

AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS

By Lilligren

**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 551.155 of the above-entitled ordinance be amended to read as follows:

551.155. - Nicollet Franklin area.

The following additional regulations shall govern development within the PO Overlay District along Nicollet Avenue from ~~Franklin Avenue~~ 14th Street on the north to the Midtown Greenway/Hennepin County Regional Railroad Authority right-of-way on the south, and generally from the alley to the east to the alley on west unless otherwise shown; Franklin Avenue between LaSalle Avenue and I35W; and 26th Street between Nicollet Avenue and the alley between Stevens Avenue and 2nd Avenue S., as shown on the official zoning map:

- (1) *Travel demand management plan.* All development containing more than ten thousand (10,000) square feet of new or additional commercial gross floor area or more than seventy-five (75) residential units, shall include a travel demand management plan (TDM) that addresses the transportation impacts of the development on air quality, parking and roadway infrastructure. The planning director, in consultation with the city engineer, shall conduct the administrative review of the TDM. The planning director shall recommend to the zoning administrator any mitigating measures deemed reasonably necessary, who shall include such recommendation as a condition of the issuance of any building permit, zoning certificate or other approval required by this zoning ordinance or other applicable law. All findings and decisions of the planning director shall be final, subject to appeal to the city planning commission, as specified in Chapter 525, Administration and Enforcement.
- (2) *Building alteration or replacement.* The alteration of an existing building shall not result in a reduction of the existing number of stories (e.g., a two-story building shall not be reduced to a one-story building or be replaced by less than a two-story building).
- (3) *Minimum floor area.* New development in Commercial, OR2 and OR3, and

Industrial districts shall be subject to a minimum floor area ratio requirement of one (1.0). 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.

- (4) *Corner cuts.* New development on the corner of two (2) street rights-of way shall have a setback at the sidewalk level on the corner of the building. This setback shall be no less than two (2) feet and no greater than eight (8) feet from the corner of the property.
- (5) *Linear frontage of one (1) use.* No single commercial use in one (1) building shall extend along more than one hundred and twenty (120) linear feet of the first floor façade fronting any street.
- (6) *Prohibited uses.* Principal parking lots shall be prohibited in the Nicollet Franklin area.
- (7) *Off-street parking.* Nonresidential uses shall not be required to provide accessory off-street parking facilities.
- (8) *Bicycle Parking.* Nonresidential uses required to provide bicycle parking by Chapter 541, Off-Street Parking and Loading, shall provide a minimum of four (4) bicycle parking spaces or one (1) space per 2,000 square feet of gross floor area, whichever is greater. Public bicycle parking spaces may contribute to compliance with required bicycle parking when located adjacent to the property in question.
- (9) *Off-site parking.* Notwithstanding any other provision to the contrary, off-site parking serving nonresidential uses in the Nicollet Franklin area may be located in any commercial or downtown district and may be located in the residence and office residence districts. In the residence and office residence districts the off-site parking area shall be accessory to an institutional or public use and shall be existing on May 1, 2013.
- (10) *Vehicular access.* Curb cuts for vehicles shall be consolidated wherever possible. In the case of a corner lot, curb cuts shall be discouraged along Nicollet Avenue.