Parking, Loading, and Mobility Zoning Code Text Amendment City Planning Commission Committee of the Whole – March 11, 2021

PRESENTERS:

Joe Bernard, Planning Project Manager, Code Development
Jason Wittenberg, Manager, Code Development

IMPLEMENTATION OF MINNEAPOLIS 2040

Eliminate Disparities

Photo: Photo by the Bakken Museum (via flickr.com)

Goal 1

More Residents More Jobs

Photo: Photo by Metro Transit (via flickr.com)

Goal 2

Affordable and Accessible Housing

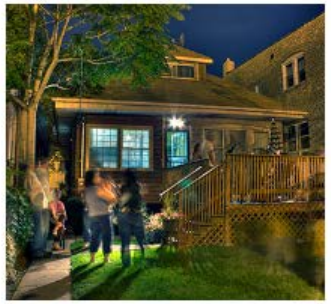


Photo: Photo by Tela Chhe (via flickr.com)

Goal 3

High-quality Physical Environment

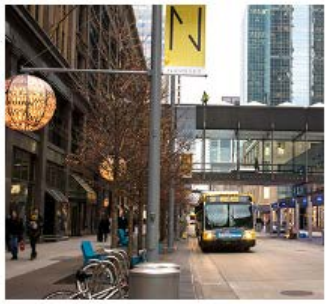


Photo: Photo by Metro Transit (via flickr.com)

Goal 6

Complete Neighborhoods

Goal 9

Climate Change Resilience

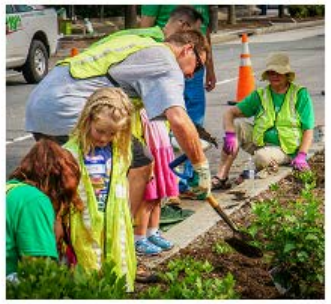


Photo: Photo by Ted Eytan (via flickr.com)

Goal 10

IMPLEMENTATION OF MINNEAPOLIS 2040

Minneapolis 2040 Policy 6 – Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

Action step l. – Eliminate the requirement for off-street parking minimums throughout the city, acknowledging that demand for parking will still result in new supply being built, and re-evaluate established parking maximums to better align with City goals.

IMPLEMENTATION OF MINNEAPOLIS 2040 + TRANSPORTATION ACTION PLAN

Minneapolis 2040 Policy 16 – Environmental Impacts of Transportation: Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Action step a. – Require creation and implementation of travel demand management strategies in new development such as facilities for bicycle commuters, transit passes, and market-priced parking.

Minneapolis Transportation Action Plan – Street Operations Strategy 4 – ACTION 4.2

Update Travel Demand Management Plan requirements in the Zoning Code to apply to more development projects than they do currently, to address mode split goals and traffic growth rates, Metropass participation and mandatory self-reporting audits that occur every two years as well as any additional monitoring needed to improve safety.

A brief history of Minneapolis parking reform…

1999

- Downtown Parking Overlay District is adopted, prohibited new commercial parking lots and introduced restrictions on new surface lots downtown

2004

- Transit Station Area Pedestrian Oriented Overlay Districts are adopted, prohibited new commercial parking lots near light rail stations

2009

- Reduced parking requirements for commercial uses, requiring zero spaces for smaller establishments
- Maximum parking standards adopted citywide
- Minimum bicycle parking requirements established for most uses
- Eliminated minimum parking requirements in the downtown zoning districts

2015

- Elimination of parking requirement for residential buildings with 3 – 50 units located near high frequency transit, 50 percent reduction for larger residential buildings
- Ten percent reduction in parking requirements for residential buildings in proximity to standard transit service

2016

- On select corridors, nonresidential uses no longer required to provide off-street parking

2017

- New limits on the amount of parking frontage allowed on any floor facing public streets, applies primarily to parking garages in larger buildings

2019

- Minneapolis 2040 is adopted, signaling the City's intent to eliminate parking minimums, evaluate and institute parking maximums, and revamp the travel demand management ordinance.

Rationale (Parking)

Parking ordinance reform is supported by the findings of a wide variety of publications and academic research and is aligned with related efforts to generally improve the built environment in a manner that is supportive of alternative forms of transportation.

- Reduce housing costs. [citation]
- Remove incentives to automobile use in support of more efficient and environmentally friendly forms of transportation to reduce greenhouse gas emissions. [citation 1, 2]
- Use land more efficiently.
- Support walkable urban design.
- Reduce staff hours spent administering parking-related provisions in the zoning ordinance, with the intended trade-off of spending more time working with developers and businesses to meet the City's transportation goals.
- Regulatory relief for businesses looking to locate in Minneapolis.

PEER CITIES

Buffalo, NY (2016)

Hartford, CT (2017)

San Francisco, CA (2018)

South Bend, IN (2021)

Sacramento, CA (2021)

Minneapolis Mills District, 1997 – Photo Courtesy CPED

Parking Ordinance Changes – Minimum Parking Requirements

Current Standard

- Minimum parking requirements determined by intensity of use and location

Proposed Standard

- Eliminate minimum parking requirements for all uses and locations

Intended Outcomes

- Reduce housing costs. [citation]
- Remove incentives to automobile use in support of more efficient and environmentally friendly forms of transportation to reduce greenhouse gas emissions. [citation 1, 2]
- Use land more efficiently.
- Support walkable urban design.
- Reduce staff hours spent administering parking-related provisions in the zoning ordinance, spending more time working to meet the City's transportation goals.
- Regulatory relief for small businesses.

Parking Ordinance Changes – Maximum Parking Requirements

Current Standard

- Maximum parking requirements vary by use
  - Typical standard of 1 space per 200 square feet for commercial uses
- Maximum parking requirements are unique and more strict downtown
  - 1.5 spaces per DU
  - 1 space per 1,000 square feet of commercial

Intended Outcomes

- Reduce housing costs. [citation]
- Remove incentives to automobile use in support of more efficient and environmentally friendly forms of transportation to reduce greenhouse gas emissions. [citation 1, 2]
- Use land more efficiently.
- Support walkable urban design.

Proposed Standard

- Maximum parking requirements increased in some cases
  - 1 space per 300 square feet for most commercial uses
- Tiered approach to maximums, lower maximums in higher intensity built form districts with enhanced transit access
  - Core 50 + Transit 30 (generally downtown)
  - Transit 10, 15, 20
  - All other areas
- Residential maximum expanded citywide
  - 1.5 spaces per DU in Transit districts and above
  - 2 spaces per DU elsewhere (1-3 unit projects exempt)

Maximum Parking Requirements – Example

Offices, Clinics, etc.			
Current Maximums for 29,000 Square Foot Office/Clinic		**Proposed Maximums for 29,000 Square Foot Office/Clinic**	
Generally	145 spaces	**Generally**	97 spaces
		Transit 10, 15, 20	49 spaces
Downtown	29 spaces	**Transit 30, Core 50**	29 spaces

1200 Lagoon – 29,000 square feet

Parking Ordinance Changes – Surface Parking

Current Standard

- Generally no hard limit on size
- DP Overlay limits accessory parking to 20 spaces with a CUP

Proposed Standard

- Maximum surface parking lot size of 100 spaces to address outlier situations not otherwise captured by maximum parking limits

Intended Outcomes

- Use land more efficiently.
- Support walkable urban design.
- Reduce stormwater runoff.

Parking Ordinance Changes – Electric Vehicle Charging

Current Standard

- No requirement

Proposed Standard

- Require 10% of spaces for uses with long-term parking to have EV charging stations
- Require EV readiness for a percentage of (or all of) the remaining supplied parking depending on use

Intended Outcomes

- Prepare for anticipated increase in use of electric vehicles
- Reduce long-term costs of installing EV infrastructure
- Support equitable access to EV charging

Parking Ordinance Changes – Bicycle Parking and Facilities

Current Standard

- Residential – 1 space per 2 DUs
- Commercial – for select uses
- Shower and Locker Facilities – required downtown in buildings of 500k square feet or more

Proposed Standard

- Residential – 1 space per 1 DU
- Commercial – minimum of 3 spaces for most uses
- Significant increase in requirements for some uses (1 per 2k sq ft in large non-residential projects)
- Shower and Locker Facilities – require citywide on projects greater than 200k square feet, require at higher rate

Intended Outcomes

- Respond to market conditions – many projects already meeting and exceeding proposed standards
- Prepare for expansion of and encourage use of city bike network, support complete communities, achieve greenhouse gas emission reductions, and mode split goals.

Bicycle Parking and Facilities - Example

Current Standard

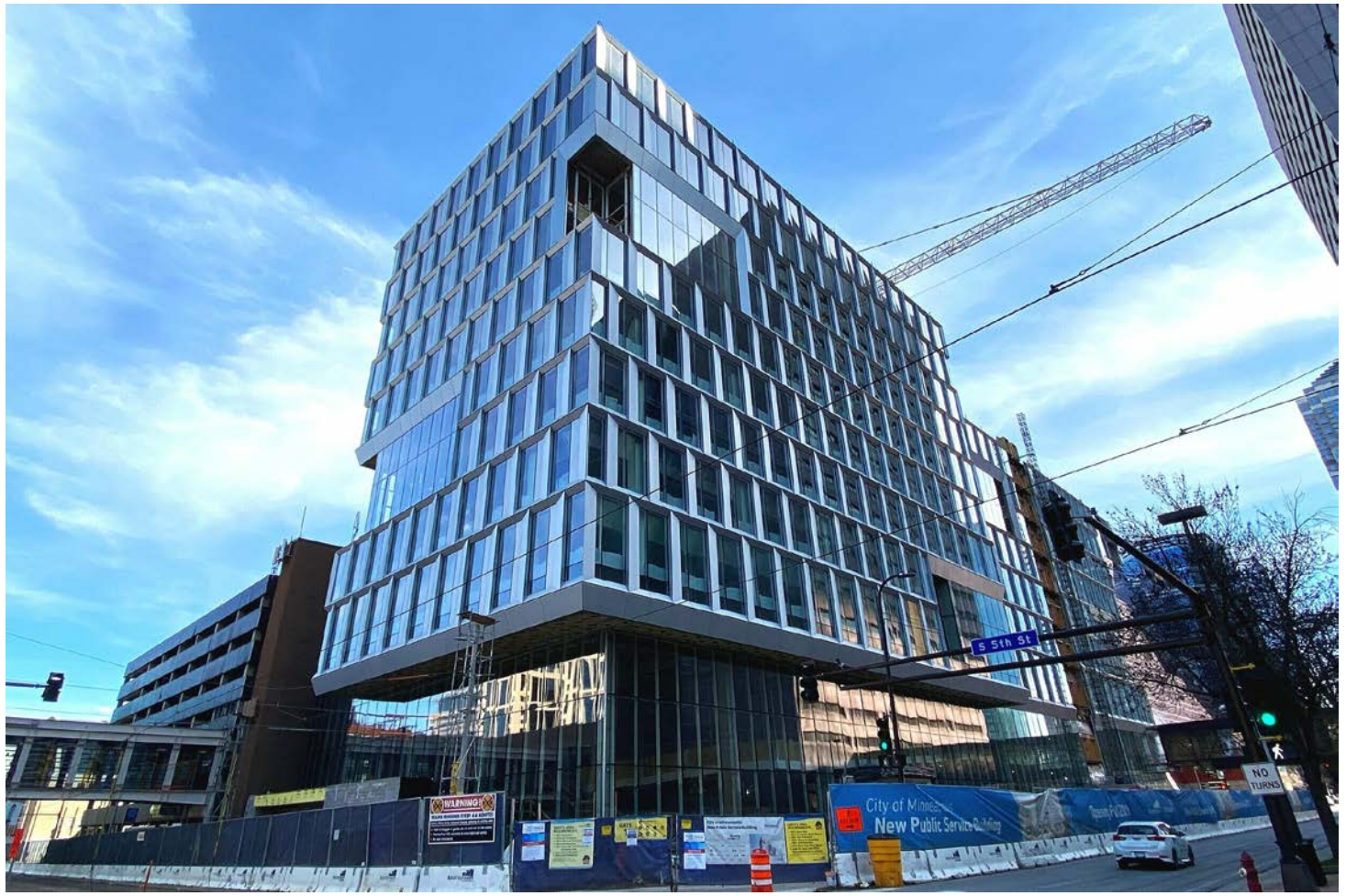
- 25 long-term bike parking spaces

Proposed Standard

- 189 long-term bike parking spaces

Actually Built

- 261 long-term bike parking spaces



Public Service Building – 378,000 square feet

Loading Ordinance Changes

Current Standard

- Minimum loading requirements determined by intensity of use

Proposed Standard

- Target decreases in loading requirements to low intensity uses
- Increased flexibility in determining loading requirements through the TDM process

Intended Outcomes

- Make it easier for businesses to locate in Minneapolis – with particular focus on uses that support complete communities, and have the opportunity to increase access via walking, biking, and transit.

UA Overlay Changes

Current Standard

- Control for unique negative externalities related to dorm-style small scale development through parking regulations

Proposed Standard

- Limit bedroom count in 1-3 unit buildings in the Interior built form districts

Intended Outcomes

- Reduce transportation demands on property and on street network in an area of the city with a unique built form and transportation pressures.

Travel Demand Management Rationale

- Explicitly state goal of achieving mode split and greenhouse gas emissions goals in ordinance
- De-emphasize traffic studies as a mechanism for evaluating compliance
- Focus TDM requirements on physical improvements or characteristics of a development to achieve goals
- Apply TDM regulations to more development than current zoning regulation requires (100,000+ square foot commercial development)
- Introduce a point system (minor or major TDM) in the zoning ordinance that allows development to comply with TDM requirements by employing a series of pre-determined TDM strategies
- Retain discretionary TDM process for development occurring in locations with known transportation challenges

Travel Demand Management Changes

Current Standard

- Focused on traffic study prepared by engineering firm
- Applies to non-residential development over 100k square feet
- TDMs often ordered at the discretion of staff

Intended Outcomes

- Re-orient process toward achieving transportation goals
- Predictability for developers and City
- Supplement parking and loading standards

Proposed Standard

- Focused on achieving mode split goals, reducing GHG emissions
- Applies to non-residential development with > 25k+ square feet and residential development with > 50 units (and select uses)
- Tiered between minor and major to distinguish higher standards for larger projects – including provision of a traffic study
- Projects comply by employing minimum amount of TDM strategies aimed at achieving goals

TDM Thresholds

Buildings and Uses	Minor, Major, or Discretionary TDM Plan Required	Points
Any building or use containing than fifty (50) or more and less than two-hundred fifty (250) new or additional dwelling units or rooming units.	Minor	4
Any non-residential development containing more than twenty-five thousand (25,000) square feet and less than two-hundred thousand (200,000) square feet of new or additional gross floor area.	Minor	6
Any building or use containing two-hundred fifty (250) or more new or additional dwelling units or rooming units.	Major	8
Any non-residential development containing two-hundred thousand (200,000) square feet or more of new or additional gross floor area.	Major	10
Establishment or expansion of a reception or meeting hall containing five-thousand (5,000) square feet of new or additional gross floor area.	Major	6
Establishment or expansion of a shopping center containing ten-thousand (10,000) square feet of new or additional gross floor area.	Major	6
Establishment or expansion of a principal parking facility with fifty (50) or more spaces.	Major	6
The planning director, in consultation with the city engineer, may mandate a travel demand management plan that includes an engineering report containing a traffic study for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined by the planning director that the proposal presents unique transportation challenges due to the nature of the use or location.	Discretionary	N/A

TDM Strategies

Strategy	Points	Standard
Zero Vehicle Parking	6	Provides zero parking. Accessible spaces, spaces for shared vehicles, and up to three drop-off spaces are exempt from this requirement.
Transit Fare Subsidy	6	Provide a transit fare subsidy to residents and/or employees.
Limited Parking	3	Provide limited parking. No more than one-half (0.5) space per dwelling unit, and no more than thirty (30) percent of the maximum parking requirement for non-residential uses.
Pedestrian Realm Improvements	3	Implement improvements to the public right of way that support pedestrian activity.
Shower, locker, and long-term bicycle storage	3	Provide shower and locker facilities, and long-term bicycle parking at a fifty (50) percent greater rate than otherwise required by this ordinance.
Curbside Demand Solutions	2	Provide curbside demand solutions such as on-street pick-up and drop-off parking spaces, accessible parking spaces, and/or valet parking as approved by the planning director in consultation with the city engineer.
Shared Vehicles	2	Provide a minimum of one (1) shared vehicle per one-hundred (100) dwelling units and one (1) shared vehicle per one-hundred (100,000) square feet of non-residential space.
Maintenance Agreements	1	Participate in a maintenance agreement through a special service or business improvement district.
Real-time transit information	1	Post real-time transit info in a public space near or at the entrance to the development.
Proposed by Applicant	Determined by Planning Director	Development may propose a standard not detailed in this table. Points awarded to be determined by the planning director in consultation with the city engineer .

Travel Demand Management – No Requirement

Greenway 31, 3822 W 31st Street – 49 units

- Supplied 49 parking spaces
- Supplied 29 bike parking spaces

43rd and Upton Ave S – 17,000 sq ft commercial

- Supplied 6 parking spaces

Travel Demand Management Minor Example (Residential)

Proposed Standard

- Residential development with 50 or more units and fewer than 250 units needs 4 points from the table

Strategy	Points
Zero Vehicle Parking	6
Transit Fare Subsidy	6
Limited Parking	3
Pedestrian Realm Improvements	3
Shower, locker, and long-term bicycle storage	3
Curbside Demand Solutions	2
Shared Vehicles	2
Maintenance Agreements	1
Real-time transit information	1
Proposed by Applicant	TBD by Planning Director

1724 Nicollet – 123 dwelling units, 2,900 sq ft commercial

- Supplied 62 parking spaces
- Supplied 82 bike parking spaces

Travel Demand Management Minor Example (Non-residential)

Proposed Standard

- Non-Residential development with more than 25,000 square feet of GFA and less than 200,000 square feet of GFA needs 6 points from the table

Strategy	Points
Zero Vehicle Parking	6
Transit Fare Subsidy	6
Limited Parking	3
Pedestrian Realm Improvements	3
Shower, locker, and long-term bicycle storage	3
Curbside Demand Solutions	2
Shared Vehicles	2
Maintenance Agreements	1
Real-time transit information	1
Proposed by Applicant	TBD by Planning Director

1200 Lagoon – 29,000 square feet

- Supplied 69 parking spaces
- Supplied 16 bike parking spaces

Travel Demand Management Major Example (Residential)

Proposed Standard

- Residential development with 250 or more units needs 8 points from the table

Strategy	Points
Zero Vehicle Parking	6
Transit Fare Subsidy	6
Limited Parking	3
Pedestrian Realm Improvements	3
Shower, locker, and long-term bicycle storage	3
Curbside Demand Solutions	2
Shared Vehicles	2
Maintenance Agreements	1
Real-time transit information	1
Proposed by Applicant	TBD by Planning Director

Sons of Norway – 319 dwelling units, 23,000 sq ft commercial

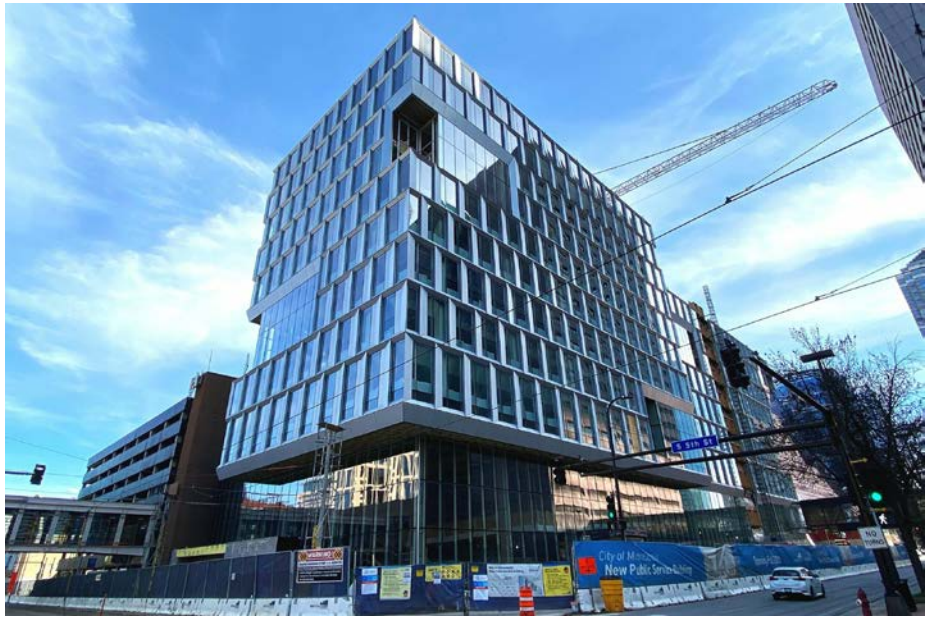
- Supplied 254 parking spaces
- Supplied 183 bike parking spaces

Travel Demand Management Major Example (Non-residential)

Proposed Standard

- Non-Residential development with 200,000 square feet of GFA or more needs 10 points from the table

Strategy	Points
Zero Vehicle Parking	6
Transit Fare Subsidy	6
Limited Parking	3
Pedestrian Realm Improvements	3
Shower, locker, and long-term bicycle storage	3
Curbside Demand Solutions	2
Shared Vehicles	2
Maintenance Agreements	1
Real-time transit information	1
Proposed by Applicant	TBD by Planning Director



Public Service Building – 378,000 square feet

Feedback Requested

- Are the TDM strategies sufficiently geared toward addressing mode-split and GHG emissions?
- Are the right TDM strategies prioritized with more points awarded?
- What other TDM strategies should be considered?
- Are the thresholds and requirements for EV Charging appropriate?
- Are there specific uses that staff should pay special attention to in terms of vehicle parking maximums and bike parking requirements?