

ZONING CODE TEXT AMENDMENT SUMMARY

<i>Initiator:</i>	Council Member Bender
<i>Introduction Date:</i>	January 30, 2015
<i>Prepared By:</i>	<u>Jason Wittenberg</u> , Planning Manager, (612) 673-2297 <u>Aaron Hanauer</u> , Senior City Planner, (612) 673-2494
<i>Specific Site:</i>	Citywide
<i>Ward:</i>	Citywide
<i>Neighborhood:</i>	Citywide
<i>Intent:</i>	To revise off-street parking regulations

APPLICABLE SECTIONS OF THE ZONING CODE

Chapter 54I related to Off-Street Parking and Loading; and
Chapter 55I related to Overlay Districts.

The following chapters were also introduced but may be returned to the author:

Chapter 520 related to Introductory Provisions;
Chapter 525 related to Administration and Enforcement;
Chapter 527 related to Planned Unit Development;
Chapter 530 related to Site Plan Review;
Chapter 531 related to Nonconforming Uses and Structures; and
Chapter 536 related to Specific Development Standards;

BACKGROUND

The City's zoning ordinance regulates the number of off-street parking and loading spaces that must be provided when establishing or expanding most land uses in Minneapolis. With the exception of downtown zoning districts, where parking is no longer required for any use, most of the City's minimum residential parking requirements have not changed substantially since the 1960s. In 2009, the City Council adopted substantial revisions to the City's off-street parking regulations. However, most residential parking regulations were not amended at that time. This amendment focuses on parking standards for multi-family residential uses in areas that are well-served by transit. The primary objective of the amendment is to ensure that the City's residential off-street parking regulations align with adopted policies related to housing, land use, urban design, transportation, and environmental sustainability.

Most of the City's off-street parking regulations are contained in Chapter 541, Off-Street Parking and Loading. Parking regulations addressing specific districts (e.g., Pedestrian Oriented Overlay Districts, the University Area Overlay District) are also found in Chapter 551, Overlay Districts.

Council Member Bender introduced subject matter for this amendment on January 30, 2015. CPED staff has collaborated with Council Member Bender in conducting research and public engagement to help inform the proposed ordinance changes. Staff discussed the proposed amendment with the City Planning Commission at their Committee of the Whole meeting on April 30th. An informational open house was held on May 21st. All Minneapolis neighborhood associations were notified of the open house, and social media and web outlets were used to publicize the event.

The proposed ordinance would link multi-family parking standards to the frequency of transit service in an area. Depending on the size of a residential or mixed use project, and its proximity to transit service with midday headways of 15 minutes or less, parking requirements for projects with three or more housing units would be reduced by either 50 percent or 100 percent. For areas near less frequent transit service—midday headways between 15 minutes and 30 minutes—staff proposes minor changes to existing regulations, including an increase in the applicable distance from the transit stops (350 feet instead of 300). In addition, this distance would be measured to the nearest transit stop rather than to the transit stops serving the site in both directions.

PURPOSE

What is the reason for the amendment?

The City's parking-related transit incentive is extremely narrow in its scope and applicability. The flexibility offered by the proposed ordinance would align with the City's transportation, housing/economic development, urban design, and environment goals. Since 1963, the typical off-street parking requirement for a residential use in Minneapolis is one off-street parking space per residential unit.

Recent studies suggest that Americans are buying fewer cars and driving less as each year goes by¹ After rising almost continuously since World War II, driving by U.S. households has declined nearly 10 percent since 2004². From 2007 to 2011, the number of cars purchased by people aged 18 to 34, fell almost 30 percent³. At the local level, it is important to note that 18 percent of all Minneapolis households do not

¹ Rosenthal, Elisabeth, "[The End of Car Culture](#)," The New York Times. June 29, 2013.

² Geller, Adam, "[Americans' Car Ownership, Driving in Steep Decline](#)," The Huffington Post. May 31, 2014.

³ Ross, Darren, "[Millenials Don't Care About Owning Cars, And Car Makers Can't Figure Out Why](#)," Fast Company, March 26, 2014.

own a vehicle and residents of 30 percent of all Minneapolis rental units do not have a vehicle⁴. In addition, vehicle ownership is generally less in the areas of the city well served by mass transit⁵.

City transportation goals and policy favor a balanced approach between the different modes of transportation in getting people to their destinations. However, the primarily “one-size-fits-all” off-street parking requirement for residential development has favored vehicle travel over the other modes of transportation such as walking, biking, and mass transit. By encouraging more development near high frequency transit service, this zoning ordinance change would further support and encourage forms of transportation other than private vehicles.

City housing and economic development goals and policy are supportive of building a variety of housing types to meet the housing needs of people of varying living styles, needs and means. Providing off-street parking is expensive, and the costs of providing structured and underground parking gets passed on to those with and without automobiles. Although it is common for new development in Minneapolis to “unbundle” the cost of parking from the cost of housing, the full costs of constructing and maintain parking are typically not covered by the direct fees charged for parking. Thus, some of the cost of providing parking is recovered through higher rent.

Off-street parking also takes up a considerable amount of a site and building area, thus preventing some new residential development from taking place on smaller sites and preventing existing multi-family buildings from converting unused/underutilized space into new residential units.

City urban design goals and policies call for buildings that fit in with the neighboring context, have pedestrian scale design features at the street level, and attractive gathering spaces. As previously noted, providing off-street parking takes up a considerable amount of a site and building, thus limiting the space that can be devoted to these important urban design aspects of a project.

Finally, city environmental goals and policies call for protecting and enhancing air quality, reducing greenhouse gas emissions, and encouraging a healthy thriving urban tree canopy. Reducing off-street parking standards for residential development near high/higher frequency transit is an additional step toward breaking the reliance on vehicles.

What problem is the amendment designed to solve?

The current off-street parking standards of one off-street parking stall per unit makes housing more expensive, makes it impractical to develop some sites to the capacity allowed by the zoning ordinance, encourages the continued reliance of vehicles, and has a negative impact on the urban design of a building, site and surrounding area.

⁴ U.S. Census Bureau, 2009-2013 5-Year American Community Survey

⁵ *ibid*

Multi-family housing costs in Minneapolis are more expensive compared to the Twin Cities metro region. In December 2014, the average apartment rent in Minneapolis was \$1,160 a month compared to \$1,021 a month metro-wide.⁶ In addition, the construction of off-street parking is expensive. A recent study completed by the Portland Bureau of Planning and Sustainability, estimated that it costs \$20,000 per off-street parking for structured/above ground parking and \$55,000 for underground parking.⁷ These costs are typically passed on to those with and without vehicles.

Off-street parking requirements also make some development sites that are well-served by transit unbuildable. Vehicle access points, maneuvering area, drive aisles, and parking stalls can take up a large footprint of a building and/or parcel. If the parcel does not have an adequate width or lot area to accommodate these aspects, the development is unlikely to happen.

Furthermore, current off-street parking requirements may lead to the continued reliance on vehicles. A study in New York compared the travel behavior of residents of two neighborhoods that are equally served by transit and approximately the same distance from the central business district. The researchers found that residents of the neighborhood with more parking were more likely to drive to work⁸.

Finally, current off-street parking standards have shown to have a negative impact on the urban design of some buildings, sites, and surroundings. Providing off-street parking can add to building bulk, reduce green space or other project amenities, and take away from having active building street fronts.

What public purpose will be served by the amendment?

By providing more flexibility in off-street parking standards this zoning amendment would address multiple, interrelated city goals related to off-street parking.

The amendment is intended to encourage additional housing units and to help reduce the cost of some housing units, improve design options for multi-family buildings, and support alternative modes of transportation.

Note that the amendment would not apply to single- and two-family dwellings. The City would continue to require enclosed, off-street parking for single-family homes and duplexes, regardless of their proximity to transit.

⁶ Minneapolis Trends: Fourth Quarter 2014, City of Minneapolis Department of Community Planning and Economic Development, Accessed June 9, 2015.

⁷ Cost of Onsite Parking + Impacts on Affordability, Bureau of Planning and Sustainability, November 2012, Accessed June 9, 2015.

⁸ Sherman, Alyssa, The Effects of Residential Off-Street Parking Availability On Travel Behavior in San Francisco, May 2010.

What problems might the amendment create?

If the market responds by providing a large number of housing units without access to off-street parking this will increase the demand for on-street parking in some areas. Increased spillover parking on public streets can result in inconvenience for residents and businesses and can cause challenges for snow removal during winter months.

Note that CPED staff is not proposing to change parking requirements in the University Area (UA) Overlay District. This overlay district is in place as a result of unique parking challenges in the University area. The unique parking standards in this district were recently the topic of significant discussion and revision.

TIMELINESS

Is the amendment timely?

The number of ways that people may move throughout Minneapolis continues to increase. The City, in cooperation with the regional, state, and federal agencies, continues to invest significant resources in a multi-modal transportation system. The proposed amendment would capitalize on these ongoing investments by allowing the market to minimize investments in residential vehicle parking in areas that are particularly well-served by transit. In addition to improved transit and bicycle infrastructure, multiple car sharing services have been established and expanded in Minneapolis and St. Paul. These services make it even more practical for households to reduce their reliance on private vehicles. It is estimated that for every shared car, 15 privately owned cars are taken off the road, and its members drive less.⁹

CPED's work plan includes coordinating with Public Works to strengthen the City's transportation demand management (TDM) ordinance. It's expected that one component of an improved TDM ordinance will be to more explicitly address the requirements for multi-family housing development.

Is the amendment consistent with practices in surrounding areas?

Communities have adopted a variety of approaches to regulating residential parking in areas well-served by transit. A number of peer cities have adopted standards that are quite transit-supportive compared to current regulations in Minneapolis. City staff reviewed land use regulations/transit incentives of 10 peer cities that have a comparable density, and/or a high-quality transit system. Several of the cities include locations with winter and snow conditions comparable to Minneapolis. The cities analyzed included: Baltimore, Boston, Chicago, Los Angeles, Milwaukee, Philadelphia, Portland, Salt Lake City, Saint Paul, Seattle, and Washington D.C. Overall, the City of Minneapolis has a higher off-street parking requirement (i.e. a lower transit incentive) for some residential development near high-frequency transit

⁹ Brady-Myerov, Monica, [Visonaries: Zipcar Founder Sees Success In Sharing](#), WBUR, December 21, 2012.

service compared to the cities that were studied. Four of the cities reviewed (Portland, Saint Paul, Salt Lake City and Seattle) do not have an off-street parking requirement for at least some residential development near high frequency transit service. Three cities reviewed (Chicago, Philadelphia, Washington D.C.) have a transit incentive where off-street parking requirements are reduced by 50 percent for development near high-frequency transit service. Note: Saint Paul's 100 percent parking reduction applies to areas located in traditional neighborhood districts within one-quarter mile of University Avenue.

Portland, Oregon, revised their multi-family residential parking requirements in areas well-served by transit. Revisions within the past several years resulted in current parking standards that are still substantially lower than most cities: Up to 30 units—no parking required; 31-40 units—0.20 spaces/unit; 41-50 units—0.25 spaces/unit; 51 units or more—0.33 spaces/unit.

Are there consequences in denying this amendment?

If the amendment is not adopted, the City will continue to mandate that multi-family residential developments in most areas provide off-street parking equivalent to 0.9 spaces or one space per dwelling unit. The benefits of this zoning code change noted above (related to transportation, land use/urban design, and housing affordability) would not be realized.

COMPREHENSIVE PLAN

The comprehensive plan notes that, “The City is committed to a policy direction designed to reduce car use, and thereby moderate both vehicle traffic and demand for parking. This includes land use policies and parking strategies that encourage increased use of transit, walking, biking, and carpooling. To address parking and mobility issues comprehensively, these strategies need to address the supply, management, and demand for parking spaces.”

Further, the plan states that, “Minneapolis will strive to become a sustainable place to live and conduct business by supporting the efficient use of land through appropriate distribution of density and transit, preservation initiatives, environmental remediation, effective policy, education, and beautification. Land use decisions focused around sustainability are essential if the city is to conserve its resources and preserve its assets for future generations. Furthermore, education, incentives and regulations all have a critical role in improving the quality of the present and future urban environment.”

Most of Minneapolis was developed prior to the adoption of ordinances mandating off-street parking. Offering greater flexibility in the City's off-street parking requirements is consistent with the City's policies geared toward encouraging traditional urban form and transit-oriented development.

The amendment will implement the following applicable policies of *The Minneapolis Plan for Sustainable Growth*:

Land Use Policy I.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places..

- I.13.1 Encourage pedestrian-oriented services and retail uses as part of higher density development near transit stations.
- I.13.2 Pursue opportunities to integrate existing and new development with transit stations through joint development.

- 1.13.3 Discourage uses that diminish the transit and pedestrian character of areas around transit stations, such as automobile services, surface parking lots, and drive-through facilities.
- 1.13.4 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces near the station.
- 1.13.5 Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.

Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

- 2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.
- 2.8.2 Design and implement incentives for shared parking and on-site car sharing programs, as well as carpooling and vanpooling.
- 2.8.3 Maximize the efficient use of off-street parking by developing district parking strategies in high density mixed-use areas such as Activity Centers and Growth Centers.
- 2.8.4 Consider eliminating minimum parking requirements for certain small-scale uses as well as parking requirements in areas served by off-street parking facilities that are available to the general public. 2.8.5 Continue to prohibit new commercial surface parking lots and to restrict the size of accessory surface parking lots in Downtown.
- 2.8.6 Encourage management of on-street parking in commercial areas primarily for short-term use by adjoining land uses.
- 2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.

Housing Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities.

- 3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.
- 3.2.2 Engage in dialogue with communities about appropriate locations for housing density, and ways to make new development compatible with existing structures and uses.

Housing Policy 3.6: Foster complete communities by preserving and increasing high quality housing opportunities suitable for all ages and household types.

- 3.6.1 Promote the development of housing suitable for people and households in all life stages that can be adapted to accommodate changing housing needs over time.
- 3.6.2 Promote housing development in all communities that meets the needs of households of different sizes and income levels.

- 3.6.3 Maintain a healthy supply of multifamily ownership and rental housing, and promote the development of alternative forms of homeownership such as cooperative housing and cohousing.
- 3.6.4 Provide and maintain moderate and high-density residential areas, as well as areas that are predominantly developed with single and two family structures.
- 3.6.5 Promote accessible housing designs to support persons with disabilities and the elderly.

Urban Design Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.

- 10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.
- 10.6.2 Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water.
- 10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.
- 10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.
- 10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.
- 10.6.6 Integrate transit facilities and bicycle parking amenities into the site design.

The *Minneapolis Climate Action Plan*, adopted in 2013, includes the following guidance:

- Continue to adjust minimum parking requirements to better promote alternative modes of transportation. For example, developers of multi-family housing currently qualify for a 10 percent reduction in required parking stalls if the parcel is within 300 feet of a transit stop, even though one-quarter mile (1,320 feet) is typically accepted as the distance an average rider will walk to a bus stop.
- Require or incent parking “unbundling.” Adopt requirements or incentives for developers that parking be separated from commercial space and residential units in lease and sale agreements.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council adopt staff findings to amend Title 20 of the Minneapolis Code of Ordinances, amending chapters 54I and 55I, as follows:

- A. Text amendment to Chapter 54I and 55I related to the Zoning Code: Off-Street Parking and Loading; and Overlay Districts.**

Recommended motion: **Approve** the text amendment to revise off-street parking regulations. **Return** chapters 520, 525, 527, 530, 531, and 536.

ATTACHMENTS

1. Ordinance amending Chapter 54 I, Off-Street Parking and Loading.
2. Ordinance amending Chapter 55 I, Overlay Districts.
3. Maps
4. Written feedback provided by the public

**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 three hundred fifty (350) feet of a bus or rail transit stop with midday service headways of fifteen (15) minutes or less.</u>	<u>100 percent</u>	<u>100 percent</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.

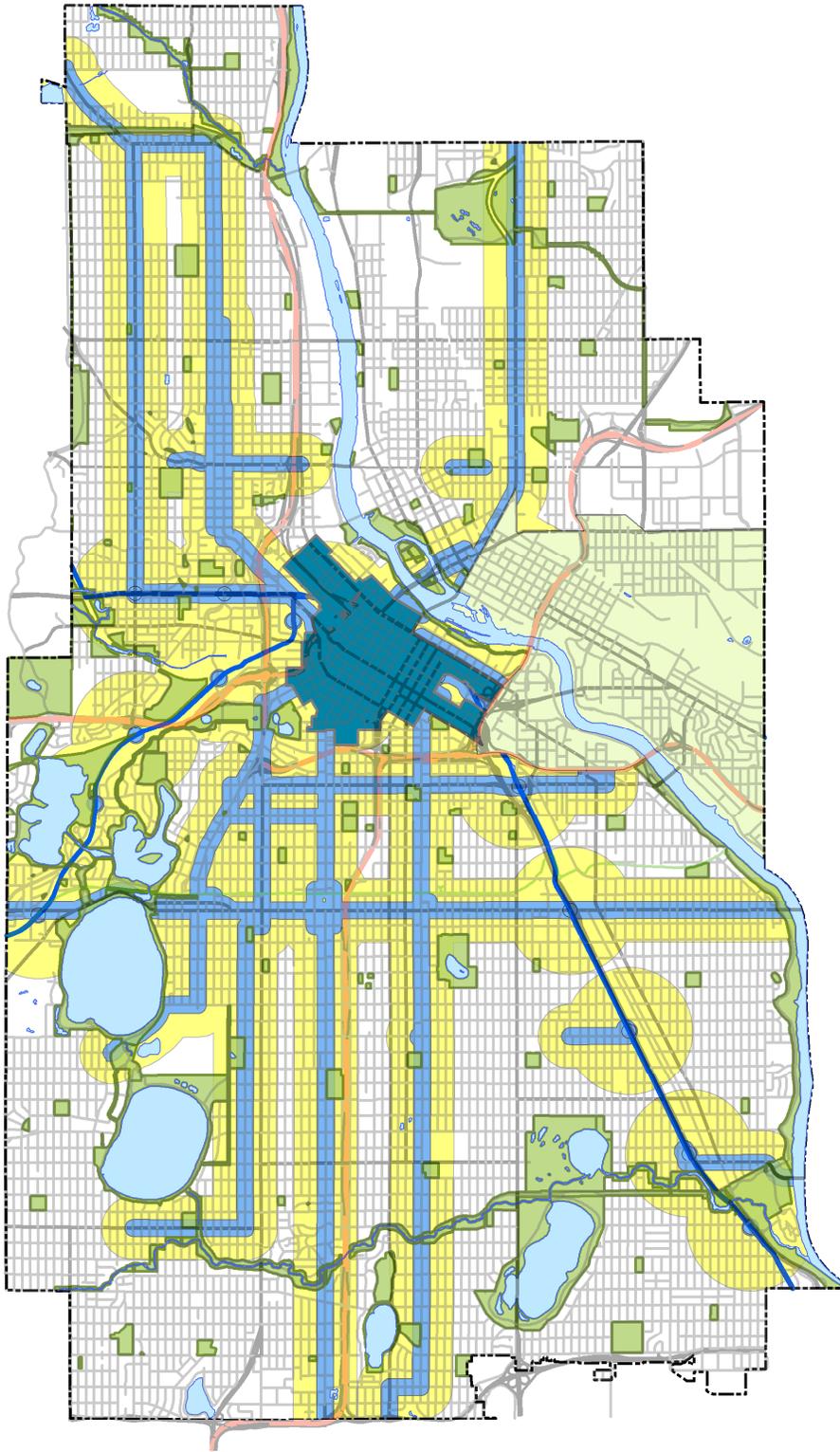
a. *Visitor parking.* Multiple-family dwellings of fifty (50) or more units that provide off-street parking for residents shall also provide designated visitor parking at a ratio of not less than one (1) visitor space per fifty (50) dwelling units.

(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.

Areas Eligible for Transit Reduction



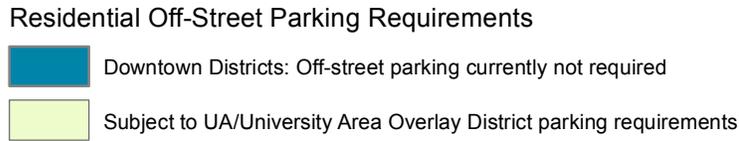
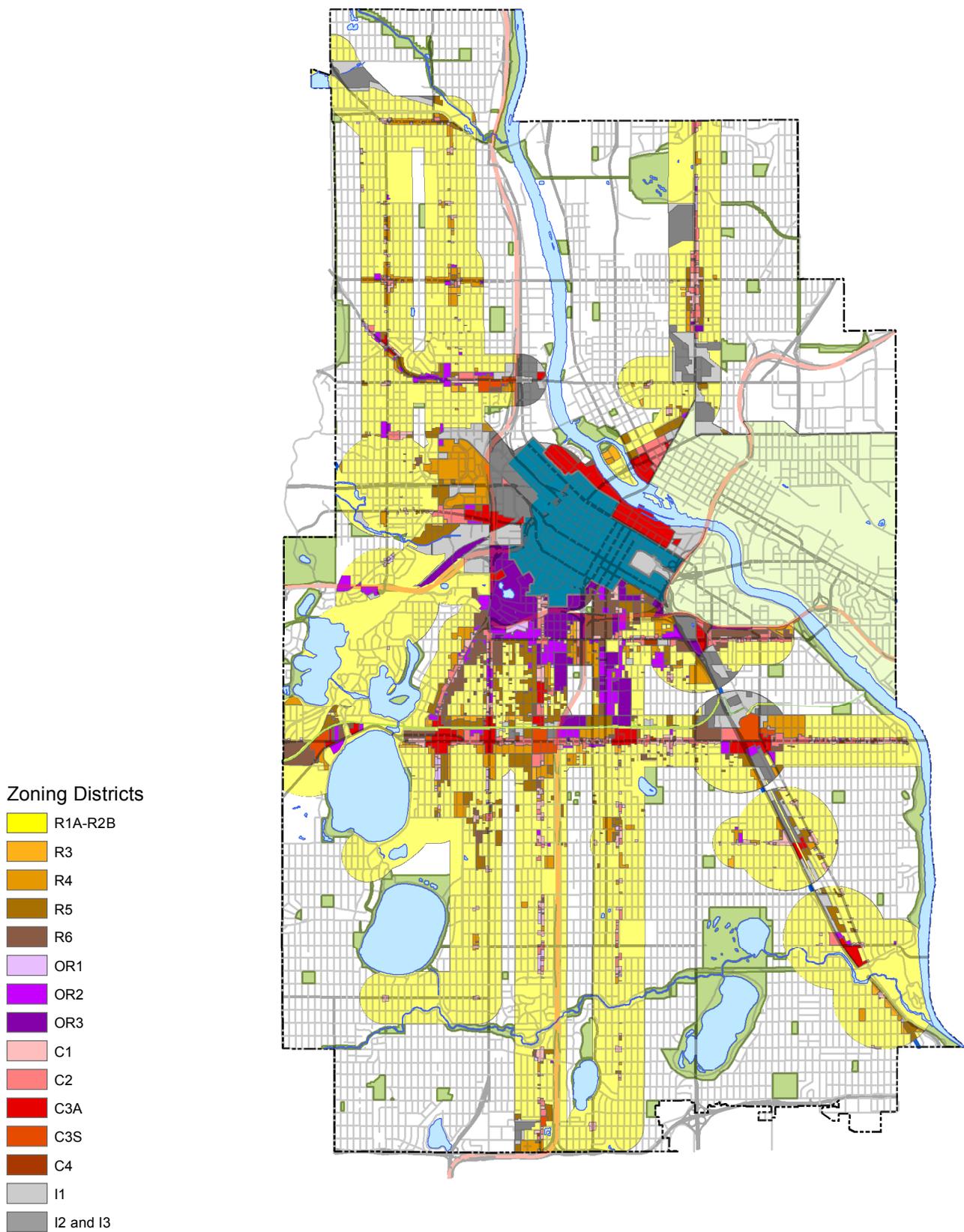
Residential Off-Street Parking Requirements

-  Downtown Districts: Currently off-street parking not required
-  Subject to UA/University Area Overlay District parking requirements
-  Qualifies for 100% reduction
-  Smaller development 100% reduction - larger development 50% reduction



Note: Portions of the buffers shown are from the bus line. To qualify for transit incentive, development shall be within proximity of a bus/ transit stop.

Base Zoning for Areas Eligible for Transit Reduction



Note: Portions of the buffers shown are from the bus line. To qualify for transit incentive, development shall be within proximity of a bus/ transit stop.

May 26, 2015

To: All Minneapolis City Council Members
Minneapolis City Hall

CC: Minneapolis Planning Commissioners,
CPED Zoning Staff

Re: Letter of Support for CM Bender's Proposed Ordinance Change amending Title 20,
Chapter 541 of the Minneapolis Code of Ordinances relating to Zoning Code: Off-Street
Parking and Loading

Dear City Council Members, CPED Staff, and Planning Commission,

This letter is for the public record. I am an architect and resident of Minneapolis. I attended the presentation by CPED Zoning Staff at the Mill City Museum on May 21, 2015 to learn about the proposed ordinance for parking reduction on new multi-family housing.

I fully support Council Member Bender's proposed Ordinance change to lower the parking requirement for new multi-family housing and give more choice regarding the types of transportation provided to residents. The proposed parking change will encourage more mid-market affordable infill housing projects and encourage a variety of transportation types for the residents. It will also lead to more investment in the City housing stock and urban renewal.

However, I strongly recommend the proposed ordinance change apply to ALL housing projects over 2 units and ALL areas of the City. DO NOT exclude NE Minneapolis and The University District (UA). The University area has a new light rail system and is one of the most walkable, and bike friendly areas of the City, therefore it makes sense to lower the parking requirement in this area of the City. Additionally, the proposed ordinance should apply to the University Area, because it will meet the Legislative goal for the University Area to "Increase the number of long-term residents and broaden the socioeconomic and demographic make-up of the population, and improve the quality and diversity of the housing stock." To put it simply, the ordinance change would encourage more mid-market workforce housing and affordable housing in the University Area. It would be a tremendous mistake to not apply this ordinance change to the University Area and to all new 3-5 unit dwellings in the City.

Please amend the Ordinance to be City wide including all new housing projects over 2 units.

Thank you,



-William Wells

RESIDENTIAL OFF-STREET PARKING OPEN HOUSE

Barjurny, Peter	<ul style="list-style-type: none"> • Up zone everything. • Reduce parking for smaller (1-5 unit) developments. • Remove requirements for garage in SFH. • Provide easy appeal process to allow properties outside area defined to be subject to same lowered requirements. • Include standards for Abrt stops.
Cecchini, Alex	<ul style="list-style-type: none"> • Why only transit routes as basis? Protected bikeways (planned/adopted) + regional/city off-street trails provide equal time-mobility. • Tie new developments w/???/do (?) to on-street parking pricing. • Make zoning change request w/in parking areas easier R2/R2B => R4 (or something) an easier process.
Edwards, John	<ul style="list-style-type: none"> • I'm excited about this proposal. More affordable housing options for car-free residents sounds great.
Flisrand (?), Janne	<ul style="list-style-type: none"> • This should apply to 2+ units. It is a hindrance to 2-4 unit buildings, which are perfect, fit in the lower parking areas. • Also include areas w/ proximity to protected bikeways- I can get places faster by bike than transit, also allows lower car ownership. • This is great. Go!
Fogt, Kelsey	<ul style="list-style-type: none"> • I support reducing or eliminating (!) parking minimums for new construction. • I appreciate the connection to transit but encourage considering bus layover locations - many of which are in parking spaces near new development or sites that may be developed with parking reduced at these locations. • Less convenient or a lack of layover spaces could lead to increased operating costs for Metro Transit and thus be counterproductive to a "less car, more transit" lifestyle/ especially in downtown or in routes that connect to downtown and require a downtown layover location.
Garwood, Robin	<ul style="list-style-type: none"> • I'm very supportive of this change. It's good for transit, walking and biking, economic development, affordable housing, putting density where it ought to be. • Good policy • Good work, y'all. • This should apply to buildings below 5 units as well.

Hachsprung, Travis	<ul style="list-style-type: none"> • Is it out of the question to propose a land-value tax, perhaps a partial land value/property tax in tandem with these reduced parking minimum areas? As was stated in the presentation, many developers build more parking than required by the zoning code anyway. So providing an incentive to reduce parking along with the reduced minimums would provide a more pedestrian/transit/bicycle friendly result.
Hökan	<ul style="list-style-type: none"> • Consider eliminating parking requirements outside of overlay districts. • Developers have motivations to provide adequate parking for their projects.
Hondeck, Joshua	<ul style="list-style-type: none"> • Exciting! I'm very supportive of these proposals and I applaud the City for taking steps to make these needed changes to our parking policy. • It's my hope that concurrently; the City will work w/ funders, particularly with public agencies, to further reduce parking requirements of new developments.
Johnson, Lauren	<ul style="list-style-type: none"> • I support the plan and would encourage even further reduction of parking space requirements, where possible. I appreciate consideration of transit in these reductions of parking, and am curious as to how other uses than residential may be also reduced in providing parking, and encouraging multi-modal density in the city center! Thanks!
Lalla, Chandra	<ul style="list-style-type: none"> • I live in Lowry Hill East. I'm very excited about this proposal. I'd like to see the northern part of my neighborhood be included in the zone for this especially it is so close to so many transit lines. This is a great policy the city is pursuing. More affordable housing options is excellent.
Magrino, Nick	<ul style="list-style-type: none"> • Seems like a plan. Agree with the comment that areas >350ft from stops but are potentially between two lines might be worth including in the area. Understand it's hard to write that legislation, though.
Meyer, Chris	<ul style="list-style-type: none"> • The city pretends to care about climate change. It is completely contradictory for the city to force people to build parking against their will. Fully abolish parking regs city-wide!
Morin, Shane (?)	<ul style="list-style-type: none"> • I think this needs to make more sense as to what gets the new regulations. Lyndale, Powderhorn have white spaces who they are more trance/walk/bike friendly than, say, 58th and Lyndale. Would trying to regulations to density be practical? Maybe regulations tied more to zoning districts.
Musicant, Max	<ul style="list-style-type: none"> • I support reducing car parking minimums for all existing & new buildings of all types, uses, densities, & locations to zero.
Pierson, Tom	<ul style="list-style-type: none"> • There should be more explicit tie btwn the creation of new affordable units and developers being able to benefit from the parking requirement exemption. We should be using policy to continue creating incentives for affordable housing. • If not, the overall framing of this presentation shouldn't include overtures to affordability. Reliance on 'the market to sort it out' isn't reassuring, based on history.

Roberts, Evan	<ul style="list-style-type: none"> • I support total abolition of minimum parking requirements. • Failing that, this proposal should <ol style="list-style-type: none"> 1 Include the whole city (no exemption for UDA) 2 Include 1-4 unit dwellings 3 Make no distinctions between 15 and 30 minute service. 4 Not have differences at 50/51 unit size 5 Also consider proximity to protected bike lanes or bike boulevards.
Rockwell, Sam	<ul style="list-style-type: none"> • If a bldg. with more than 50 units is >350ft but > 1/4 mile from a high frequency transit line and w/in 1/4 mile of a bus w/ less than or equal to 30 minute headways, can we give that development the full break from parking? That development is, by some measures, better situated in terms of transit access. • Extend the break to developments between 2 & 4 units. • Consider impact of protected bike lanes on parallel parking (developers will want that parking).
Schwartz, Phil	<ul style="list-style-type: none"> • 1-4 unit buildings should be included. Otherwise, I'm excited about the proposed changes and their potential to move the city forward in sustainable, walkable, & affordable ways.
Schweigert, Ben	<ul style="list-style-type: none"> • Great idea! Hope it happens. And I hope we can pursue some zoning changes that will make more of these projects possible.
Wells, William	<ul style="list-style-type: none"> • This parking change needs to apply city wide. Do not take out ward 3 NE/University area. • Portland just went through a zoning moratorium 6 months ago and they changed the parking requirements. • We should include 2-5 units, not single family homes.
Young, Allen	<ul style="list-style-type: none"> • Why 350 feet? This distance seems too short to be a factor in parking requirements. 1/4 mile seems like a more relevant number. • Could street parking be included in requirement? • Address the placement of parking. The real (or bigger) problem seems to be street-facing parking lots. Could a design competent be included in the proposal?