

**Table \_\_\_\_ : Parking and Transportation Recommendations**

<b>Topics</b>	<b>What is Already Being Done?</b>	<b>Recommendations for Future Action</b>	<b>Responsible Groups</b>
<b>Development Parking Requirements</b>			
Residential parking requirements	<ul style="list-style-type: none"> <li>Recently adopted parking amendment reduced parking requirements for commercial uses; exempted University area from consideration</li> <li>PO district covers part of area, reducing parking requirements</li> <li>Informally enforcing 0.5 spaces/bedroom in U area</li> <li>Decreased allowed impervious surface, with text amendment</li> </ul>	<ul style="list-style-type: none"> <li>Establish overlay district with 0.5 spaces/bedroom required for all residential development in District*</li> <li>Allow compact spaces to meet parking requirements in smaller developments*</li> <li>Revisit parking area design requirements and enforcement to avoid unattractive yards*</li> <li>Potentially provide reductions in parking requirements in exchange for high quality bicycle and scooter parking and shared cars*</li> </ul>	<ul style="list-style-type: none"> <li>CPED Planning</li> <li>Public Works Transportation</li> </ul>
Shared commercial parking	<ul style="list-style-type: none"> <li>Already allowed by city ordinance in some situations</li> <li>Parking amendment eliminated required off-street parking for Dinkytown and Stadium Village development</li> </ul>	<ul style="list-style-type: none"> <li>Encourage creative shared parking arrangements for commercial uses as part of district parking strategy and through the development review process</li> <li>Pursue parking study or studies for District area to assess parking utilization and needs, as well as opportunities for sharing facilities</li> </ul>	<ul style="list-style-type: none"> <li>Business associations</li> <li>U of M Parking &amp; Transportation</li> <li>Public Works Transportation</li> </ul>
<b>On-Street Parking</b>			
Illegal parking	<ul style="list-style-type: none"> <li>Ongoing enforcement efforts citywide</li> </ul>	<ul style="list-style-type: none"> <li>Work with neighborhood groups to identify offenders and ticket them, including parking illegally in critical parking areas and in no-parking areas (on lawns, intersections, etc.)</li> <li>Modify the permitting and renewal process to make it harder for people to illegally transfer permits and easier to identify offenders</li> <li>Consider using parking fines to staff increased enforcement in District**</li> <li>Increase enforcement at strategic times, such as the beginning of semesters**</li> </ul>	<ul style="list-style-type: none"> <li>Public Works Transportation</li> <li>U of M Parking &amp; Transportation</li> <li>Neighborhoods</li> </ul>

		<ul style="list-style-type: none"> <li>Combine and coordinate City and U of M enforcement efforts to maximize impact</li> </ul>	
Critical parking areas	<ul style="list-style-type: none"> <li>Process in place allows property owners to petition city (with 70% agreement) to establish critical parking areas</li> </ul>	<ul style="list-style-type: none"> <li>Revisit existing critical parking areas to ensure they are appropriate</li> <li>Encourage landowners to pursue critical parking districts as needed, particularly in areas with substantial commuter parking</li> <li>Clarify rules regarding who must sign petition (property owner or tenants) to enact critical parking*</li> <li>Pursue a parking study to determine parking costs and utilization rates in the District**</li> </ul>	<ul style="list-style-type: none"> <li>Neighborhoods (initiate request)</li> <li>Public Works Transportation</li> </ul>
Parking permits	<ul style="list-style-type: none"> <li>Permits issued for residents based on number of licenses, with allowance for visitors</li> </ul>	<ul style="list-style-type: none"> <li>Encourage larger developments to provide parking on site and opt not to participate in parking permit programs, so as to not overwhelm available spots</li> <li>Monitor and limit total number of critical parking permits issued for residential developments to better reflect parking supply in surrounding area*</li> </ul>	<ul style="list-style-type: none"> <li>Public Works Transportation</li> </ul>
Metered parking	<ul style="list-style-type: none"> <li>Spaces being lost by CCLRT project and related road projects</li> <li>Parking inventories and assessments being done as part of CCLRT planning effort</li> <li>City testing new meter technologies to make parking easier and more efficient</li> </ul>	<ul style="list-style-type: none"> <li>Minimize removal of on street parking in commercial districts and investigate alternatives</li> <li>Identify additional areas where new parking meters could be added to help replace those that have been lost</li> </ul>	<ul style="list-style-type: none"> <li>Met Council</li> <li>Public Works Transportation</li> <li>Business associations</li> </ul>
<b>Commuter Parking</b>			
Park and ride lots for commuters	<ul style="list-style-type: none"> <li>Some park and ride based routes serve U campus (e.g. routes 111, 114, 272, and 652)</li> </ul>	<ul style="list-style-type: none"> <li>Work with Metro Transit to increase options for commuting from park and rides, and market options to potential users</li> </ul>	<ul style="list-style-type: none"> <li>U of M Parking &amp; Transportation</li> <li>Metro Transit</li> </ul>

		<ul style="list-style-type: none"> <li>• Work with U of M to expand shuttle service from underutilized lots</li> </ul>	
Carpooling and vanpooling	<ul style="list-style-type: none"> <li>• U of M and Metro Transit have existing programs to promote this as an option.</li> </ul>	<ul style="list-style-type: none"> <li>• Create incentives for people to use these options</li> </ul>	<ul style="list-style-type: none"> <li>• U of M Parking &amp; Transportation</li> <li>• Metro Transit</li> </ul>
Remote long term parking	<ul style="list-style-type: none"> <li>• Not currently an option</li> </ul>	<ul style="list-style-type: none"> <li>• Identify and encourage use of remote long-term parking lots for occasional users living near campus, with connections to Metro Transit or U of M buses</li> </ul>	<ul style="list-style-type: none"> <li>• U of M Parking &amp; Transportation</li> <li>• Metro Transit</li> </ul>
Pay-per-use parking	<ul style="list-style-type: none"> <li>• Not currently an option</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate ways to make paying per use easier and more convenient for drivers, as opposed to unlimited contract options</li> </ul>	<ul style="list-style-type: none"> <li>• Public Works Transportation</li> <li>• U of M Parking &amp; Transportation</li> </ul>
On-campus resident parking	<ul style="list-style-type: none"> <li>• Some parking provided for students living on campus</li> </ul>	<ul style="list-style-type: none"> <li>• Discourage first-year students living on campus from having cars</li> <li>• Construct additional parking (or make other parking arrangements) to accompany any new or expanded on-campus housing</li> </ul>	<ul style="list-style-type: none"> <li>• U of M Parking &amp; Transportation</li> </ul>
<b>Alternative Modes</b>			
Incorporating facilities in development	<ul style="list-style-type: none"> <li>• PUD text amendment provides guidance for bike facilities</li> <li>• New standards for bicycle parking in parking text amendment</li> <li>• Electric vehicle text amendment</li> </ul>	<ul style="list-style-type: none"> <li>• Implement requirements and incentives for accommodating bicycle facilities into new development – racks, lockers, showers, etc.</li> <li>• Ensure that parking for alternative vehicles (e.g. bicycles, motorcycles, scooters, possibly electric vehicles) is incorporated into new and improved parking facilities</li> </ul>	<ul style="list-style-type: none"> <li>• CPED Planning</li> <li>• U of M Parking &amp; Transportation</li> </ul>
Promoting walking, biking and transit	<ul style="list-style-type: none"> <li>• Ongoing, funded City plans for improvements to bicycle and pedestrian network</li> <li>• CCLRT planning effort, including planned stations, multimodal center</li> </ul>	<ul style="list-style-type: none"> <li>• Promote bicycling, walking, and transit as viable options in the District for transportation</li> <li>• Continue to improve and expand high quality, connected alternative transportation networks that offer travelers convenient and</li> </ul>	<ul style="list-style-type: none"> <li>• Metro Transit</li> <li>• Public Works Transportation</li> <li>• U of M Parking &amp; Transportation</li> </ul>

		viaible options**	
Neighborhood-serving development	<ul style="list-style-type: none"> <li>Ongoing commercial and mixed use redevelopment projects</li> </ul>	<ul style="list-style-type: none"> <li>Promote neighborhood-serving commercial development in the area to make it more convenient to walk, bike, and ride transit to these destinations</li> <li>Work with developers to identify local underserved markets for goods and services</li> </ul>	<ul style="list-style-type: none"> <li>CPED Business Development</li> <li>Neighborhood associations</li> </ul>
Car sharing programs	<ul style="list-style-type: none"> <li>Existing public and private sector car-sharing programs (Hourcar, Zipcar, etc.)</li> <li>Language in proposed PUD amendment regarding accommodation of shared cars</li> </ul>	<ul style="list-style-type: none"> <li>Continue to promote car-sharing as a viable option</li> <li>Work on developing solutions for conveniently accommodating shared cars on the site of new and existing developments</li> </ul>	<ul style="list-style-type: none"> <li>U of M Parking &amp; Transportation</li> <li>Public Works Transportation</li> </ul>
Affordable bus passes	<ul style="list-style-type: none"> <li>Some pass programs in place, including U Pass and Metro Pass, serving students and employees of some companies</li> </ul>	<ul style="list-style-type: none"> <li>Support the continuation of access to affordable passes for students, residents, and employees</li> </ul>	<ul style="list-style-type: none"> <li>U of M Parking &amp; Transportation</li> <li>Metro Transit</li> <li>Business associations</li> </ul>
Telecommuting	<ul style="list-style-type: none"> <li>New eWorkPlace pilot program offers employers opportunity to learn about telecommuting options; U of M is a partner</li> </ul>	<ul style="list-style-type: none"> <li>Identify ways to enable and encourage telecommuting by employees working at University District area employers</li> </ul>	<ul style="list-style-type: none"> <li>U of M administration</li> <li>Business associations</li> </ul>
<b>Special Events Parking</b>			
Off-campus parking	<ul style="list-style-type: none"> <li>Ongoing work group addressing range of stadium issues including parking</li> </ul>	<ul style="list-style-type: none"> <li>Work with enforcement staff regarding plan for accommodating parking during events - including tailgating</li> <li>Enforce parking violations during special events, both on and off campus</li> </ul>	<ul style="list-style-type: none"> <li>Public Works Transportation</li> <li>U of M Parking &amp; Transportation</li> <li>Regulatory Services</li> </ul>

**Table \_\_\_\_ : Enforcement Recommendations**

Topics	What is Already Being Done	Recommendations for Future Action	Responsible Groups
<b>Inspections and Enforcement</b>			
Increased regulatory enforcement	<ul style="list-style-type: none"> <li>• Recently completed enforcement sweeps of District in 2003 and 2007-08</li> <li>• Follow-up on sweeps, especially for violating properties</li> <li>• Flagging properties with illegal licenses in system</li> <li>• Now inspecting properties within 60 days of conversion to rental to identify problems</li> <li>• Catching properties without truth in housing reports and revoking licenses</li> <li>• Improved information on property violations available through 311</li> <li>• New staffer focused on identifying unlicensed properties</li> <li>• New need for a rental license if advertising a property for rent</li> <li>• Planning annual nuisance sweeps during the summer</li> </ul>	<ul style="list-style-type: none"> <li>• Increase regulatory enforcement actions in District related to livability violations, including repeating recently completed compliance sweeps and following up; include both businesses and residences**</li> <li>• Use information from sweeps to determine best path for future enforcement</li> <li>• Work with neighborhoods to improve reporting of (and response to) violations</li> <li>• Fund enforcement through fines issued and potentially fees for permits**</li> <li>• Pursue tiered system where properties with violations are inspected more frequently than those with none</li> <li>• Implement program to inspect rental properties when ownership changes*</li> <li>• Additional staff to increase enforcement actions**</li> <li>• Implement new online system to track violations and at risk properties**</li> <li>• Implement 2 strikes you're out for illegal renting</li> <li>• Implement new administrative processes to allow for quicker and more efficient hearing process than current citizen board</li> </ul>	<ul style="list-style-type: none"> <li>• Regulatory Services</li> <li>• Neighborhood associations</li> </ul>
Clarified expectations of landlords	<ul style="list-style-type: none"> <li>• Some information already required/ provided through rental and development permitting processes</li> <li>• Information on occupancy and</li> </ul>	<ul style="list-style-type: none"> <li>• Require disclosure of additional information for landlords regarding occupancy, maintenance, conduct, etc.</li> <li>• Educate landlords on the issue of over-</li> </ul>	<ul style="list-style-type: none"> <li>• Regulatory Services</li> </ul>

	zoning included on rental license	<p>occupancy, include making restrictions and penalties more explicit in permitting and rental licensing process</p> <ul style="list-style-type: none"> <li>• Encourage use of standard lease format, with improved disclosure of standards</li> <li>• Ensure lease language in properties with safety problems helps to address problems</li> </ul>	
Increasing penalties	<ul style="list-style-type: none"> <li>• Penalties and consequences already in place</li> </ul>	<ul style="list-style-type: none"> <li>• Review existing and potential penalties for violations (e.g. rental license revocation, loss of nonconforming rights, fines, etc.) to ensure they are substantial enough to be a deterrent without being overly punitive</li> <li>• Increase the base fee charged for a violation</li> <li>• Identify ways to ensure that tenants are held responsible for illegal actions, as well as landlords and property owners.</li> </ul>	<ul style="list-style-type: none"> <li>• Regulatory Services</li> </ul>
Tracking landlords	<ul style="list-style-type: none"> <li>• City already is familiar with the records of major landlords in the District</li> <li>• Landlords cannot renew a rental license without first paying accrued fines on property</li> <li>• Landlords with license revocation cannot rent for 5 years</li> <li>• Improved information on property violations available through 311</li> </ul>	<ul style="list-style-type: none"> <li>• Register and/or track landlords – possibly through licensing program – to be able to enforce standards more effectively;</li> <li>• Encourage voluntary certification process with neighborhoods (possibly with fees to pay for District services and upkeep</li> <li>• Make exception for small-scale landlords (own just one small rental property)</li> <li>• Identify approach to ensure that landlords do not use aliases, etc. to avoid tracking</li> <li>• Encourage the U of M to register/certify landlords of student housing</li> </ul>	<ul style="list-style-type: none"> <li>• Regulatory Services</li> </ul>
Improved criminal enforcement	<ul style="list-style-type: none"> <li>• Ongoing public safety services provided</li> <li>• New noise standards for commercial properties</li> </ul>	<ul style="list-style-type: none"> <li>• Identify ways to be more responsive to criminal activity, including noise, unlawful assembly, etc.**</li> </ul>	<ul style="list-style-type: none"> <li>• Regulatory Services</li> <li>• Police</li> <li>• U of M public</li> </ul>

			safety
Relative homesteads	<ul style="list-style-type: none"> <li>• New regulatory approach requires rental licenses of relative homesteads</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor new approach to determine if it is effective in addressing problems</li> <li>• If needed, pursue action at state legislature</li> </ul>	<ul style="list-style-type: none"> <li>• Regulatory Services</li> </ul>
Homeowners as landlords	<ul style="list-style-type: none"> <li>• Currently no rental license required with limit of 2 roommates, unless renters in separate unit</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate need for homeowners living in a property to have a rental license to rent out rooms, and determine if/when this is needed</li> </ul>	<ul style="list-style-type: none"> <li>• Regulatory Services</li> </ul>
Prohibit outdoor upholstered furniture – unattractive feature on some properties in District	<ul style="list-style-type: none"> <li>• Council recently declined to pass ordinance banning this furniture, saying existing laws are sufficient</li> </ul>	<ul style="list-style-type: none"> <li>• Use existing laws and regulations to aid in removing dangerous and/or unsightly furniture</li> <li>• Increased focus in enforcement in identifying furniture to be removed, especially fire hazards and those in poor condition</li> </ul>	<ul style="list-style-type: none"> <li>• Regulatory Services</li> </ul>
Liquor licenses	<ul style="list-style-type: none"> <li>• Liquor licenses required</li> <li>• Recent (related) noise ordinance was passed, impacting bars and restaurants</li> </ul>	<ul style="list-style-type: none"> <li>• Address issues associated with growing concentration of alcohol-serving establishments in commercial districts</li> <li>• Consider further limiting number and/or type of liquor licenses</li> </ul>	<ul style="list-style-type: none"> <li>• Regulatory Services</li> </ul>
Mold and moisture problems	<ul style="list-style-type: none"> <li>• City inspectors will investigate complaints regarding moisture problems on property which are causing mold</li> </ul>	<ul style="list-style-type: none"> <li>• Educate residents, tenants, and landlords regarding their rights and responsibilities regarding property maintenance – particularly regarding moisture seepage and other problems impacting indoor air quality</li> <li>• Encourage reporting and follow-up regarding identified problems</li> </ul>	<ul style="list-style-type: none"> <li>• Neighborhood associations</li> <li>• Regulatory Services</li> </ul>

**Table \_\_\_\_ : Design and Development Standards Recommendations**

<b>Topics</b>	<b>What is Already Being Done</b>	<b>Recommendations for Future Action</b>	<b>Responsible Groups</b>
<b>Design and Development</b>			
Design standards	<ul style="list-style-type: none"> <li>Administrative review process was improved in last few years, using points system</li> </ul>	<ul style="list-style-type: none"> <li>Modify administrative review standards to limiting use of unfinished wood on outside of home and being more specific regarding what meets front porch requirement*</li> <li>Work with staff to clearly communicate expectations to potential developers</li> </ul>	<ul style="list-style-type: none"> <li>CPED Planning</li> <li>Regulatory Services</li> </ul>
Administrative review process	<ul style="list-style-type: none"> <li>Recent improvements to process, including adding points system</li> </ul>	<ul style="list-style-type: none"> <li>Make administrative review process more stringent by requiring more points for approval, possibly more points available - possibly for neighborhood consultation or support*</li> </ul>	<ul style="list-style-type: none"> <li>CPED Planning</li> </ul>
Property management	<ul style="list-style-type: none"> <li>City is limited to the degree this can be impacted</li> </ul>	<ul style="list-style-type: none"> <li>Encourage the development of well-managed and supervised student housing through regulation and enforcement</li> </ul>	<ul style="list-style-type: none"> <li>Neighborhood associations</li> </ul>
Housing choice and variety	<ul style="list-style-type: none"> <li>Support available for senior and affordable housing through various programs</li> </ul>	<ul style="list-style-type: none"> <li>Encourage construction of life-cycle housing options and more balanced housing choices, including housing for families, and seniors</li> </ul>	<ul style="list-style-type: none"> <li>CPED Housing</li> <li>CPED Planning</li> </ul>
Preservation by district	<ul style="list-style-type: none"> <li>Existing historic districts in Marcy Holmes, proposed one in Prospect Park</li> </ul>	<ul style="list-style-type: none"> <li>Consider use of conservation districts, historic districts, or other tools to define community character and encourage development to comply with identified character, such as Prospect Park *</li> </ul>	<ul style="list-style-type: none"> <li>CPED Planning – Preservation and Design</li> </ul>
Prevent demolitions	<ul style="list-style-type: none"> <li>Established process for reviewing proposed demolition of properties with potential historic value</li> <li>Regulatory process provides encourages efforts to rehab property, including providing flexibility when needed, in order to prevent demolition</li> </ul>	<ul style="list-style-type: none"> <li>Discourage demolition of existing homes through regulations that incentivize remodeling and reusing these properties*</li> <li>Support local and state programs to fund historic building renovation and preservation</li> <li>Strengthen requirements for notification of neighbors to proposed demolition</li> </ul>	<ul style="list-style-type: none"> <li>CPED Planning – Preservation and Design</li> </ul>

		<ul style="list-style-type: none"> <li>• Encourage appropriate adaptive reuse of large historic homes that maintains character and integrity</li> <li>• Highlight successful projects in District to serve as guide for others</li> </ul>	
Over-occupancy	<ul style="list-style-type: none"> <li>• Enforce legal occupancy limits on properties</li> </ul>	<ul style="list-style-type: none"> <li>• Improve communications to landlords and renters regarding legal limits to occupancy and consequences of violations</li> <li>• Ensure consequences for property owners who do not comply</li> </ul>	<ul style="list-style-type: none"> <li>• CPED Planning, Regulatory Services</li> </ul>

**Table \_\_\_\_ : Planning and Zoning Framework Recommendations**

<b>Topics</b>	<b>What is Already Being Done</b>	<b>Recommendations for Future Action</b>	<b>Responsible Groups</b>
<b>Planning and Zoning Framework</b>			
Zoning	<ul style="list-style-type: none"> <li>• Several rezoning studies have been done for district in past 20 years, covering most of the area and largely down-zoning residential</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate base zoning to determine if rezoning is needed to align with existing policy for the area*</li> <li>• Strengthen policy support for desired zoning through additional planning</li> </ul>	<ul style="list-style-type: none"> <li>• CPED Planning</li> </ul>
Planning and policy guidance	<ul style="list-style-type: none"> <li>• Recent review of planning and zoning framework</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate neighborhood, district, and citywide land use plans to determine context for decision making, and support planning efforts to fill in any policy gaps**</li> </ul>	<ul style="list-style-type: none"> <li>• CPED Planning</li> <li>• University Alliance/U of M</li> </ul>

**Table \_\_\_\_ : Public Process Recommendations**

<b>Topics</b>	<b>What is Already Being Done</b>	<b>Recommendations for Future Actions</b>	<b>Responsible Groups</b>
Public notification of projects	<ul style="list-style-type: none"> <li>• Already required as part of administrative review</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure public notification requirements fulfilled through administrative and public hearing processes</li> </ul>	<ul style="list-style-type: none"> <li>• CPED Planning</li> <li>• Regulatory</li> </ul>

	<ul style="list-style-type: none"> <li>Recent expanded notifications through weekly planning applications reports (via email)</li> </ul>	<ul style="list-style-type: none"> <li>Provide information regarding city review and approval processes to the public</li> <li>Expand online information available to the public on development applications being reviewed by the City and subsequent permits granted**</li> </ul>	<p>Services</p> <ul style="list-style-type: none"> <li>Business Information Services</li> </ul>
Student outreach	<ul style="list-style-type: none"> <li>U-funded student neighborhood liaisons</li> </ul>	<ul style="list-style-type: none"> <li>Improve outreach – through student, neighborhood, and U of M groups – to improve student-community relations; building on initiatives such as party pamphlet</li> </ul>	<ul style="list-style-type: none"> <li>University Alliance/U of M</li> <li>Neighborhood associations</li> </ul>
Landlord and developer outreach	<ul style="list-style-type: none"> <li>Starting discussions via planning process</li> </ul>	<ul style="list-style-type: none"> <li>Improved communication with landlords and developers regarding community expectations and standards for development and management, including limits on occupancy and expectations for communicating standards to tenants</li> </ul>	<ul style="list-style-type: none"> <li>CPED Planning</li> <li>Regulatory Services</li> <li>Neighborhood associations</li> </ul>
Role of District as reviewer	<ul style="list-style-type: none"> <li>Initial discussions through Alliance</li> </ul>	<ul style="list-style-type: none"> <li>Support role of District Alliance as reviewer of large projects, particularly those with regional impact</li> </ul>	<ul style="list-style-type: none"> <li>CPED Planning</li> <li>University Alliance</li> </ul>

\* May require Minneapolis City Council action to implement

\*\* Potentially large budgetary impact for City budget

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**ARTICLE XV. UA UNIVERSITY AREA OVERLAY DISTRICT**

**551.xxxx. Purpose.** The UA University Area Overlay District is established to ensure high quality residential development through site design and parking regulation that acknowledges the unique demands placed on land uses near a major center of educational employment and enrollment.

**551.xxxx. Established boundaries.** The boundaries of the UA University Area Overlay District shall be the areas shown on the official zoning map.

**551.xxxx. Definitions.** (a) *Bedroom.* For the purpose of the UA University Area Overlay District, a bedroom shall be defined as any space that can operate as a sleeping area within a dwelling unit that is separated from open areas of the dwelling unit by interior walls, is greater than seventy (70) square feet, and is located along an exterior wall. Areas dedicated to other functions may be classified bedrooms as determined by the Zoning Administrator.

**551.xxxx. Off-street parking.** (a) *Minimum number of off-street parking spaces.* The number of off-street parking spaces required for residential uses shall be a minimum of one half (0.5) parking spaces per one (1) bedroom calculated by the number of total bedrooms per building. Parking reductions allowed in the PO Pedestrian Oriented Overlay District shall be applied after calculating parking based on this provision.

(b) *Location.* Off-street parking for one (1) to four (4) unit residential uses shall be contained entirely within the rear twenty-five (25) feet of the lot.

(c) *Dimensions.* Off-street parking for one (1) to four (4) unit residential uses shall comply with the following standards:

- (1) One hundred (100) percent of the required parking spaces may be provided as compact spaces.
- (2) Parking lots of one (1) or more spaces that encroach on the district side yard setback shall provide landscaping and screening no less than three (3) feet in height consistent with the provisions of section 530.160 of this ordinance.
- (3) Surface parking areas shall have a side yard setback of no less than two (2) feet and a rear yard setback no less than zero (0) feet.
- (4) Parking lots shall be defined by durable curbing material that allows for on site drainage of storm water runoff and prohibits parking of vehicles on landscaped areas of a lot.
- (5) Driveways and maneuvering areas that lead to an enclosed accessory parking structure are not subject to standards (1) through (4) above.

(d) *Bicycle and scooter parking.* Residential uses shall provide at least one (1) bicycle or scooter parking space per one (1) bedroom. A multiple-family dwelling with three (3)

or more units that provides an enhanced bicycle and scooter parking shelter will be granted a reduction in the off-street parking requirement of no more than one (1) space if the shelter complies with the following standards:

- (1) Notwithstanding Chapter 537 of this ordinance, the enhanced shelter shall not be located in any required yard.
- (2) The enhanced shelter shall not be located between the primary dwelling and a street.
- (3) The enhanced shelter shall be enclosed on three (3) sides and covered to adequately protect bicycles from the elements.

(e) *Automobile Sharing.* A multiple-family dwelling with three (3) or more units that provides one (1) automobile for shared use will be granted a reduction in the off-street parking requirement of three (3) spaces provided the following standards are met:

- (1) Automobiles may not be counted toward a parking requirement for more than one building or property.
- (2) Automobiles secure a signed and dedicated parking space on a public street in a location immediately adjacent to the property.
- (3) An approved parking reduction application shall be filed and recorded in the Office of the Hennepin County Recorder or Registrar of Titles, and evidence of proper filing shall be submitted to the zoning administrator prior to the issuance of any permits or licenses.

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## **Option 1**

### **Amending Title 20, Chapter 520 related to Zoning Code: Introductory Provisions**

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

**Section 1.** That Chapter 520 of the Minneapolis Code of Ordinances be amended by adding thereto a new Section to 520.160 to read as follows:

*Porch.* An enclosed or open covered area of at least 50 square feet in area that adjoins an entrance to a building.

*Open front porch.* An open front porch shall refer to a covered area of at least 50 square feet that adjoins the main entrance of a building. An open front porch shall include a railing and shall be constructed with a treated, stained, painted, or maintenance free finish to complement the principal structure served.

*Enclosed front porch.* An enclosed front porch shall refer to a fully enclosed covered area of at least 50 square feet that adjoins the main entrance of a building. An enclosed front porch shall be considered part of the principal structure and shall meet all district requirements.

## Option 1

### Amending Title 20, Chapter 535 related to Zoning Code: Regulations of General Applicability

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

**Section 1.** That Chapter 535 of the Minneapolis Code of Ordinances be amended by amending 535.90 (b) to read as follows:

*535.90. Minimum size and width, principal entrance and windows, and location of attached garage requirements for residential uses.* (a) Size and width. The minimum gross floor area of a dwelling unit, except efficiency units, shall be five hundred (500) square feet. The minimum gross floor area of efficiency units shall be three hundred fifty (350) square feet. Not less than eighty (80) percent of the habitable floor area of single or two-family dwellings and multiple-family dwellings of three (3) and four (4) units shall have a minimum width of twenty-two (22) feet.

(b) *Principal entrance* . Single and two-family dwellings and multiple-family dwellings of three (3) and four (4) units shall include a principal entrance facing the front lot line for each unit. Where such structure lies on a corner lot, at least one principle entrance shall face the front lot line and the principle entrances to each additional dwelling unit shall either face the front lot line or the corner side lot line. Subject to Table 535-1, Permitted Obstructions in Required Yards, the principal entrance shall be connected to the public sidewalk by an impervious walkway not less than three (3) feet wide and shall include stairs where needed. Where no public sidewalk exists, the walkway shall extend to the public street. The principal entrance may face a side lot line when part of a front vestibule or extended portion of the front facade, provided the entrance is located no further than eight (8) feet from the facade closest to the street.

## **Option 2**

### **Amending Title 20, Chapter 535 related to Zoning Code: Regulations of General Applicability**

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

**Section 1.** That Chapter 535 of the Minneapolis Code of Ordinances be amended by amending 535.90 (b) to read as follows:

*535.90. Minimum size and width, principal entrance and windows, and location of attached garage requirements for residential uses.* (a) Size and width. The minimum gross floor area of a dwelling unit, except efficiency units, shall be five hundred (500) square feet. The minimum gross floor area of efficiency units shall be three hundred fifty (350) square feet. Not less than eighty (80) percent of the habitable floor area of single or two-family dwellings and multiple-family dwellings of three (3) and four (4) units shall have a minimum width of twenty-two (22) feet.

(b) *Principal entrance* . Single and two-family dwellings and multiple-family dwellings of three (3) and four (4) units shall include a principal entrance facing the front lot line and each additional unit shall face the front lot line, public pathway, alley, or public street. Subject to Table 535-1, Permitted Obstructions in Required Yards, the principal entrance shall be connected to the public sidewalk by an impervious walkway not less than three (3) feet wide and shall include stairs where needed. Where no public sidewalk exists, the walkway shall extend to the public street. The principal entrance may face a side lot line when part of a front vestibule or extended portion of the front facade, provided the entrance is located no further than eight (8) feet from the facade closest to the street.