

**AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS**

By Bender

Amending Title 20, Chapter 541 of the Minneapolis Code of Ordinances relating to Zoning Code: Off-Street Parking and Loading.

The City Council of the City of Minneapolis do ordain as follows:

Section 1. That Section 541.200 of the above-entitled ordinance be amended to read as follows:

541.200. Transit incentives. Upon determination by the zoning administrator, the minimum parking requirement may be reduced under the following conditions:

(1) *Multiple-family dwellings.* ~~The minimum parking requirement may be reduced ten (10) percent if the proposed use is located within three hundred (300) feet of a transit stop with midday service headways of thirty (30) minutes or less in each direction. Except in the UA University Area Overlay District, the minimum parking requirement for multiple-family dwellings of three (3) units or more may be reduced as specified in Table 541-4.5, Transit Incentive for Multiple-Family Dwellings.~~

Table 541-4.5 Transit Incentive for Multiple-Family Dwellings

<u>Transit proximity and frequency*</u>	<u>Authorized reduction from minimum parking requirement (3 – 50 dwelling units)</u>	<u>Authorized reduction from minimum parking requirement (51 dwelling units or more)</u>
<u>Within one-quarter (1/4) mile of a bus transit stop with midday service headways of fifteen (15) minutes or less, or within one-half (1/2) mile of a rail transit stop with midday service headways of fifteen (15) minutes or less</u>	<u>100 percent</u>	<u>50 percent</u>
<u>Within three hundred fifty (350) feet of a bus or rail transit stop with midday service headways between fifteen (15) minutes and thirty (30) minutes</u>	<u>10 percent</u>	<u>10 percent</u>

*In addition to existing transit stops, incentives shall apply to rail transit stops that are included in a project that has been approved to enter the Project Development phase by the Federal Transit Administration

(2) *Non-residential uses.* The minimum parking requirement for non-residential uses may be reduced ten (10) percent if the use provides an adequate sheltered transit stop within the development, as

determined by the city engineer. The reduction shall not be awarded for sheltered transit stops that are both in the public right-of-way and detached from the principal structure.

~~(3) *Process.* The applicant for such transit incentives shall submit an application on a form approved by the zoning administrator, as specified in Chapter 525, Administration and Enforcement.~~

Section 2. That Section 541.410 of the above-entitled ordinance be and is hereby repealed.

541.410. ~~OR2 and OR3 Districts. Reserved.~~ ~~(a) *Residential uses.* Dwellings and congregate living uses located in the OR2 and OR3 Districts shall be required to provide ninety (90) percent of the number of spaces specified in Table 541-1, Specific Off-Street Parking Requirements.~~

~~(b) *All other uses.* All other uses located in the OR2 and OR3 Districts shall provide parking as required in Table 541-1, Specific Off-Street Parking Requirements.~~

**AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS**

By Bender

Amending Title 20, Chapter 551 of the Minneapolis Code of Ordinances relating to Zoning Code: Overlay Districts.

The City Council of the City of Minneapolis do ordain as follows:

Section 1. That Section 551.175 of the above-entitled ordinance be amended to read as follows:

551.175. Transit Station areas. The following additional regulations shall govern development within PO Overlay Districts in and around the following existing or proposed transit stations, as shown on the official zoning maps:

Cedar-Riverside LRT Station
Franklin Avenue LRT Station
Lake Street/Midtown LRT Station
38th Street LRT Station
46th Street LRT Station
50th Street/Minnehaha Park LRT Station
VA Medical Center LRT Station
West Bank LRT Station
Stadium Village LRT Station
Prospect Park LRT Station

(1) *Prohibited uses.* The following uses shall be prohibited in the PO Overlay District:

- a. Self service storage.
- b. Commercial parking lots, including the expansion of any existing commercial parking lot.
- c. The conversion of any accessory parking lot to a commercial parking lot.

(2) *Wholesaling, warehousing and distribution; furniture moving and storage.* Uses shall be limited to thirty thousand (30,000) square feet of gross floor area.

(3) *Density bonuses.* Where the primary zoning district or Industrial Living Overlay District provide a density bonus of twenty (20) percent, such bonus shall be thirty (30) percent.

(4) *Minimum floor area.* New development shall be subject to a minimum floor area ratio requirement, as specified in Table 551-0, Transit Station Area Minimum Floor Area Ratio Requirements. Individual

phases of a phased development may be less than this minimum, provided the entire development meets the minimum requirement. This requirement shall not apply to the expansion of buildings existing on the effective date of this section.

Table 551-0 Transit Station Area Minimum Floor Area Ratio Requirements

<i>Transit Station Area</i>	<i>Minimum FAR</i>		
	<i>Commercial, OR2 and OR3 Districts</i>	<i>Industrial Districts</i>	<i>Residence and OR1 Districts</i>
Cedar-Riverside	1.0	1.0	none
Franklin Avenue	1.0	1.0	none
Lake Street/Midtown	1.0	1.0	none
38th Street	1.0	1.0	none
46th Street	1.0	1.0	none
50th Street/Minnehaha Park	1.0	1.0	none
VA Medical Center	1.0	1.0	none
West Bank	1.0	1.0	none
Stadium Village	1.0	1.0	none
Prospect Park	1.0	1.0	none

(5) Off-street parking.

a. *Multiple-family dwellings.* The minimum off-street parking requirement for multiple-family dwellings in close proximity to frequent transit service may be reduced as authorized by Chapter 541, Off-Street Parking and Loading, shall be ninety (90) percent of the number specified in Chapter 541, Off-Street Parking and Loading. ~~In~~ except in the following transit station areas, where the minimum off-street parking requirement for multiple-family dwellings shall be seventy (70) percent of the number specified in the UA University Area Overlay District: Cedar-Riverside, West Bank, Stadium Village, and Prospect Park.

Section 2. That Section 551.765 of the above-entitled ordinance be amended to read as follows:

551.765. Specific Off-Street Parking Requirements. Except in the downtown districts, uses located in the DP Overlay District shall be subject to the maximum parking requirements specified in Table 541-1, Specific Off-Street Parking Requirements, and the bicycle parking requirements in Table 541-3, Bicycle Parking Requirements, and shall further be subject to the following off-street parking requirements:

(1) *Residential uses.* ~~Dwellings and congregate living uses shall be required to provide a minimum of ninety (90) percent of the number of spaces specified in Table 541-1, Specific Off-Street Parking Requirements, and development~~ Development projects with ten (10) or more dwelling units or rooming units shall provide no more than one and seven-tenths (1.7) spaces per unit. Development projects with fewer than ten (10) dwelling units or rooming units shall provide no more than two (2) spaces per unit. Accessible spaces required for residential uses by the Minnesota State Building Code and visitor parking spaces required by this chapter shall not count toward the maximum parking requirement. Off-site parking up to five hundred (500) feet away shall be permitted, subject to the off-site parking provisions of Chapter 541, Off-Street Parking and Loading.

a. *Visitor parking.* Multiple-family dwellings of fifty (50) or more units that provide off-street parking for residents shall also provide designated visitor parking at a ratio of not less than one (1) visitor space per fifty (50) dwelling units.

(2) *Hotels.* One (1) space per three (3) guest rooms plus parking equal to twenty (20) percent of the capacity of persons for affiliated uses such as dining or meeting rooms.

(3) *C3A district, central riverfront.* Nonresidential uses located in the C3A district in that portion of the central riverfront located between Hennepin Avenue and I-35W and between Washington Avenue and the Mississippi River shall not be required to provide accessory off-street parking facilities.

(4) *All other uses.* All other uses shall provide not less than one (1) parking space for each four thousand (4,000) square feet of gross floor area in excess of four thousand (4,000) square feet. The four (4) space minimum parking requirement in Chapter 541, Off-Street Parking and Loading, shall not apply. Off-site parking up to five hundred (500) feet away shall be permitted, subject to the off-site parking provisions of Chapter 541, Off-Street Parking and Loading.