



May 2, 2024

**Re: City comments on SF 3572 (“People Over Parking Act”)**

Chair Dziejdzic and Members of the Senate State and Local Government and Veterans Committee:

The League of Minnesota Cities, Coalition of Greater Minnesota Cities, Metro Cities, Minnesota Association of Small Cities and Municipal Legislative Commission appreciates the opportunity to provide comments in opposition to SF 3572 (Fateh). Cities are concerned with the bill’s broad preemption of city authority, which would eliminate the ability for all 855 cities to ensure adequate parking availability for residential, commercial, and industrial property.

Balancing the parking availability for residents and businesses varies greatly from city to city and is heavily dependent on access to reliable and safe public transportation, walkability of a community, and proximity to amenities. Many cities across the state often provide flexibility from minimum parking requirements on a project-by-project basis including for affordable housing developments and small businesses based on factors including proximity to public transit and existing parking availability. By prohibiting a city’s ability to make decisions on parking availability locally, the bill places immense faith in developers to build the requisite parking for individual projects. However, developers are not city planners, city engineers, or city public works employees who are tasked with ensuring that each development not only considers parking options within the development, but also the parking availability outside the four corners of that development.

Eliminating the ability for cities to ensure adequate minimum parking requirements without any regard to proximity or availability of public transit or existing parking availability, will likely result in the underbuilding of parking in communities. As parking is underbuilt, a spillover effect will occur in surrounding streets as more individuals seek scarce parking spots in residential areas. Moreover, because many cities do not anticipate a high number of on street parking, their streets are generally not designed to accommodate dense on street parking, which poses problems for public works operations, maintenance, and emergency vehicle access.

Considering these concerns, we respectfully ask that members oppose SF 3572. Thank you for your consideration.

Sincerely,

Daniel Lightfoot  
League of Minnesota Cities

Ania McDonnell  
Metro Cities

Elizabeth Wefel  
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