.
Residential	100%	60%	100%	100%	75%	90%
Religious Institution	0%	25%	50%	0%	100%	50%

(Source: City of Minneapolis Code of Ordinances, Section 541.190, Shared Parking)

Table 2 shows the number of parking stalls required for each land use by time of day and day of week by multiplying the City of Shakopee's parking

**Table 2: Applying Shared Parking Percentages to Prairie Pointe Uses**

General Land Use Classification	Weekdays			Weekends		
	2:00 a.m. to 7:00 a.m.	7:00 a.m. to 6:00 p.m.	6:00 p.m. to 2:00 a.m.	2:00 a.m. to 7:00 a.m.	7:00 a.m. to 6:00 p.m.	6:00 p.m. to 2:00 a.m.
Residential (90 stalls)	100% = 90 stalls	60% = 50 stalls	100% = 90 stalls	100% = 90 stalls	75% = 68 stalls	90% = 81 stalls
Religious Institution (58 stalls)	0% = 0 stalls	25% = 35 stalls	50% = 29 stalls	0% = 0 stalls	100% = 58 stalls	90% = 29 stalls
Required Number of Stalls	90 stalls	85 stalls	119 stalls	90 stalls	126 stalls	111 stalls

(Source: Westwood Professional Services, 2020)

Therefore, using this method for calculating shared parking, the Prairie Pointe development would have a surplus of parking stalls. The development will have a total of 142 stalls, but through shared parking, will utilize 126 stalls during peak time (weekends from 7:00 a.m. to 6:00 p.m.) This calculation shows there would be 15 space stalls available.

## Multi-Family Residential Property Parking Characteristics

As stated previously, Parcel B has 90 spaces to serve the multifamily residential site. This site is being developed by Beacon Interfaith Housing Collaborative. Their seven other family supportive housing developments provide between 0.875 stalls per unit to 1.1 stalls per unit. Other developments Beacon Interfaith has surveyed provide about the same amount. Further, they report that parking at all of these development is underutilized.

Westwood surveyed six similar family supported housing developments in the Twin Cities and Rochester. The housing managers of each were asked the following:

- How many housing units do you have in your development?
- How many off-street parking stalls do you provide at your development?
- What would you say is the average vehicle ownership for each housing unit? In other words, on average, how many vehicles does each housing unit have? One car per unit? Two cars? Etc.

Responses were received from all six properties. Table 3 lists the responses received and the resulting average number of parking stalls per unit.

*Table 3: Parking Statistics for Nearby Family Supportive Housing Developments*

Development	Address	Units	Off-Street Parking Stalls	Avg Vehicle Ownership
Collaborative Village	2020 Elliot Ave S, Minneapolis	20	24	0.50
Camden Apartments	4643 Lyndale Ave N, Minneapolis	23	23	0.48
Crestview Apartments	1145 Westminster St, St Paul	44	40	0.61
Portland Village	1829 Portland Ave, Minneapolis	25	35	1.00
Jackson Street Village	1497 Jackson St, St Paul	25 (1 Caretaker)	47	1.00
Gauge East	920 40th St NW, Rochester	54	54 (2 Handicap)	1.00
	Average	32	37	0.77
	<b>Average rate of units to parking</b>	<b>1.16</b>	<b>parking stalls per unit</b>	

(Source: Westwood Professional Services, 2020)

From these findings, it is evident that family supportive housing developments in the Twin Cities and Rochester areas are recognized as not requiring the same level of parking demand as other multi-family developments.

Beacon Interfaith Housing Collaborative has stated that, at most, their residents have 0.75 cars per unit on average. In the case of Prairie Pointe, that would equate to a parking demand of 35 stalls. Nevertheless, this would not account for guest or other parking needs.

While a higher rate than 0.75 stalls per unit is necessary, the blanket rate of 2.0 stalls per unit is excessive. Therefore, it is recommended that an alternative rate be used in this case to determine minimum off-street parking demand for the Prairie Pointe multi-family residential development.

## Conclusions and Recommendations

The Parcel A site plan shows 52 stalls, while Parcel B has 90 stalls. Thus, the total number of stalls available is 142 stalls.

Westwood has shown several examples of reduced parking demand for each of the two uses being considered – the Resonate Community Church and the Prairie Pointe multi-family residential development. Because they represent two outlots on the same property, there are opportunities for shared parking.

- The parking demand shown in the Institute of Transportation Engineers' Parking Generation Manual would be 95 to 104 stalls. Therefore, the two parcels would have a net surplus of 38 available stalls.
- Using shared parking rates utilized by the City of Minneapolis to account for parking variations by time of day and day of week, Westwood calculated the peak demand would be 126 stalls during peak time (weekends from 7:00 a.m. to 6:00 p.m.) This calculation shows there would be 15 space stalls available.

- Family supportive housing developments in the Twin Cities and Rochester areas are recognized as not requiring the same level of parking demand as other multi-family developments. A survey of similar properties showed an average rate of ownership as being 0.77 (less than one) vehicle per unit, and an average off-street parking available demand of 1.16 stalls per unit.

Therefore, if any of these shared parking alternatives are considered and accepted by the City of Shakopee, it is possible for there to be adequate parking to handle peak parking demands of both the church and the multi-family residential development.

Cc: Nic Meyer, Westwood