CITY OF
WEST ST. PAUL

1616 Humboldt Avenue
West St. Paul, MN 55118

651-552-4100
www.wspmn.gov

Parking Minimums - Enclosed Materials

Original information provided at 09/15/2020 Planning Commission meeting

- City Survey
- City of Roseville Parking Reduction/Maximum Options
- West St. Paul Parking Variance History

Questions/Request stated during the 09/15/2020 meeting

- Including staff answers/updates

Email correspondence with adjacent community City Planners

- South St. Paul,
- Inver Grove Heights,
- Roseville

Email correspondence with West St. Paul business/rental owners

- FoodSmith
- The Winslow (Darts apartment)
- 252 Rooftop Apartments

Parking/Informational Articles

- General Parking Reform
- Planning Advisory Service Publication – Parking Standards
- Smart Parking Model Ordinance

Minimum Parking Requirements

More Parking	Less Parking	Same Parking

West St Paul		South St. Paul	Richfield	Mendota Heights	Inver Grove Heights	Roseville	St. Paul	Minneapolis	
Use	**Parking Requirement**						63.207	Minimum	Maximum
Single Family Home	1 enclosed/unit	2 stalls/unit		2 stalls/dwelling	2 stalls/unit	2 stalls/unit + 1 must be enclosed	1.5 stalls/unit	1 stall/unit	N/A
Single Family R1C	2 stalls and 1 private garage per unit								
Two Family Dwelling	1 enclosed stall/unit	2 stalls/unit	2 stalls/unit + 1 must be enclosed	2 stalls/dwelling	2 stalls/unit	2 stalls/unit + 1 must be enclosed	1.5 stalls/unit	1 stall/unit	
R2 Zoning District	1.5 stalls/unit + 1 enclosed/unit								
3+ Dwelling	2 stalls/unit + 50% enclosed			2 stalls/dwelling	2.5 Stalls per unit	1 stall/bedroom + .25 stalls/unit for visitors	1 stall/1-2 bedroom unit 1.5 stalls/3-4 bedroom unit 2 stalls/5+ bedroom unit		
Athletic Field	1 stall/6 seats							As determined by CUP and Staff	As determined by CUP and Staff
Auto Repair, Bus Terminal, Taxi Terminal, Boat & Marine Sales, Shop for Trade with <6 people, Garden Supply Store, Building Material Sales, Motor Vehicle Sales/Rental	6 stalls + 1/800sq ft over 1,000 sq ft	8 stalls + 1/800 sq ft above 1,000	4 stalls + 2/service stall + 1/150 sq ft	8 stalls + 1/800 ft above 1000					
Bingo Halls	1 stalls/3.5 seats								
Bowling Alley	8 stalls/alley	3 stalls/alley	5 stalls/alley	5 stalls/alley	6 stalls/alley				
Churches, Theaters, Auditoriums, Mortuaries	1 stall/3.5 seats 1 stall/22inches of seating	1 stall/3 seats 1 stall/5ft of seating		1 stall/3.5 seats	1 stall/3.5 seats	1 stall/4 seats 1 stall/28inches of seating	1 stall/250 sq ft in main unit of worship	10% of capacity of people in main assembly area	40% of capacity of people in main assembly area
Community Centers, Post Offices, Health Clubs, Physical/Cultural Studio, Pool Halls, Libraries, Private Clubs, Lodges/Museums	10 stalls + 1/300 sq ft above 2,000 sq ft	10 stalls + 1 stall/250sq ft over 2,000		10 stalls + 1/300 sq ft above 2,000 sq ft	10 stalls + 1/300 sq ft above 2,000 sq ft	1 stall/300 sq ft		As determined by staff based on principal use	As determined by staff based on principal use
Day Care Centers	4 stalls + 1/500 sq ft above 1,000 sq ft		1 stall/5 people	4 stalls + 1/500 sq ft above 1,000 sq ft	1 stall/employee + 1 stall/6students	1 stall/employee + 1 stall/10 participants	1 stall/employee	1 stall/500 sq ft + 2 drop off spaces	1 stall/200 sq ft + 4 drop off spaces
Furniture Store, Appliance Store, Warehouse under 15,000 sq ft	1 stall/500 sq ft above 500 sq ft	1 stall/400 sq ft + 1/2 employees		1 stall/500 sq ft above 500 sq ft	1 stall/500 sq ft above 500 sq ft	1 stall/325 sq ft			
Auto Sales, Kennels, Studios	1 stall/500 sq ft above 500 sq ft					1 stall/325 sq ft			
Golf Courses, Tennis Clubs, Public Swimming Pools	20 stalls + 1/300 sq ft about 1,000 sq ft			20 stalls + 1/300 sq ft about 1,000 sq ft					
Hospitals	1 stall/3 beds	1 stall/3 beds + 1 stall/3 employees		1 stall/bed			1 stall/2 beds	1 stall/3 beds	1 stall/2beds
Manufacturing, Fabrication or Processing of a product/material	4 stalls + 1/800 sq ft 1 stall/2,500 sq ft for outside storage			4 stalls + 1/800 sq ft 1 stall/2,500 sq ft for outside storage		1 stall/1 employee	1 stall/1,000 sq ft, or		
Motel, Motor Hotel, Hotel	1 stalls/room	1 stall/room + 1 stall/employee	1 stall/room	1 stalls/room				N/A	30% of capacity of people Hotels - 1 stall/guest room + 30% of capacity of meeting rooms
Motor Fuel Stations	4 stalls + 3/service bay 1 stall/200 sq ft of retail space	3 stall/service bay + 1 stall/employee		4 stalls + 3/service bay 1 stall/150 sq ft of retail space	4 stalls + 2/service bay	3 stalls			
Office Building, Professional Office less than 6,000 sq ft	1 stall/200 sq ft	1 stall/300 sq ft		3 stalls + 1/500 sq ft	1 stall/200 sq ft	1 stall/ 250 sq ft	1 stall/400 sq ft	1 stall/500 sq ft in excess of 4,000	1 stall/200 sq ft
Office Building, Professional Office more than 6,000 sq ft + Banks, Saving Institutions	1 stall/250 sq ft	1 stall/100 sq ft of customer area	1 stall/250 sq ft	1 stall/200 sq ft		1 stall/300 sq ft	1 stall/400 sq ft		
Food and Beverage Establishments									
Coffee Shop, Tea House	1 stall/175 sq ft	1 stall/3 seats	4.5 stalls/1,000 sq ft			1 stall/200 sq ft		1 stall/500 sq ft + 1 stall/300 sq ft in excess of 2,000	1 stall/75 sq ft
Restaurant with or without on-sale wine, strong beer, or non-intoxicating malt liquor	1 stall/125 sq ft	1 stall/3 seats		1 stall/employee per shift + 1 stall/3 seats					
Establishment with on-sale intoxicating liquor	1 stall/100 sq ft	1 stall/3 seats				1 stall/3 seats (indoor and out) + 1 stall/1 employee	1 stall/150 sq ft		
Establishment with on-sale intoxicating liquor and entertainment	1 stall/75 sq ft	1 stall/3 seats							
Restaurant, carry-out	1 stall/225 sq ft		1 stall/25 sq ft of customer area + 1/delivery vehicle						
Restaurant, fast food	1 stall/110 sq ft	1 stall/15 sq ft	17 stalls/1,000 sq ft		1 stall/2 seats of design capacity	1 stall/60 sq ft		1 stall/500 sq ft + 1 stall/300 sq ft in excess of 2,000	1 stall/75 sq ft
Retail and Service Establishments									
Buildings 10,000 sq ft or less	1 stall/200 sq ft	1 stall/150 sq ft		1 stall/200 sq ft + 7 stalls/1,000 sq ft	1 stall/150 sq ft	1 stall/500 sq ft		1 stall/500 sq ft in excess of 4,000	1 stall/200 sq ft.
Buildings 10,000 - 100,000 sq ft	50 stalls + 1/250 sq ft	1 stall/150 sq ft		1 stall/200 sq ft + 7 stalls/1,000 sq ft	1 stall/200 sq ft	1 stall/500 sq ft	1-30,000 sq ft - 1 stall/400 sq ft + 1 stall/each additional 800 sq ft above 30,000 sq ft*		
Buildings over 100,000 sq ft	360 stalls + 1/300 sq ft above 100,000	1 stall/150 sq ft		1 stall/200 sq ft + 7 stalls/1,000 sq ft	1 stall/200 sq ft				
Schools, high school - post secondary	1 stall/7 students + 1 stall/3 classrooms	1 stall/4 students + 3/seat available for events	1 stall/employee + 1 stall/8 students	1 stall/classroom + 2 stalls/2 students	1 stall/5 students +1 stall/employee	1 stall/4 students + 1 stall/2 classrooms	1 stall/employee +1 stall/10 students	1 stall/classroom + 1 stall/5 students of driving age	2 stalls/classroom + 1 stall/3 students of driving age
Skating Rink, Dance Hall, Public Auction House, Golf Driving Range, Miniature Gold, and Similar	15 stalls + 1/300 sq ft above 2,000	20 stalls + 1/200 sq ft above 2,000		15 stalls + 1/300 sq ft above 2,000					
Warehouse over 15,000 sq ft, Storage Ha	1 stall/2,000 sq ft	1 stall/2 employees on each shift or 1/2,000 sq ft - Which is greater		1 stall/2,000 sq ft	1 stall/2,000 sq ft	1 stall/2,000 sq ft			

1019.05 Reductions to Minimum Requirements

The off-street parking reductions described in this section may be utilized jointly or separately except as indicated otherwise.

A. Modification Request: An applicant may request a modification of the minimum required number of parking spaces by submitting a study of anticipated parking demand. Parking studies shall be prepared by a professional engineer with expertise in traffic and parking analysis, unless an equally qualified individual is authorized by the Community Development Department.

B. Transit Service: Parking may be reduced by 10% for any parcel located within one-quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel. Regular transit service shall operate at least twice hourly between 7:30 a.m. and 6:30 p.m. on weekdays and once hourly after 6:30 p.m. Regular transit service shall operate on Saturdays, Sundays, and holidays.

C. On-Street Parking: Parking may be reduced on a one-for-one basis through the use of on-street parking adjacent to the parcel. To qualify, adequate pedestrian access must be available between the principal structure and all on-street parking spaces. On-street parking reductions may be approved by the Community Development Department, subject to a determination by the City Engineer that adequate off-street parking will be available to accommodate vehicles during snow removal and other periods of parking restrictions.

D. Travel Demand Management: In those instances where no transit or on-street parking reductions are available, parking minimums may be reduced by 5% through the implementation of a travel demand management plan. Such a plan shall be filed with and approved by the Community Development Department and may be subject to an annual review.

1019.06 Parking Area Maximums

The maximum number of parking spaces for any building or use shall not exceed the amount determined in this section.

A. Minimum parking requirement of 20 or fewer spaces shall not have more than 175% of the number of spaces identified in Table 1019-1.

B. Minimum parking requirement of more than 20 spaces and less than 51 spaces shall not have more than 150% of the number of spaces identified in Table 1019-1.

C. Minimum parking requirement of 51 spaces or more shall not have more than 125% of the number of spaces required as identified in Table 1019-1.

D. Additional parking may be provided, if it does not increase impervious surface area beyond that which would be created by meeting the maximum parking requirement. (Examples of additional parking include, but are not limited to, under structure parking, roof top parking, or structured parking above a surface parking lot.)

E. An applicant may request a modification of the maximum allowed number of parking spaces by submitting a study of anticipated parking demand. Parking studies shall be prepared by a professional engineer with expertise in traffic and parking analysis.

1019.07 Shared Parking

Shared off-street parking facilities are allowed to collectively provide parking in any district for more than one structure or use, subject to the conditions established in this section:

A. The uses must have their highest peak demand for parking at substantially different times of the day or week or an adequate amount of parking shall be available for all uses during shared hours of peak demand. A parking plan shall address the hours, size, and mode of operation of the respective uses.

B. The minimum spaces required under a shared parking plan shall be based on the following:

1. For those uses parking at substantially different times of the day or week, the number of spaces required for the uses that require the most parking; and

2. For those uses parking at the same hours of peak demand, the minimum shall be 1.5 times the number of spaces required by the use(s) that require the most parking.

C. Shared parking facilities shall be protected by a covenant running with the land and recorded with the County in a form approved by the City Attorney. Such a covenant shall not be revoked without consent of the City. A certified copy of the recorded document shall be provided to the Community Development Department prior to the use of the shared parking arrangement.

1019.10 Bonuses

If 50% or more of all required off-street parking spaces are provided above- or under-ground structured parking, the following bonuses shall apply:

A. For each structured parking space, 300 square feet shall be added as lot area for the purpose of determining allowable density up to a 20% increase.

B. The height added to the principle structure by any floor that is totally used for parking in or under the principle structure shall not be included to determine the size of the required yards.

WSP Parking Variance History

Commercial Properties

Year	Address	Use	Code	Proposed	Variance	% to Code	Detail
2015	886 Smith Avenue	Restaurant w/ On-Sale	42	33	9 Stalls	79%	Adding an outdoor patio with 22
2018	973/975 Smith Ave	Restaurant w/ On-Sale and Outdoor Seating	31	5	26	16%	Change of Use - Retail to Restaurant
2018	1445 Robert St	Menards - Hardware Store	606	528	78	87%	Addition of Security Gate for Lumber Yard

Residential Properties

Year	Address	Use	Code	Proposed	Variance	% to Code	Detail
2017	68 Moreland Ave E	Self Storage	25	6	19	24%	*Not true variance - Code used was "warehouse"
2018	1631 Marthaler Ln	Senior Independent Living	344	242	102	70%	
2019	240 Thompson Ave E	Market Rate Apts	306	257	49	84%	
2020	859 Robert St	Affordable Apts	108	83	25	77%	
2020	100 Signal Hills Ave	Affordable Senior Apts	494	301	193	61%	*Didn't include family building since it met 2:1 code
2020	1571 Robert St	Market Rate Apts	382	265	117	69%	

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Questions and requests for additional information as a result of the Planning Commission meeting on 09/15/2020

When was the last time the City of West St. Paul updated their parking requirements/minimums?

- Required parking for restaurant uses was updated in 2010,
- Required parking for retail and service establishments was updated in 2007

When was the last time other cities have updated their codes? Want to ensure that all information presented is current and up to date.

- South St. Paul last updated their parking in 2007
- Richfield last updated in 2013
- Inver Grove Heights updated in 2008
- Roseville updated in roughly 2010

What trends and/or variance requests are other cities seeing?

- Emailed South St. Paul, Roseville, and Inver Grove Heights City Planners on 09/18/2020, see attachments for detail

Communicate with WSP businesses and see how they feel about their parking situation. If they were granted a variance, are they successful? Would they have done it differently? If a business did not request one, do they feel that they have too much or not enough parking?

- Emailed Ann from FoodSmith on 09/16/2020 – See attached email.
- Emailed Realestate Equities about The Winslow parking on 09/16/2020 – See attached email.
- Emailed Debbie of Westview apartments, owners of 252 Marie Ave., a mixed use building that was completed in 2018 – see attached email.

Would like to see information and parking counts for cities outside of MN.

- See attached articles for detail.

From: Michael Healy
To: Melissa Sonnek
Subject: RE: Parking Minimums Survey
Date: Friday, September 18, 2020 10:01:02 AM
Attachments: image001.png
image002.png
image003.png
image004.png

Melissa,

We are actually undertaking an update of our parking minimums as well. Our requirements seem to be "too high" across the board and are not reflective of what is actually needed, per our business community.

A few things I'd note:

- Most of the apartment developers that we talk to want to park their buildings at one (1) stall per bedroom, with a maximum of two (2) stalls per unit. Our Code currently requires two (2) stalls per unit regardless of unit size. This has caused problems since the trend seems to be apartment buildings that are primarily studio and 1-bedroom apartments.
    - We have a couple of apartment developers who are currently undertaking PUD developments in order to secure a 1-stall per bedroom parking arrangement.
    - We are looking at amending our Code to formalize this format for parking requirements.
- Our parking requirements for commercial/retail uses and offices are pretty steep, especially considering that we have on-street parking in almost all of our commercial areas.
    - We do allow off-site parking with a long-term lease so a lot of our businesses manage that way.
    - We do see an occasional parking variance.
    - Mom and pop businesses are generally the ones that struggle to provide parking or have to seek a variance.
    - The "big dogs," such as financial institutions, generally just build the required parking. We then end up with giant empty parking lots that are never used. We have these next to most of our banks. It's not a great use of land.
- Our requirement for assembly spaces and restaurants is one stall per three seats. This seems to work alright although it can make it challenging to convert old commercial spaces into restaurants which is something we want to encourage.
- Our requirements for industrial businesses seem to be working just fine.
- We are not planning on doing anything in the vein of Minneapolis with their "maximum parking requirements." We are looking to adjust our minimums but we still want to allow our

businesses to provide as much parking as they feel that they need to provide in order to be successful.

- I like to stress this when I'm giving Staff presentations about parking requirements. I feel that policymakers often forget that businesses like having on-site parking for their customers and, in general, they want to build parking regardless of what the Code says. A lot of parking will still get built whether or not a governmental mandate is in place.

South St. Paul has gone about 15 years without seeing new multi-family development and has gone many decades without seeing much significant new commercial development (although this appears to be changing as of the last few years). Historically, most of our new commercial businesses have been adaptive reuses of existing commercial buildings that were built prior to the 1970's. One of our goals in reassessing our parking ordinance is to make adaptive reuse easier. Another is to allow commercial and multi-family redevelopment to occur in a manner that doesn't damage our existing neighborhoods by requiring excessive building demolition to clear the way for large/unneeded parking lots.

Michael

Michael Healy
City Planner/Zoning Administrator
P (651) 554-3217
City of South St. Paul | 125 3rd Avenue North | South St. Paul, MN 55075
www.southstpaul.org

From: Melissa Sonnek
Sent: Friday, September 18, 2020 8:27 AM
To: Michael Healy
Subject: Parking Minimums Survey

Michael,
West St. Paul is in the introductory stages of updating our minimum parking requirements, so of course a survey of other cities is a part of the process. I was able to navigate the codes and I find information on what SSP's minimums are. However, I am curious to know what trends the city is seeing around parking, with redevelopment, variances, or other related items.

If you have a few minutes, I would appreciate any insight on this.
Thank you,

Melissa Sonnek
City Planner

Office: 651-552-4134
1616 Humboldt Avenue
West St. Paul, MN 55118

CITY OF
WEST ST. PAUL
MINNESOTA

From: Heather Botten
To: Melissa Sonnek; Allan Hunting
Subject: RE: Parking Minimums Survey
Date: Friday, September 18, 2020 3:36:50 PM
Attachments: image001.png
image002.png
image003.png

Hi Melissa,

Our parking requirements have not been amended for over 20-years. We do not see a lot of redevelopment in IGH, more new construction. Our Northwest area (where most of our new construction is taking place) is developed by PUD and allows for flexibility from our normal parking standards. It may be worth while to review Section 10-13J-6 for some alternative parking standards. https://codelibrary.amlegal.com/codes/invergrovehtsmn/latest/invergrovehts_mn/0-0-0-18683

If you have any additional questions please let us know.

Regards,

Heather

From: Melissa Sonnek
Sent: Friday, September 18, 2020 8:33 AM
To: Allan Hunting ; Heather Botten
Subject: Parking Minimums Survey

Allan and Heather,
West St. Paul is in the introductory stages of updating our minimum parking requirements, so of course a survey of other cities is a part of the process. I was able to navigate the codes and find information on what IGH's minimums are. However, I am curious to know what trends the city is seeing around parking, with redevelopment, variances, or other related items. Also, approximately when was the last time your parking codes were updated?

If you have a few minutes, I would appreciate any insight on this.
Thank you,

Sincerely,

Melissa Sonnek
City Planner

Office: 651-552-4134
1616 Humboldt Avenue
West St. Paul, MN 55118

CITY OF
WEST ST. PAUL
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From:	Thomas Paschke
To:	Melissa Sonnek; Bryan Lloyd
Subject:	RE: Parking Minimums Survey
Date:	Monday, September 21, 2020 9:55:14 AM
Attachments:	image001.png image002.png image003.png

Melissa,

The trends we are seeing tend to be around larger commercial developments and multi-family residential. In both cases it is safe to say our minimum requirement may be on the high side of what is occurring in other areas of the metro. In these cases we have supported parking studies consistent with Section 1019.05A that provide specific parking demand details of a particular development type. Staff reviews the information and in most cases has approved these studies that seek reduced parking for a development site. Because the Code allows a development to provide specific parking data and analysis the staff has not had to consider any variances to our parking standards.

Please let me know if you have any further questions.

From: Melissa Sonnek
Sent: Friday, September 18, 2020 8:30 AM
To: Bryan Lloyd ; Thomas Paschke
Subject: Parking Minimums Survey

Caution: This email originated outside our organization; please use caution.

Bryan and Thomas,
West St. Paul is in the introductory stages of updating our minimum parking requirements, so of course a survey of other cities is a part of the process. I was able to navigate the codes and I find information on what Roseville's minimums are. However, I am curious to know what trends the city is seeing around parking, with redevelopment, variances, or other related items. Also, approximately when was the last time your parking codes were updated?

If you have a few minutes, I would appreciate any insight on this.
Thank you,

Sincerely,
Melissa Sonnek
City Planner

Office: 651-552-4134
1616 Humboldt Avenue
West St. Paul, MN 55118

CITY OF
WEST ST. PAUL
MINNESOTA

From: Ann Ulrich
To: Melissa Sonnek
Subject: Re: Parking Survey
Date: Wednesday, September 16, 2020 2:43:39 PM

Hi Melissa,

Thanks for reaching out!

We are very happy and satisfied with our parking situation at FoodSmith. It was a little challenging in the beginning with customers and our neighbors getting used to our new layout, but now that the newness has worn off I think people are pretty used to it. Our customers with disabilities really appreciate having exclusive access to our ramp and front door. And our takeout customers seem to like being able to pull into our 5-minute short term stall.

There is ample parking directly on the street and when our customers park on the street there still seem to be plenty of spots remaining for other cars belonging to those who might live in the neighborhood or visiting another business.

I think if the building we purchased would have come with a larger parking lot we certainly would have continued to use it as a parking lot, but I think given the nature of the older buildings along Smith Avenue, and the dense urban setting, it doesn't make sense to require an old building to "find" more space for more parking...kind of like fitting a square peg into a round hole!

The only thing I would mention as far as concerns goes is that we were required to place our 1 handicap stall as close to the handicap ramp as possible. This means it's the stall closest to the sidewalk and street. As a result, the 1 short-term parking stall we were required to have is immediately adjacent to our patio and patio railing. It's so close in fact that I'm just waiting for the day when a car smashes into the concrete patio and potentially takes out the patio railing (potentially injuring patrons). In my humble opinion, it would have been nice for there to be an allowance for more of a "common sense/safety" approach to the placement of the disability stall (and accompanying cross-hatch loading stall), as opposed to a hard and fast rule that the disability stall absolutely needs to be closest to a ramp. In our case, it would have created a much safer situation all around if we could have placed the handicap stall and loading stall adjacent to our patio. And then left our short-term stall closest to the street.

At any rate, overall we are very happy and we think our patrons are too!

We've not had any complaints.

Thanks again for the opportunity to weigh in!

Best regards,
Ann

From: Ian Schwickert
To: Melissa Sonnek
Subject: RE: Parking Survey
Date: Monday, September 28, 2020 10:57:09 AM

Hey Melissa,

I am sorry for my delayed response and I hope that you had a great weekend!

To answer your question, yes. We are very satisfied with our parking and have had no issues with our parking count both underground and surface. I think that we could do with less, however, it seems like the perfect number as of right now.

Thanks,

Ian Schwickert | Development Associate
REAL ESTATE EQUITIES
579 Selby Avenue, St. Paul, MN 55102
c 507.380.7326 **d** 651.389.3833 **f** 651.389.3834
REEapartments.com

From: Melissa Sonnek
Sent: Wednesday, September 16, 2020 2:58 PM
To: Ian Schwickert
Subject: Parking Survey

Ian,
I realize this may be premature, as the Winslow has only just recently opened. However, our Planning Commission has started looking a little more seriously at updating our parking requirements, as in reducing them. So being one of the bigger redevelopment projects, I wanted to get your thoughts on the topic.

Are you happy/satisfied with the parking you have on site? If possible, would you have incorporated more or less parking?

Please share any other noteworthy thoughts/ideas around this topic.
Thank you for your time!

Sincerely,
Melissa Sonnek
City Planner

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1616 Humboldt Avenue
West St. Paul, MN 55118
CITY OF WEST ST. PAUL MINNESOTA

From: Debbie Brookins
To: Melissa Sonnek
Subject: Re: Parking Survey
Date: Friday, September 18, 2020 12:05:43 PM

Good morning Melissa, I ask Jim what he thought his reply was that parking requirements for the new Rooftop 252 were excessive. The building design was driven by those requirements, we would have had more higher-demand one bedrooms and efficiencies if the requirements were less. Hope this helps.

Stay safe & healthy

Thank you
Debbie Brookins
Rental Manager
Westview Park Apartments