

ORDINANCE

By Gordon and Fletcher

Amending Title 20 of the Minneapolis Code of Ordinances relating to Zoning Code.

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

Section 1. That Table 525-1 Fees contained in Section 525.160 of Chapter 525, Administration and Enforcement, be amended to read as follows:

Table 525-1 Fees

<i>Application Type</i>	<i>Fee (dollars)</i>
Administrative reviews of accessory dwelling units	325
Administrative reviews of communication towers, antennas, and base units	280
Administrative reviews of donation collection bins	115
Administrative reviews to increase height or floor area of accessory structures	200
Administrative reviews to increase height or floor area of single and two-family dwellings	170
Administrative reviews to increase height as authorized by Chapter 552, Built Form Overlay Districts	
0—9,999 square feet of lot area	525
10,000—43,559 square feet of lot area	780
43,560 square feet of lot area or more	1,000
Administrative reviews of plazas	450
Administrative reviews of skyways	450
Appeals of the ruling of the board of adjustment or city planning commission	450
Appeals of the ruling of the zoning administrator, planning director or other official involved in the	450

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

administration or the enforcement of this zoning ordinance	
Certificates of nonconforming use	620
Conditional use permits 0—9,999 square feet of lot area 10,000—43,559 square feet of lot area 43,560 square feet of lot area or more	650 875 1,085
Conditional use permits for the following uses Signs Planned unit developments Wind energy conversion systems	670 2,570 670
Environmental reviews	615 or the actual costs of environmental review processes as determined by the planning director, whichever is greater
Expansion or change of nonconforming use	720
Future Land Use Map amendments	1,100
Interim uses	780
Shared parking	260
Site plan review 0—9,999 square feet of lot area 10,000—43,559 square feet of lot area 43,560, square feet of lot area or more Amendment to approved plan filed within two (2) years of original approval	950 1,400 1,850 450
Site plan review, Administrative 0—9,999 square feet of lot area 10,000—43,559 square feet of lot area 43,560 square feet of lot area or more Amendment to approved plan filed within two (2) years of original approval	675 930 1,150 300
Site plan review, Administrative, for single-, two-, and three-family dwellings	475

Temporary uses	140
Transfer of development rights	450
Travel demand management plans	620
Variances 0—9,999 square feet of lot area	525
10,000—43,559 square feet of lot area	780
43,560 square feet of lot area or more	1,000
Variances involving residential uses on reverse corner lots or through lots having less than 10,000 square feet of lot area	220
Waiver of restrictions of interim ordinances	450
Zoning amendments 0—9,999 square feet of lot area	840
10,000—43,559 square feet of lot area	1,110
43,560 square feet of lot area or more	1,400

Section 2. That Section 525.520 contained in Chapter 525, Administration and Enforcement, be amended to read as follows:

525.520. - Authorized variances. Variances from the regulations of this zoning ordinance shall be granted by the board of adjustment, city planning commission, or city council only in accordance with the requirements of section 525.500, and may be granted only in the following instances, and in no others:

- (1) To vary the yard requirements, including permitting obstructions into required yards not allowed by the applicable regulations.
- (2) To vary the lot area or lot width requirements up to thirty (30) percent, except for the following uses, where the maximum variance of thirty (30) percent shall not apply.
 - a. To vary the lot area or lot width requirements up to fifty (50) percent for schools, grades K-12, located in the OR2, OR3 and commercial districts.
- (3) To vary the gross floor area, floor area ratio and seating requirements of a structure or use.
- (4) Unless otherwise controlled by conditional use permit or an administrative height increase, to vary the height requirements for any structure, except signs.
- (5) To permit an increase in the maximum height of a fence.

(6) To vary the applicable minimum and maximum number of required off-street parking, stacking or loading spaces, and bicycle parking requirements.

(7) To increase the percentage of required parking spaces that may be satisfied by providing allowed compact spaces.

(8) To permit parking or accessory structures that cannot comply with the location requirements for on-site parking, or the minimum distance from a dwelling, as specified in Chapter 537, Accessory Uses and Structures, and Chapter 541, Off-Street Parking and Loading, and Mobility.

(9) To increase by not more than five hundred (500) feet the maximum distance that required parking spaces are permitted to be located from the use served, and where off-site parking is prohibited, to allow off-site parking up to five hundred (500) feet away.

(10) (9) To vary the location of off-site parking, as specified in Table 541-5 Location of Off-Site Parking, provided such off-site parking is not located in a residence or office residence district.

(11) (10) To increase the maximum number of vehicles permitted to be parked outdoors.

(12) (11) To vary the minimum width of single-, two-, and three-family dwellings provided the dwelling is located on a zoning lot existing on the effective date of this ordinance that is forty (40) feet or less in width.

(13) (12) To increase the maximum allowed length of a recreational vehicle, or to permit the parking of such vehicle outside the rear forty (40) feet of the lot, as regulated in Chapter 541, Off-Street Parking and Loading, and Mobility. In no case shall the variance allow such vehicle to exceed thirty-five (35) feet in length.

(14) (13) To reduce the minimum required width of parking aisles or to increase the maximum width of driveways in any zoning district, as regulated in Chapter 541, Off-Street Parking and Loading, and Mobility, or to reduce the minimum required width of driveways in the residence and OR1 Districts from ten (10) feet to eight (8) feet, provided there is no alley or alternative public access to the lot.

(15) (14) To vary the maximum lot coverage and impervious surface coverage requirements.

(16) (15) To vary the surfacing requirements of Chapter 541, Off-Street Parking and Loading, and Mobility. Factors to be considered in varying the surfacing requirements for the industrial districts shall include but not be limited to the following: The yard and parking uses are in the same area; use of heavy equipment will cause excessive hard surface breakup; parking movements are infrequent; the area is distant from other nonindustrial zone uses; or water infiltration is ecologically desirable.

(17) (16) To permit development in the SH Shoreland Overlay District on a steep slope or bluff, or within forty (40) feet of the top of a steep slope or bluff.

(18) (17) To permit development in the SH Shoreland Overlay District within fifty (50) feet of a protected water.

~~(19)~~ (18) To permit alternative forms of flood protection for uses and structures located in the FP Floodplain Overlay District, provided no variance shall permit a lower degree of flood protection than the regulatory flood protection elevation for the particular area or permit standards lower than those required by state law. In areas designated as AO zones on the flood insurance rate map, a variance may be granted to the requirement that buildings be elevated to one (1) foot above the elevation of the ground surface prior to construction next to the proposed walls of the building, provided the application includes a detailed hydraulic analysis that supports such variance as sound floodplain management and a letter of map revision from the Federal Emergency Management Agency.

~~(20)~~ (19) To vary the standards of any overlay district, other than the SH Shoreland Overlay District, FP Floodplain Overlay District, and built form overlay districts. The standards of the SH Shoreland Overlay District, FP Floodplain Overlay District, and any built form overlay district may be varied only as allowed by another authorized variance in this section of the zoning code.

~~(21)~~ (20) To vary the number, type, height, area or location of allowed signs on property located in an OR2 or OR3 District or a commercial, downtown or industrial district, pursuant to Chapter 543, On-Premise Signs.

~~(22)~~ (21) To vary the development standards of Chapter 536, Specific Development Standards and Chapter 537, Accessory Uses and Structures, except that specific minimum distance and spacing requirements may be varied only to allow for the relocation of an existing use where the relocation will increase the spacing between such use and any use from which it is nonconforming as to spacing, or will increase the distance between such use and any protected boundary or use from which it is nonconforming as to distance. Further, the owner occupancy requirement for accessory dwelling units and the limit of one (1) accessory dwelling unit per zoning lot shall not be varied.

~~(23)~~ (22) To vary the limit of one (1) principal residential structure per zoning lot for structures located in the R2 District existing on the effective date of this ordinance, provided at least one (1) of the structures shall have a minimum of six thousand (6,000) square feet of floor area.

~~(24)~~ (23) To permit development on a zoning lot existing on the effective date of this ordinance that cannot comply with the requirement of frontage on a public street, where it is determined that there is sufficient access to the property without such frontage.

~~(25)~~ (24) To vary the screening and landscaping requirements of this zoning ordinance.

~~(26)~~ (25) To vary the enclosed building requirements of this zoning ordinance.

~~(27)~~ (26) To vary the minimum sign spacing standards and nonconforming sign area credits requirements of Chapter 544, Off-Premise Advertising Signs and Billboards, to allow the relocation of an existing off-premise advertising sign of the same or less square footage, where removal of the sign is necessary to allow a development that includes not less than thirty (30) housing units that meet the definition of affordable housing, or to allow a mixed-income development of not less than thirty (30) housing units that receives city financial assistance, or to allow a capital improvement project of a governmental agency. An existing off-premise advertising sign shall include but not be limited to a sign existing on June 17, 2002.

~~(28)~~ (27) To vary the width and location restrictions on attached garages facing the front lot line for residential uses.

~~(29)~~ (28) To vary the development standards of Chapter 535, Plazas and Skyways.

~~(30)~~ (29) To vary the requirement for enclosed storage for new single-, two-, and three-family dwellings.

~~(31)~~ (30) To permit curb cut access to the street for properties with an alley that serves a single-, two-, or three-family dwelling.

Section 3. That Section 527.180 contained in Chapter 527, Planned Unit Development, be amended to read as follows:

527.180. - Off-street parking and loading. (a) *In general.* The required amount of off-street parking and loading and bicycle parking for the planned unit development shall be determined by the city planning commission and shall comply with the requirements of Chapter 541, Off-Street Parking and Loading, and Mobility, including Article XII, Travel Demand Management, except as otherwise allowed by this chapter. In determining the minimum and maximum number of off-street parking and loading spaces and bicycle parking required, the city planning commission shall consider, but not be limited to, the parking and loading and bicycle parking requirements for the individual uses within the planned unit development as specified in Chapter 541, Off-Street Parking and Loading, and Mobility, the nature of the uses and population served, documentation supplied by the applicant regarding the actual parking and loading demand for the proposed use, the potential for shared parking and loading, and the use of alternative forms of transportation. The city planning commission may consider this alternative without the addition of amenities beyond those required for a planned unit development in section 527.120(1).

(b) *Other standards.* The city planning commission may consider alternatives to the minimum width of parking aisles and the minimum and maximum width of driveways where it is demonstrated that the parking area, aisles, and driveways will still allow for reasonable, functional, and safe vehicular access to and within the site. Where the alternative is to allow an increase in driveway width, the city planning commission shall also consider, but not be limited to, turning templates or other similar documentation demonstrating the need for the increase. The city planning commission may consider this alternative without the addition of amenities beyond those required for a planned unit development in section 527.120(1).

Table 527-3 Authorized Alternatives

Zoning Code Standard	Authorized Alternative	Amenity Required
Section 527.130. Number of principal structures in a planned unit development that includes residential uses.	To allow residential uses in a planned unit development that includes multiple principal structures on one (1) platted or recorded lot.	No

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

Section 527.140. Maximum floor area of individual buildings.	To increase the maximum gross floor area of individual buildings within a planned unit development.	Yes
Section 527.150. Lot area requirements.	To allow reductions in the area of individual lots within the planned unit development from the required lot area of the zoning district.	Yes
Section 527.160. Yards.	1) To allow a reduction or elimination of required yards within the planned unit development.	Yes
	2) To allow a reduction or elimination of required yards along the periphery of the planned unit development, except along property lines abutting a side or rear lot line of a residential district or property lines abutting a side or rear lot line of a structure used for permitted or conditional residential purposes.	Yes
Section 527.165. Building placement.	To allow alternatives to the building placement requirements in the PO Pedestrian Oriented Overlay District, except where to allow parking between the principal structure and the front or corner side lot line.	Yes
Section 527.170. On-premises signs.	To allow alternatives to the sign standards.	Yes
Section 527.180. Off-street parking and loading.	To allow alternatives to the following:	
	1) Minimum and maximum Maximum amount of required off-street parking and minimum loading.	NoYes
	2) Minimum amount of required bicycle parking.	NoYes
	3) Minimum width of parking aisles.	NoYes
	4) Minimum and maximum width of driveways.	NoYes

Section 4. That Section 531.60 contained in Chapter 531, Nonconforming Uses and Structures, be amended to read as follows:

531.60. - Exceptions to enlargement limitations. (a) *In general.* The addition, alteration or enlargement of a deck, open balcony, open porch, **handicap-accessible** ramp or entrance vestibule to any

nonconforming residential use or structure with four (4) or fewer dwelling units shall be allowed and exempted from the provisions of section 531.50, provided the following conditions are met:

(1) The addition, alteration or enlargement of a deck, open balcony, open porch, handicap-accessible ramp, or entrance vestibule shall not exceed one hundred (100) square feet for any one (1) or a combination of two (2) or more of said exempted structures.

(2) The addition, alteration or enlargement shall comply with the yard, height and all other applicable requirements of the district in which the property is located, unless a variance is granted.

~~(3) No required off-street parking space(s) shall be lost as a result of the addition, enlargement or alteration.~~

(b) *Detached accessory structures.* Detached structures accessory to any nonconforming residential use or structure with four (4) or fewer dwelling units shall be allowed and exempted from the provisions of section 531.50 provided all other applicable regulations are met.

Section 5. That Section 531.80 contained in Chapter 531, Nonconforming Uses and Structures, be amended to read as follows:

531.80. - Change of use. (a) *Standards.* A nonconforming use may not be changed to any use other than a use permitted in the district in which the use is located, unless approved by the city planning commission in accordance with this section. The city planning commission may approve a proposed change in use if it finds that the proposed use is compatible with adjacent property and the neighborhood and is less intense than the existing nonconforming use. In determining whether a use is compatible and less intense, the city planning commission shall consider but not be limited to the following factors:

- (1) Hours of operation.
- (2) Signage.
- (3) Traffic generation.
- (4) Off-street Increases in off-street parking and loading.
- (5) Nature of business operations.
- (6) Number of employees.
- (7) Building bulk.
- (8) Aesthetic impacts on surrounding property.
- (9) Lighting, noise, odor, heat, glare and vibration.

(b) *Process.* Any person having a legal or equitable interest in land may file an application for a change of nonconforming use on a form approved by the zoning administrator. Application procedures for a

change of nonconforming use shall be as specified in Chapter 525, Administration and Enforcement. The city planning commission shall hold a public hearing on each complete application for a change of nonconforming use as specified in Chapter 525, Administration and Enforcement.

(c) *Conditions.* The city planning commission may impose such conditions on any proposed change of nonconforming use and require such guarantees as it deems reasonable and necessary to protect the public interest and to ensure compliance with the standards and purposes of this zoning ordinance and policies of the comprehensive plan.

(d) *Appeal.* All findings and decisions of the city planning commission under this section shall be final subject to appeal to the city council as specified in Chapter 525, Administration and Enforcement.

Section 6. That Section 535.140 contained in Chapter 535, Regulations of General Applicability, be and is hereby repealed.

535.140. — Travel demand management plan. (a) *In general.* All non-residential development containing one hundred thousand (100,000) square feet or more of new or additional gross floor area shall include a travel demand management plan (TDM) that addresses the transportation impacts of the development on air quality, parking and roadway infrastructure.

(b) *Application for plan approval.* Any person having a legal or equitable interest in land which requires submission of a TDM may file an application for approval of such plan on a form approved by the zoning administrator.

(c) *Administrative review.* The planning director, in consultation with the city engineer, shall conduct the administrative review of the TDM. The planning director shall recommend to the zoning administrator any mitigating measures deemed reasonably necessary, who shall include such recommendation as a condition of the issuance of any building permit, zoning certificate or other approval required by this zoning ordinance or other applicable law. All findings and decisions of the planning director shall be final, subject to appeal to the city planning commission, as specified in Chapter 525, Administration and Enforcement.

(d) *Content of plans.* Any TDM shall contain at least the following:

(1) A description of the goals of the TDM and its relationship to applicable city transportation policies and programs.

(2) A description of the transportation impacts of the development, including but not limited to forecasts of overall and peak period employment, forecasts of trips generated and mode splits, parking demand and parking supply available, and transit demand and transit supply available.

(3) A description of mitigating measures designed to minimize the transportation impacts of the development, including but not limited to on-site transit facilities, transit use incentives, preferential location of car pool and van pool parking, on-site bicycle facilities including secure storage areas and amenities, staggered starting times and telecommuting opportunities.

Section 7. That Table 535-1 Permitted Obstructions in Required Yards contained in Section 535.280 of Chapter 535, Regulations of General Applicability, be amended to read as follows:

Table 535-1 Permitted Obstructions in Required Yards

<i>Type of Obstruction</i>	<i>Front or Corner Side Yard</i>	<i>Interior Side Yard</i>	<i>Rear Yard</i>
Accessory buildings, subject to the provisions of Chapter 537 and section 535.280(d), (e) and (f)		P	P
Air conditioning window units projecting not more than eighteen (18) inches into the required yard	P	P	P
Air conditioning systems, heating, ventilating, and filtering equipment, not to exceed five (5) feet in height. Such equipment shall not be located closer than two (2) feet from an interior side property line. Such equipment may project into a corner side yard, provided such equipment is located no closer than three (3) feet from the corner side lot line		P	P
Arbors, or other growing support structures that are not a fence, trellis or pergola, not exceeding twenty (20) square feet in area, including eaves, and not more than eight (8) feet in height. Both the sides and the roof must be at least fifty (50) percent open, or, if latticework is used, shall be less than sixty (60) percent opaque. Such structures shall not be constructed of electrically charged wire, razor wire, chain link, chicken wire, railroad ties, utility poles, plywood or any other similar materials.	P		P
Awnings and canopies, projecting not more than two and one-half (2½) feet into front or side yards	P	P	P
Balconies, decks and ground level patios not exceeding fifty (50) square feet in area and projecting not more than five (5) feet into the required yard of a single-, two-, or three-family dwelling. Ground-level patios up to one hundred (100) square feet, constructed of decorative concrete, pavers or stone, may extend more than four (4) feet into the required front yard of a single-, two-, or three-family dwellings provided the patio is located not less than ten (10) feet from a public sidewalk and shall be designed in a manner that would prevent the patio from being used for off-street parking.	P		P
Balconies, decks and ground level patios not exceeding fifty (50) square feet in area and projecting not more than five (5) feet into the required yard of a multiple-family dwelling with four (4) or more units. Such balcony, deck, or ground level patio may project into a required interior side yard of a multiple-family dwelling of six (6) or more stories, provided such balcony, deck, or ground level patio shall be located no closer than ten (10) feet from the interior side lot line.	P	P	P
Bay windows not exceeding fifty (50) square feet in area and projecting not more than five (5) feet into the required yard	P		

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

Bicycle racks installed to the manufacturer's specifications, including the minimum recommended distance from other structures and shall permit the locking of the bicycle frame and one (1) wheel to the rack and support a bicycle in a stable position without damage to the wheels, frame or components. Except for Institutional and Public Uses, no more than eight (8) bicycle parking spaces may be located in each required yard.	P		P
Chimneys projecting not more than two (2) feet into the required yard	P	P	P
Compost containers, subject to the provisions of Chapter 244, Housing Maintenance Code, and not closer than twenty (20) feet from any adjacent dwelling			P
Containers for the removal of household refuse, subject to the provisions of Chapter 244, Housing Maintenance Code. In a required interior side yard, such containers shall be located in the rear forty (40) feet or rear twenty (20) percent of the lot, whichever is greater, and shall be located a minimum of ten (10) feet from the habitable portion of any dwelling on the adjoining lot.		P	P
Driveways, subject to the provisions of Chapter 541, Off-Street Parking and, Loading, and Mobility, Chapter 537, Accessory Uses and Structures, and section 535.280(g)	P	P	P
Eaves, including gutters, projecting not more than three (3) feet from the building in the required front, rear or corner side yard and not more than two (2) feet from the building in the required interior side yard	P	P	P
Egress window wells not exceeding sixteen (16) square feet in area. Such window wells shall be located at least three (3) feet apart and shall not be located closer than two (2) feet from an interior side property line. Not more than three (3) window wells shall be allowed to project closer than five (5) feet to each interior side lot line.	P	P	P
Fences including trellises, subject to Article VI of this chapter	P	P	P
Flagpoles, subject to section 535.110	P	P	P
Handicap entrance landing not exceeding thirty-six (36) square feet in area and not more than the height of the level of the first floor or four (4) feet above the average level of the adjoining natural grade whichever is less, and handrails not more than three (3) feet in height and not more than fifty (50) percent opaque, not including permanently roofed porches	P	P	P
Handicap ramp not exceeding four (4) feet in width leading to an entrance landing and handrails not more than three (3) feet in height and not more than fifty (50) percent opaque.	P	P	P
Lighting fixtures and lampposts, subject to section 535.110	P		P

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

<p>Lockers for package deliveries shall not exceed thirty-two (32) square feet and five (5) feet in height. Where lockers occupy more than twelve (12) square feet, the lockers shall be screened from adjacent streets and properties with screening that is at least sixty (60) percent opaque and shall be at least as tall as the locker it is intended to screen.</p>	<p>P</p>		
<p>Open porches, projecting not more than eight (8) feet from the building. The porch shall be covered and may extend the width of the dwelling, provided it shall be no closer than three (3) feet from an interior side lot line and no closer than six (6) feet from a dwelling on an adjacent property. Such porch shall be no closer than ten (10) feet from the front lot line and no closer than five (5) feet from the corner side lot line. The porch shall not be enclosed with windows, screens or walls, but may include handrails not more than three (3) feet in height and not more than fifty (50) percent opaque. The finish of the porch shall match the finish of the dwelling or the trim on the dwelling. For the purpose of this section, raw or unfinished lumber shall not be permitted on an open porch.</p>	<p>P</p>		
<p>Parking areas, subject to the provisions of Chapter 541, Off-Street Parking and, Loading, and Mobility, Chapter 537 Accessory Uses and Structures, and section 535.280 (d), (e) and (f)</p>		<p>P</p>	<p>P</p>
<p>Pergolas, subject to the provisions of Chapter 537, Accessory Uses and Structures, and section 535.280 (d), (e) and (f). In a front or corner side yard pergolas shall not exceed twenty (20) square feet in area, including eaves, and not more than eight (8) feet in height.</p>	<p>P</p>	<p>P</p>	<p>P</p>
<p>Public park accessory functions, including but not limited to athletic fields and courts, backstops, playgrounds, pool facilities, benches, bleachers, and skateboard parks. Buildings shall not be allowed as a permitted obstruction.</p>	<p>P</p>		
<p>Rain barrels and cisterns accessory to single-, two-, or three-family dwellings shall be limited to a maximum height of four (4) feet and a maximum width of two and one-half (2.5) feet. Rain barrels and cisterns accessory to multiple-family dwellings of five (5) units or more and non-residential uses shall be limited to a maximum height of six (6) feet and a maximum width of three (3) feet. No more than two (2) rain barrels or cisterns may be located in each required yard.</p>		<p>P</p>	<p>P</p>
<p>Raised planting beds, not exceeding three (3) feet in height. In a front or corner side yard raised planting beds shall not be closer than five (5) feet to a front or corner side property line. Raised planting beds shall be constructed of wood, brick, masonry, landscape timbers, metal, ceramic, or synthetic lumber and shall be compatible with the principal structure and adjacent residential properties. Raised planting beds constructed of wood shall be structurally sound and free of rot. In addition, prefabricated raised planting beds shall be permitted. Raised planting beds shall not be constructed of wire, chicken wire, rope,</p>	<p>P</p>		<p>P</p>

cable, railroad ties, utility poles, tires, plumbing fixtures or any other similar materials.			
Recreational playground equipment			P
Retaining walls, where natural grade is retained	P	P	P
Signs, subject to the provisions of Chapter 543, On Premises Signs	P		
Stairs not exceeding four (4) feet in width, and entrance landings not exceeding sixteen (16) square feet in area and not more than the height of the level of the first floor or four (4) feet above the average level of the adjoining natural grade whichever is less, and handrails for such stairs not more than three (3) feet in height and not more than fifty (50) percent opaque, not including permanently roofed porches. In a front or corner side yard stairs shall not exceed eight (8) feet in width and entrance landings shall not exceed thirty-six (36) square feet in area. Stairs for Institutional and Public Uses shall not exceed twelve (12) feet in width and entrance landings shall not exceed ninety-six (96) square feet.	P	P	P
Storage of firewood, subject to the provisions of Chapter 244, Maintenance Code		P	P
Utility meters projecting not more than two (2) feet into the required yard	P	P	P
Vestibules not exceeding seventy-five (75) square feet in area and projecting not more than seven (7) feet into the required yard.	P		
Walkways, not exceeding four (4) feet in interior side and rear yards. Walkways, not exceeding six (6) feet in width in front and corner side yards. Walkways for institutional and public uses shall not exceed twelve (12) feet in width in front and corner side yards. Except for public recreational walkways and bicycle trails, walkways in required yards shall not be constructed of asphalt.	P	P	P

Section 8. That Section 535.340 contained in Chapter 535, Regulations of General Applicability, be amended to read as follows:

535.340. - Required findings for temporary uses. The zoning administrator shall make each of the following findings before issuing a zoning certificate for a temporary use:

- (1) The temporary use shall not be detrimental to the public health, safety or welfare, and is compatible with the purpose and intent of this zoning ordinance and the specific zoning district in which it is located.
- (2) The temporary use shall be compatible in intensity, characteristics and appearance with surrounding land uses. Factors such as location, access, traffic generation, noise, light, dust control and hours of operation shall be considered.

(3) The temporary use shall comply with the general standards for the zoning district in which it is located, including but not limited to hours of operation, yard requirements, commercial vehicle parking and signs. The temporary use shall also comply with Chapter 536, Specific Development Standards.

~~(4) Adequate off street parking shall be provided to serve the temporary use.~~

Section 9. That Section 535.450 contained in Chapter 535, Regulations of General Applicability, be amended to read as follows:

535.450. - Home occupation standards. Home occupations shall be subject to the following standards, except that licensed family day care and licensed group family day care shall be exempt from the provisions of sections (2), (6), (11), (12), (13) and (15):

(1) The home occupation shall be an activity which is customarily associated with the use of a dwelling.

(2) Only the residents of the dwelling unit, and not more than one (1) nonresident employee, shall be employed by or engaged in the conduct of the home occupation on the premises. For the purpose of this section, "nonresident employee" shall include an employee, business partner, independent contractor or other person affiliated with the home occupation who is not a resident of the dwelling unit, but who visits the site as part of the home occupation. Not more than one (1) nonresident employee shall be permitted per dwelling unit or two-family dwelling, regardless of the number of home occupations.

(3) Exterior alterations or modifications that change the residential character or appearance of the dwelling, any accessory buildings or the zoning lot shall be prohibited.

(4) Interior alterations or modifications that eliminate the kitchen, living room, all of the bathrooms, or all of the bedrooms of the dwelling shall be prohibited.

(5) The home occupation shall be conducted only within an enclosed area of the dwelling, except that the growing of food or ornamental crops, to be sold or donated off-site, shall be exempt from this provision. However, beginning in the R4 zoning district, in multiple-family dwellings of five (5) or more units the home occupation may be allowed within a specific area of the principal building designated for such home occupation by conditional use permit, as provided in Chapter 525, Administration and Enforcement. In addition to the conditional use standards, the planning commission shall consider, but not be limited to, the following factors:

a. Nature of the home occupation and its impacts of noise, light, odor, vibration and traffic.

b. Conformance with applicable zoning requirements, including but not limited to, yards, gross floor area, and specific development standards.

c. History of complaints related to the property.

(6) Outdoor storage or display of materials, goods, supplies, or equipment related to the conduct of a home occupation shall be prohibited, unless associated with the growing of food or ornamental crops to be sold or donated off-site. Any materials associated with the growing of food or ornamental crops shall be located entirely to the rear of the principal structure and shall not be located in a required yard unless stored within a permitted accessory structure.

~~(7) The required off street parking area provided for the principal use shall not be reduced or made unusable by the home occupation.~~

~~(8)~~ (7) Signage shall be restricted to one (1) non-illuminated, flat wall, identification sign not to exceed one (1) square foot in area. On a corner zoning lot, two (2) such signs, one (1) facing each street, shall be allowed.

~~(9)~~ (8) No equipment, machinery or materials other than of a type normally found in or compatible with a dwelling shall be allowed.

~~(10)~~ (9) No retail sale and delivery of products or merchandise to the customer or client shall occur on the premises except where accessory to any services provided (such as hair care products sold accessory to hair cutting or computer disks accessory to accounting services).

~~(11)~~ (10) No home occupation shall be visible from any public right-of-way, except for allowed signage, unless associated with the growing of food or ornamental crops to be sold or donated off-site. Plantings visible from any public right-of-way that do not change the residential character or appearance of the dwelling, any accessory buildings or the zoning lot shall be permitted.

~~(12)~~ (11) The hours open to the public shall be limited to between 8:00 a.m. and 8:00 p.m.

~~(13)~~ (12) The home occupation shall not generate excessive customer or client traffic that is detrimental to the residential character of surrounding properties or the neighborhood. For purposes of this provision, more than five (5) customers or clients per day may be determined to be an excessive and detrimental level of traffic. This number shall apply per dwelling unit, regardless of the number of home occupations, except that in the case of two (2) family dwellings, the number shall apply to the two (2) family dwelling. The factors to be used for such a determination shall include but not be limited to:

- a. The characteristics of the neighborhood, including land uses, lot sizes and lot widths.
- b. Street type, width and traffic volumes.

~~c. The availability and location of off street parking and the extent to which the home occupation contributes to on street parking congestion.~~

~~(14)~~ (13) Shipment and delivery of products, merchandise or supplies shall be limited to between 9:00 a.m. and 6:00 p.m. and shall regularly occur only in single rear axle straight trucks or smaller vehicles normally used to serve residential neighborhoods.

~~(15)~~ (14) No sound or noise created by the operation of the home occupation shall be audible beyond the boundaries of the zoning lot.

~~(16)~~ (15) Hazardous materials in excess of consumer commodities which are packaged for consumption by individuals for personal care or household use shall be prohibited.

Section 12. That the development standard for “Automobile repair, major,” “Automobile repair, minor,” “Child care center,” “Early childhood learning center,” “Preschool,” and “Theater, indoor” contained in Section 536.20 of Chapter 536, Specific Development Standards, be amended to read as follows:

536.20. - Specific development standards. The uses listed below are subject to the following specific development standards, in addition to all other applicable regulations:

Automobile repair, major.

- (1) All vehicles waiting for repair or pick-up shall be stored on the site within an enclosed building or in parking spaces in compliance with Chapter 541, Off-Street Parking **and, Loading, and Mobility.**
- (2) Except in the I3 District, all repairs shall be performed within a completely enclosed building.
- (3) All vehicles parked or stored on-site shall display a current license plate with a current license tab. Outside storage of automotive parts or storage of junk vehicles shall be prohibited.
- (4) The sale of vehicles shall be prohibited.
- (5) The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten (10) feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vaportight fittings to preclude the escape of gas vapors from the fill pipes.
- (6) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.
- (7) In the I1, Light Industrial District, the use shall be located at least three hundred (300) feet from a residence or office residence district.
- (8) Unattended, automated dispensing of gasoline or other engine fuel shall be prohibited.

Automobile repair, minor.

- (1) All vehicles waiting for repair or pick-up shall be stored on the site in an enclosed building or in parking spaces in compliance with Chapter 541, Off-Street Parking **and, Loading, and Mobility.**
- (2) Except in the I3 District, all repairs shall be performed within a completely enclosed building.
- (3) All vehicles parked or stored on-site shall display a current license plate with a current license tab. Outdoor storage of automotive parts or storage of junk vehicles is prohibited.
- (4) The sale of vehicles shall be prohibited.
- (5) In the C1, C2 and C3S Districts, all service vehicles associated with the establishment shall be parked or stored in an enclosed structure after business hours.
- (6) The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten (10) feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vaportight fittings to preclude the escape of gas vapors from the fill pipes.

(7) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.

(8) Unattended, automated dispensing of gasoline or other engine fuel shall be prohibited.

Child care center.

(1) In the residence and OR1 Districts, the use shall be located in a nonresidential structure existing on the effective date of this ordinance, or nursing home.

(2) The use shall provide a designated area for the short-term parking of vehicles engaged in loading and unloading children, as specified in Chapter 541, Off-Street Parking and Loading and Mobility. The designated area shall be located as close as practical to the principal entrance of the building and shall be connected to the building by a sidewalk.

(3) Play equipment shall not be located in required front, side or rear yards and shall be effectively screened from any adjacent residential use located in a residence or office residence district or from a ground floor permitted or conditional residential use, as specified in Chapter 530, Site Plan Review.

(4) To the extent practical, all new construction or additions to existing buildings shall be compatible with the scale and character of the surroundings, and exterior building materials shall be harmonious with other buildings in the neighborhood.

(5) An appropriate transition area between the use and adjacent property shall be provided by landscaping, screening and other site improvements consistent with the character of the neighborhood.

Early childhood learning center.

(1) A designated area for the short-term parking of vehicles engaged in loading and unloading children shall be provided, as specified in Chapter 541, Off-Street Parking and Loading and Mobility. The designated area shall be located as close as practical to the principal entrance of the building and shall be connected to the building by a sidewalk.

(2) Play equipment shall not be located in required front, side or rear yards and shall be effectively screened, as specified in Chapter 530, Site Plan Review.

(3) To the extent practical, all new construction or additions to existing buildings shall be compatible with the scale and character of the surroundings, and exterior building materials shall be harmonious with other buildings in the neighborhood.

(4) An appropriate transition area between the use and adjacent property shall be provided by landscaping, screening and other site improvements consistent with the character of the neighborhood.

Preschool.

(1) In the residence and OR1 Districts, the use shall be located in a nonresidential structure existing on the effective date of this ordinance.

(2) A designated area for the short-term parking of vehicles engaged in loading and unloading children shall be provided, as specified in Chapter 541, Off-Street Parking and Loading and Mobility. The designated area shall be located as close as practical to the principal entrance of the building and shall be connected to the building by a sidewalk.

(3) Play equipment shall not be located in required front, side or rear yards and shall be effectively screened from any adjacent residential use located in a residence or office residence district or from a ground floor permitted or conditional residential use, as specified in Chapter 530, Site Plan Review.

(4) To the extent practical, all new construction or additions to existing buildings shall be compatible with the scale and character of the surroundings, and exterior building materials shall be harmonious with other buildings in the neighborhood.

(5) An appropriate transition area between the use and adjacent property shall be provided by landscaping, screening and other site improvements consistent with the character of the neighborhood.

~~Theater, indoor. A theater which is nonconforming as to off-street parking shall not be altered by partitioning or dividing such theater into two (2) or more separate seating areas unless sufficient off-street parking spaces are provided as required by conditional use permit, notwithstanding nonconforming parking rights. In addition to the conditional use standards, the city planning commission shall consider, but not be limited to the following factors in determining the number of off-street parking spaces required:~~

~~(1) Documentation supplied by the applicant regarding the actual parking demand for the proposed use.~~

~~(2) The impact of the proposed use on the parking and roadway facilities in the surrounding area.~~

~~(3) Whether the theater is located near a parking area that is available to the customers, occupants, employees and guests of the proposed use.~~

~~(4) The availability of alternative forms of transportation.~~

Section 10. That Section 537.20 contained in Chapter 537, Accessory Uses and Structures, be amended to read as follows:

537.20. - Accessory uses and structures in general. Accessory uses and structures shall comply with the following standards and all other applicable regulations of this zoning ordinance:

(1) The accessory use or structure shall be incidental to and customarily associated with the principal use or structure served.

(2) The accessory use or structure shall be subordinate in area, extent and purpose to the principal use or structure served.

(3) The accessory use or structure shall contribute to the comfort, convenience or necessity of the occupants of the principal use or structure served.

(4) The accessory use or structure shall be located on the same zoning lot as the principal use or structure served, except for accessory off-street parking and loading facilities, subject to the provisions of Chapter 541, Off-Street Parking **and**, Loading, **and Mobility**, and the applicable requirements of the district in which such facility is located.

(5) The accessory use or structure shall not be injurious to the use and enjoyment of surrounding properties.

Section 11. That the development standard for “Parking and loading facility, off-street” contained in Section 537.110 contained in Chapter 537, Accessory Uses and Structures, be amended to read as follows:

537.110. - Allowed accessory uses and structures. The following accessory uses and structures shall be allowed, subject to the following development standards:

Parking and loading facility, off-street. Off-street parking and loading facilities, including garages, carports and parking spaces, shall be allowed as an accessory use, subject to the provisions of Chapter 541, Off-Street Parking **and**, Loading, **and Mobility** and all other applicable regulations. In addition, freestanding accessory parking and loading facilities shall be subject to the provisions of Chapter 525, Administration and Enforcement, governing conditional use permits.

Section 12. That Chapter 541, Sections 541.10 through 541.610, of the Minneapolis Code of Ordinances be and hereby is repealed in whole and replaced with a new Chapter 541, Sections 541.10 through 541.xxx, to read as follows:

(STAFF NOTE – Since Chapter 541 is being repealed and replaced, strikethrough text indicating a change from the existing ordinance is not shown in this section. The existing ordinance language for [Chapter 541](#) can be found online.)

CHAPTER 541. - OFF-STREET PARKING, LOADING, AND MOBILITY

ARTICLE I. - GENERAL PROVISIONS

541.10. - Purpose. Parking, loading, and mobility regulations are established to advance the land use and transportation policies of the city, to enhance the compatibility between parking and loading areas and their surroundings, and to regulate the location of off-street parking and loading spaces and the driveways and aisles that provide access and maneuvering space. The regulations do not mandate a minimum number of automobile parking spaces and recognize that excessive off-street parking for automobiles conflicts with the city's policies related to transportation, land use, urban design, and sustainability.

541.20. - Scope of regulations. The parking and loading provisions set forth in this chapter shall apply to all land uses, except as otherwise provided in this zoning ordinance.

541.30. - Use of parking and loading facilities. Parking shall be solely for the parking of passenger automobiles for customers, occupants, employees and guests, and for the parking of vehicles necessary for the operation of the use, subject to district regulations governing the parking of commercial vehicles. Fees may be charged for the use of parking, however such accessory parking shall not be leased, subleased or rented to anyone who is not a customer, occupant, employee or guest, nor shall the parking and loading

facilities in any other way be made unavailable for the use served, except as otherwise provided in this zoning ordinance.

541.40. - Intensification of use. When the intensity of any use is increased through the addition of dwelling units, gross floor area, capacity or other unit of measurement used for determining loading requirements, loading facilities and bicycle parking shall be provided for such intensification as specified in Table 541-8, Specific Off-Street Loading Requirements, and Table 541-2, Bicycle Parking Requirements, as determined by the zoning administrator.

541.50. - Change of use. Whenever the use of a structure is changed to a new use or divided into two (2) or more uses, loading facilities and bicycle parking shall be provided as required for each use. However, if said structure was erected prior to the effective date of this ordinance, loading facilities and bicycle parking shall be provided in the amount by which the requirements for the new use, or the sum of the requirements for the new uses, exceed those for the former use, as specified in Table 541-8, Specific Off-Street Loading Requirements and Table 541-2 Bicycle Parking Requirements, as determined by the zoning administrator.

541.60. - Inoperable vehicles. The parking and storage of inoperable vehicles shall be located within an enclosed garage only. Parking of such inoperable vehicles outdoors shall be prohibited.

541.70. - Repair and service. (a) *Repair and service in residence and office residence districts.* Minor service and repair of vehicles in a parking area shall be allowed, provided that the vehicle is registered to a resident of the site. Service and repair of vehicles not registered to a resident of the site shall be prohibited, except that emergency service required to start a vehicle shall be permitted.

(b) *Repair and service in commercial districts.* No motor vehicle repair work or service of any kind shall be permitted in conjunction with any unenclosed parking or loading area in a commercial zoning district, except that emergency service required to start a vehicle shall be permitted.

(c) *Repair and service in industrial districts.* Except in the I3 District, no motor vehicle repair work or service of any kind shall be permitted in conjunction with any unenclosed parking or loading area in an industrial zoning district within three hundred (300) feet of any nonindustrial zoning district boundary, except that emergency service required to start a vehicle shall be permitted.

ARTICLE II. - COMPUTATION OF PARKING AND LOADING REQUIREMENTS

541.200. - Multiple uses. Where there are two (2) or more separate principal uses on a site, the maximum allowed parking, required bicycle parking, and required loading for the site shall be the sum of the required parking and loading for each use, except as otherwise specified in this chapter. Multiple office uses within the same building shall be considered a single use for the purpose of determining maximum allowed parking, required bicycle parking, and required loading, except for office uses that include an individual principal entrance.

541.210. - Fractional space computations. Where determination of the number of maximum allowed off-street parking, minimum bicycle parking, or required loading spaces results in a fractional space, any fraction of one-half ($\frac{1}{2}$) or less may be disregarded, while a fraction in excess of one-half ($\frac{1}{2}$) shall be counted as one (1) parking or loading space.

541.220. - Floor area computations. Where parking, loading, and bicycle parking standards are determined on the basis of gross floor area, gross floor area shall be determined as the sum of the gross horizontal areas of the several floors of the building, or portion thereof, devoted to such use, including accessory storage areas located within selling or working space such as counters, racks, or closets, and any basement floor area devoted to retailing activities, the production or processing of goods, or offices. Gross floor area for the purpose of measurement for off-street parking and loading spaces shall not include: dwellings, floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering space, or basement floor area other than that devoted to retailing activities, the production or processing of goods, or offices.

541.230. - Unlisted uses. The zoning administrator shall establish the maximum parking, minimum bicycle parking, and minimum loading required for any use not listed in this chapter. The zoning administrator may consider, but shall not be limited to, the following in establishing requirements for an unlisted use:

- (1) Documentation regarding the actual parking and loading demand for the proposed use.
- (2) Evidence in available planning and technical studies relating to the proposed use.
- (3) Examination of the parking and loading requirements for uses most similar to the proposed use.

ARTICLE III. - SPECIFIC OFF-STREET PARKING REQUIREMENTS

541.300. - Specific off-street parking requirements. (a) *In general.* The amount of off-street parking for principal uses shall be regulated by this article, except as otherwise required in this zoning ordinance.

(b) *Bicycle parking.* Accessory bicycle parking shall be regulated by section 541.310, Bicycle parking requirements, and section 541.320, Bicycle facility requirements.

(c) *Abbreviations.* For purposes of Table 541-1, Specific Maximum Off-Street Parking Provisions, Table 541-2, Bicycle Parking Requirements, and Table 541-3, Required Bicycle Facilities, "GFA" shall mean gross floor area, and "sq. ft." shall mean square feet.

541.310. – Vehicle parking requirements. (a) *In general.* Accessory, off-street parking shall be limited for principal uses as specified in Table 541-1, Specific Maximum Off-Street Parking Requirements, except as otherwise specified in this zoning ordinance.

(b) *Tandem spaces.* Tandem parking spaces provided for residential uses shall be subject to applicable maximum parking requirements.

(STAFF NOTE – The following table includes maximum parking requirements for every use found in the zoning ordinance. Overarching use categories (such as Public and Institutional Uses) indicate the maximum amount of parking allowed for uses not specifically enumerated in the table, or for uses with blank boxes. The formatting of this table is likely to change in future drafts of this proposed ordinance.)

Table 541-1 Specific Maximum Off-Street Parking Requirements

Maximum parking allowed, in general. Uses subject to a maximum parking requirement may provide parking up to the amount specified below provided that a development with one (1) or more non-residential uses shall not be restricted to fewer than ten (10) total accessory parking spaces on a zoning lot.			
<i>Use</i>	<i>Maximum Parking Allowed, Generally</i>	<i>Maximum Parking Allowed in Transit 10, Transit 15, and Transit 20 Built Form Overlay Districts</i>	<i>Maximum Parking Allowed in Transit 30 and Core 50 Built Form Overlay Districts</i>
RESIDENTIAL USES			
Single-, two-, or three-family dwellings	No maximum.		
Multiple-family dwelling, four (4) units or more	Two (2) spaces per dwelling unit or rooming unit	One and one-half (1.5) spaces per dwelling unit or rooming unit	
Congregate living			
Community residential facility	1 space per bed		
Board and care home/Nursing home/Assisted living	1 space per bed		
Community correctional facility	1 space per bed		
Dormitory	1 space per bed		
Emergency shelter	1 space per bed		
Faculty house	1 space per bed		
Fraternity or sorority	1 space per bed		
Hospitality residence	1 space per bed		
Inebriate housing	1 space per bed		
Intentional community	Two (2) spaces per dwelling unit	One and one-half (1.5) spaces per dwelling unit	
Overnight shelter	As approved by C.U.P. where the use requires a C.U.P. otherwise, as determined by the zoning administrator.		
Residential hospice	1 space per bed		
Supportive housing	1 space per bed		
INSTITUTIONAL AND PUBLIC USES	1 space per 300 sq. ft. of GFA unless otherwise noted below	1 space per 600 sq. ft. of GFA unless otherwise noted below	1 space per 1,000 sq. ft. of GFA unless

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

			otherwise noted below
Educational Facilities			
College or university	1 space per 1,000 sq. ft. of GFA		
School, grades K–12	1 space per 1,000 sq. ft. of GFA		
School, vocational or business	1 space per 1,000 sq. ft. of GFA		
Social, Cultural, Charitable and Recreational Facilities			
Athletic field, including stadiums and grandstands	As approved by C.U.P. where the use requires a C.U.P. otherwise, as determined by the zoning administrator.		
Cemetery	As approved by C.U.P.		
Community center	As determined by the zoning administrator based on the principal uses in the community center		
Convention center	As determined by the zoning administrator		
Golf course, miniature golf, or driving range	10 spaces per hole (golf course); 2 spaces per hole (miniature golf); 2 spaces per tee (driving range)		
Park	As determined by the zoning administrator		
Religious Institutions			
Convent, monastery or religious retreat center	1 space per bed		
COMMERCIAL USES	1 space per 300 sq. ft. of GFA unless otherwise noted below	1 space per 500 sq. ft. of GFA unless otherwise noted below	
Retail Sales and Services			
Bed and breakfast home	1 space per guest room + 1 space for the primary dwelling unit		
Building material sales	1 space per 200 sq. ft. of GFA + 1 space per 500 sq. ft. of outdoor sales, display		
Child care center	1 space per 200 sq. ft. of GFA + up to 4 drop off spaces (either off-street or on-street by permission of the city engineer)		

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

Farmer's market	1 space per 200 sq. ft. of GFA + 1 space per 500 sq. ft. of outdoor sales or display area		
Funeral home	20 spaces per chapel		
Greenhouse, lawn and garden supply store	1 space per 200 sq. ft. of GFA + 1 space per 500 sq. ft. outdoor sales or display area		
Grocery store	1 space per 300 sq. ft. of GFA		
Market garden	1 space per 2,500 sq. ft. of growing or storage area or as determined by Chapter 536 Specific Development Standards.		
Offices	1 space per 300 sq. ft. of GFA	1 space per 600 sq. ft. of GFA	1 space per 1,000 sq. ft. of GFA
Automobile Services	1 space per 300 sq. ft. of GFA + 2 spaces per service bay or 2 spaces per 20 ft. of washing line		
Food and Beverages	1 space per 200 sq. ft. of GFA unless otherwise noted below	1 space per 200 sq. ft. of GFA unless otherwise noted below	1 space per 300 sq. ft. of GFA unless otherwise noted below
Coffee shop	1 space per 75 sq. ft. of GFA		
Nightclub	1 space per 75 sq. ft. of GFA		
Restaurant, delicatessen	1 space per 75 sq. ft. of GFA		
Restaurant, fast food	1 space per 75 sq. ft. of GFA		
Restaurant, sit down	1 space per 75 sq. ft. of GFA		
Commercial Recreation, Entertainment and Lodging	1 space per 300 sq. ft. of GFA	1 space per 600 sq. ft. of GFA	1 space per 1,000 sq. ft. of GFA
Hotel	1 space per guest room + 1 space per 200 sq. ft. of GFA not including guest rooms		
Medical Facilities	1 space per 300 sq. ft. of GFA unless otherwise noted below	1 space per 600 sq. ft. of GFA	1 space per 1,000 sq. ft. of GFA
Hospital	As approved by C.U.P. based on a parking study of the institution, but not		

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

	more than 1 space per 2 beds		
Transportation	1 space per 200 sq. ft. of GFA unless otherwise noted below	1 space per 500 sq. ft. of GFA unless otherwise noted below	1 space per 1,000 sq. ft. of GFA unless otherwise noted below
Package delivery service	1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 1,000 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. GFA of warehousing over 30,000 sq. ft. or for any outdoor storage, sales, or display	1 space per 1,000 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. GFA of warehousing over 30,000 sq. ft.	1 space per 1,000 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 5,000 sq. ft. GFA of warehousing over 30,000 sq. ft.
Railroad switching yards and freight terminal	As approved by C.U.P.		
Taxicab service	1 space per 200 sq. ft. of GFA excluding service bays + 1 space per service bays		
Towing service	1 space per 200 sq. ft. of GFA + 1 space per 2,000 sq. ft. of motor vehicle storage area		
Truck, trailer, boat, recreational vehicle or mobile home sales, service or rental	1 space per 200 sq. ft. of GFA + 1 space per 1,000 sq. ft. of outdoor sales, display or storage area		
Waste hauler	1 space per 200 sq. ft. of GFA + 1 space per service bays		
INDUSTRIAL USES	1 space per 500 sq. ft. of GFA unless otherwise noted below	1 space per 1,000 sq. ft. of GFA unless otherwise noted below	1 space per 1,500 sq. ft. of GFA unless otherwise noted below
General Use Categories			
Light industrial	1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft.		
Medium industrial	1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. +		

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

	1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft. + 1 space per 2,500 sq. ft. of outdoor sales, display, or storage area		
General industrial	1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft. + 1 space per 2,500 sq. ft. of outdoor sales, display, or storage area		
Limited production and processing	1 space per 200 sq. ft. of GFA up to 4,000 sq. ft. + 1 space per 500 sq. ft. of GFA from 4,000 sq. ft. to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft.		
Specific Industrial Uses			
Concrete, asphalt and rock crushing	As approved by C.U.P.		
Contractor yard	1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 2,500 sq. ft. of storage area		
Dry cleaning establishment	1 space per 200 sq. ft. of GFA		
Film, video and audio production	1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft.		
Food and beverage products	1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft.		
Furniture moving and storage	1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. of GFA of		

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

	warehousing over 30,000 sq. ft.		
Grain elevator or mill	As approved by C.U.P.		
Greenhouse, wholesale	1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 2,500 sq. ft. of growing or storage area		
Industrial machinery and equipment sales, service and rental	1 space per 200 sq. ft. of GFA + 1 space per 1,000 sq. ft. of outdoor sales, display, or storage area		
Laundry, commercial	1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft.		
Packaging of finished goods	1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft.		
Printing and publishing, including distribution	1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft.		
Recycling facility	As approved by C.U.P., but not more than 1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft.		
Research, development and testing laboratory	1 space per 200 sq. ft. of GFA		
Scrap/salvage yard, metal milling facility	As approved by C.U.P.		
Self-service storage	1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. of GFA of warehousing over 30,000 sq. ft.	1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. of GFA of warehousing	1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 5,000 sq. ft. of GFA of warehousing

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

		over 30,000 sq. ft.	over 30,000 sq. ft.
Urban farm	1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 2,500 sq. ft. of growing or storage area		
Wholesaling, warehousing and distribution	1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. GFA of warehousing over 30,000 sq. ft. or for any outdoor storage, sales, or display	1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. GFA of warehousing over 30,000 sq. ft.	1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 5,000 sq. ft. GFA of warehousing over 30,000 sq. ft.
PUBLIC SERVICES AND UTILITIES	1 space per 500 sq. ft. of GFA unless otherwise noted below	1 space per 500 sq. ft. of GFA unless otherwise noted below	1 space per 1,000 sq. ft. of GFA
Bus turnaround	As approved by C.U.P.		
Electric or gas substation	As approved by C.U.P.		
Electricity generation plant, hydroelectric or non-nuclear	As approved by C.U.P., but not more than 1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft.		
Fire station	As approved by C.U.P.		
Garage for public vehicles	As approved by C.U.P.		
Heating or cooling facility	As approved by C.U.P.		
Mounted patrol stable	As approved by C.U.P.		
Passenger transit station	As approved by C.U.P.		
Police station	1 space per 200 sq. ft. of GFA + 1 space per official police vehicle based on the maximum number of such vehicles at the site at one time		
Post office	1 space per 200 sq. ft. + 1 space per official postal vehicle based on the maximum number of such		

	vehicles at the site at one time		
Pretrial detention facility	1 space per 200 sq. ft. of GFA		
Railroad switching yards and freight terminal	As approved by C.U.P.		
Regional financial service center	1 space per 1,000 sq. ft. of GFA	1 space per 1,000 sq. ft. of GFA	
River freight terminal	As approved by C.U.P.		
Stormwater retention pond	As approved by C.U.P.		
Street and equipment maintenance facility	As approved by C.U.P.		
Telephone exchange	As approved by C.U.P.		
Vehicle emission testing station	1 space per 200 sq. ft. of GFA excluding service bays + 1 space per service bay		
Waste disposal or transfer facility	As approved by C.U.P.		
Water pumping and filtration facility	As approved by C.U.P.		

541.310. - Bicycle parking requirements. (a) *In general.* Bicycle parking shall be provided for principal uses as specified in Table 541-3, Bicycle Parking Requirements, except as otherwise specified in this zoning ordinance. The numbers specified in the "Notes" column shall have the following meanings:

- (1) The number one (1) shall mean that not less than fifty (50) percent of the required bicycle parking shall meet the standards for short-term bicycle parking.
- (2) The number two (2) shall mean that not less than fifty (50) percent of the required bicycle parking shall meet the standards for long-term bicycle parking.
- (3) The number three (3) shall mean that not less than ninety (90) percent of the required bicycle parking shall meet the standards for long-term bicycle parking.

(b) *Bicycle parking standards.* Each required bicycle parking space must be accessible without moving another bicycle and its placement shall not result in a bicycle obstructing a required walkway. Bicycle racks shall be installed to the manufacturer's specifications, including the minimum recommended distance from other structures. Bicycle parking spaces shall include a bicycle rack that permits the locking of the bicycle frame and one (1) wheel to the rack, and that supports the bicycle in a stable position without damage to wheels, frame or components. In addition:

(1) Required short-term bicycle parking spaces shall be located in a convenient and visible area within fifty (50) feet of a principal entrance. With the permission of the city engineer, required bicycle parking may be located in the public right-of-way. Public bicycle parking spaces may contribute to compliance with required bicycle parking when located adjacent to the property in question.

(2) Required long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck or patio areas accessory to dwelling units. With permission of the zoning administrator, long-term bicycle parking spaces for non-residential uses may be located off-site within three hundred (300) feet of the site.

Table 541-2 Bicycle Parking Requirements

<i>Use</i>	<i>Minimum Bicycle Parking Requirement</i>	<i>Notes (see 541.310)</i>
Minimum bicycle parking requirement, in general. Non-residential uses having one thousand (1,000) square feet or less shall be exempt from minimum bicycle parking requirements. Multiple-tenant or multiple-use buildings may exempt no more than four (4) uses of one thousand (1,000) square feet or less from the minimum off-street bicycle parking requirement.		
RESIDENTIAL USES		
Single-, two-, and three-family dwellings	None	N/A
Multiple-family dwelling, four (4) units or more	1 space per dwelling unit	3
Congregate living	1 space per 4 beds provided the requirement shall not exceed 8 spaces	3
INSTITUTIONAL AND PUBLIC USES	3 short-term spaces or the amount listed below, whichever is greater	
Educational Facilities		
Colleges and universities	3 spaces per classroom	1
School, grades K—12	3 spaces per classroom	1
School, vocational or business	1 space per classroom provided the requirement shall not exceed 40	1
Social, Cultural, Charitable and Recreational Facilities		
Community center	6 spaces, or 1 space per 2,000 sq. ft. of GFA, whichever is greater	1
Community service facility	1 space per 5,000 sq. ft. of GFA	1
Convention center	1 space per 50,000 sq. ft. of GFA	1

Library	1 space per 5,000 sq. ft. of GFA	1
Museum	1 space per 10,000 sq. ft. of GFA	2
Theater, indoor, provided live performances only	3 spaces, 1 space per 2,000 sq. ft. of GFA, whichever is greater	2
COMMERCIAL USES	3 short-term spaces or the amount listed below, whichever is greater	
General retail sales and services	1 space per 5,000 sq. ft. of GFA	1
Farmer's market	1 space per 2,000 sq. ft. of sales area, except where approved as a temporary use	1
Grocery store	1 space per 2,000 sq. ft. of GFA	1
Performing, visual or martial arts school	1 space per 1,000 sq. ft. of GFA	1
Shopping center	1 space per 5,000 sq. ft. of GFA	1
Offices	1 space per 4,000 sq. ft. of GFA	2
Commercial Recreation, Entertainment and Lodging		
Regional sports arena	1 space per 5,000 sq. ft. of GFA	1
Sports and health facility	1 space per 10,000 sq. ft. of GFA	1
Medical facilities		
Hospital	As approved by C.U.P.	2
INDUSTRIAL USES	No requirement unless otherwise noted below.	
General Use Categories		
Light industrial	2 spaces or 1 space per 20,000 sq. ft. of GFA, whichever is greater, excluding GFA devoted to bulk storage of materials	2
Medium industrial	2 spaces or 1 space per 30,000 sq. ft. of GFA, whichever is greater, excluding GFA devoted to bulk storage of materials	2

General industrial	2 spaces or 1 space per 40,000 sq. ft. of GFA, whichever is greater, excluding GFA devoted to bulk storage of materials	2
Specific Industrial Uses		
Urban farm	3 spaces	1
PARKING FACILITIES	No requirement.	
PRODUCTION, PROCESSING AND STORAGE	No requirement unless otherwise noted in this table.	
PUBLIC SERVICES AND UTILITIES	No requirement unless otherwise noted below.	
Limited production and processing	3 spaces	2
Passenger transit station	As approved by C.U.P.	1
Post office	3 spaces	1

541.320. - Bicycle facility requirements. (a) *In general.* All developments containing two hundred thousand (200,000) square feet or more of new or additional gross floor area shall include bicycle parking spaces, shower facilities and clothing storage areas as provided in Table 541-3, Required Bicycle Facilities. Such facilities shall be for the use of the employees, occupants, and visitors of the building. Not less than ninety (90) percent of the required bicycle parking shall meet the standards for long-term bicycle parking as defined in section 541.310 of this ordinance. Bicycle parking spaces provided in compliance with this section shall count toward any bicycle parking requirement for the uses identified in Table 541-2, Bicycle Parking Requirements.

(b) *Exceptions.* This section shall not apply to buildings used primarily as hotels, retail, residential, or warehousing and storage.

Table 541-3 Required Bicycle Facilities

Facility	Requirement for First 200,000 sq. ft. of GFA	Requirement for Additional Space Over 200,000 sq. ft. of GFA
Bicycle Parking Spaces	One (1) space per two-thousand (2,000) square feet of GFA	One (1) space per two-thousand (2,000) square feet of GFA
Showers	One (1) shower per twenty-thousand (25,000) square feet of GFA	One (1) shower per fifty-thousand (50,000) square feet of GFA
Full-Size Lockers	One (1) locker per five-thousand (5,000) square feet of GFA	One (1) locker per ten-thousand (10,000) square feet of GFA

ARTICLE IV. ELECTRIC VEHICLE CHARGING

541.400. - Purpose. The purpose of the electric vehicle charging ordinance is to support the City's transportation policies, encourage use of electric vehicles, and increase equitable access to and distribution of vehicle charging infrastructure throughout the city.

541.410. - Definitions. As used in this article, the following words shall mean:

Charging level. The standard electrical service and equipment required to meet the charging level standards outlined in this ordinance.

(a) *Level 1 (L1).* Electrical service and charging equipment operating on 120v outlets.

(b) *Level 2 (L2).* Electrical service and charging equipment operating on 208/240v outlets.

(c) *Direct current fast charger (DCFC).* Electrical service and charging equipment operating at greater than 240 volts.

Electric vehicle capable. Parking space capable of accommodating future installation of wiring and charging stations by way of a permanently installed electrical conduit or raceway.

Electric vehicle charging station (EVCS). Public or private battery charging station equipment with the primary purpose of transferring electric energy to a battery intended to operate an electric vehicle.

Electric vehicle flexible space (EVFS). Parking space with installed wiring in electrical conduit or raceway, and electrical service, where a charging station is not present.

Electric vehicle supply equipment (EVSE). Charging infrastructure that includes wiring, electrical conduit or raceway, charging station, and electrical service.

541.420 - Specific electric vehicle charging infrastructure requirements. Principal uses shall provide electric vehicle charging stations, electric vehicle flexible spaces, and electric vehicle capable spaces for provided parking in the appropriate quantity and at the charging level identified in Table 541-4, Required Electric Vehicle Charging Infrastructure. A property owner, business owner, or property manager may determine whether parking spaces with electric vehicle charging stations are reserved for electric vehicles or are available for use by all vehicles.

Table 541-4 Required Electric Vehicle Charging Infrastructure

Use	Electric Vehicle Charging Station	Electric Vehicle Flexible Spaces	Electric Vehicle Capable Spaces	Notes
One-, two-, and three-family dwellings and cluster developments	None	Minimum of one (1) L2 level EVFS if parking is provided. All remaining enclosed accessory parking spaces shall support L1 charging.	None	
Multi-family dwelling, four (4) to nine (9) units	None	Minimum of one (1) L2 level EVFS if parking is provided. All remaining enclosed accessory parking spaces shall support L1 charging.	None	
Multi-family dwelling, ten (10) units or more	10% of provided parking spaces capable of L2 charging	Additional 20% of provided spaces at L2 charging level	All remaining spaces	Adequate electrical service is required to allow for simultaneous charging of 20% of provided parking spaces at an L2 level.
Hotel	10% of provided parking spaces capable of L2 charging	Additional 20% of provided spaces at L2 charging level	All remaining spaces	Adequate electrical service is required to allow for simultaneous charging of 20% of provided parking spaces at an L2 level.
Office	10% of provided parking spaces capable of L2 charging	Additional 20% of provided spaces at L2 charging level	All remaining spaces	Adequate electrical service is required to allow for simultaneous charging of 20% of provided parking spaces at an L2 level.
All other non-residential uses where twenty (20) off-street parking spaces	5% of provided parking spaces capable of L2 charging	Additional 5% of provided spaces at L2 charging level	None	

or more are provided				
----------------------	--	--	--	--

ARTICLE V. - ACCESS TO PARKING AND LOADING

541.500. - Required plan approval. Plans for any use requiring movement of vehicles across public walks, public bicycle facilities, or access through a public alley or street shall be referred to the city engineer for review before any permits are issued. The city engineer shall consider, but not be limited to, the following factors when determining whether to approve the proposed plan:

- (1) The consolidation of curb cuts shall be encouraged, and new curb cuts shall be discouraged whenever appropriate, prioritizing pedestrian, bicycle, and transit user safety, the objectives of this ordinance, and access points needed for the proper functioning of the use.
- (2) Where a residential use is served by an alley, direct access to the street through a curb cut shall be discouraged. Direct access to the street through a curb cut shall not be allowed where an alley serves a single- and two-family dwelling or multiple-family dwelling having three (3) dwelling units.
- (3) The use shall not substantially impede the safe and efficient movement of pedestrian, bicycle, and transit traffic.
- (4) The space allocated to the use shall be adequate to keep vehicles clear of sidewalks, alleys and similar areas.
- (5) The location of driveways relative to other existing uses is such that street traffic shall not be seriously disrupted and no unnecessary hazards shall be established for pedestrians, cyclists, or transit users. In no instance shall a driveway be allowed on a limited access roadway ramp or combined limited access roadway ramp frontage road.

541.510. - Specific district regulations for access to parking and loading.

- (a) *Residence and OR1 Districts.* No driveway or curb cut in a residence or OR1 District shall exceed a width of twenty-five (25) feet, nor be narrower than ten (10) feet, except that driveways accessory to a single-, two-, or three-family dwelling shall not be narrower than eight (8) feet.
- (b) *OR2 and OR3 Districts.* No driveway or curb cut in an OR2 or OR3 District shall exceed a width of twenty-five (25) feet, nor be narrower than twelve (12) feet.
- (c) *All other districts.* No driveway or curb cut in a district other than a residence or office residence district shall exceed a width of twenty-five (25) feet except where determined necessary by the city engineer, but not to exceed thirty-five (35) feet, nor be narrower than a width of twelve (12) feet.

541.520. - Valet parking standards. When provided, valet parking shall meet the following standards:

- (1) The valet service shall provide service to and from the main entrance.
- (2) A passenger loading area, as approved by the city engineer, shall be provided near the main entrance. Availability of this service shall be conspicuously posted inside and outside the establishment near the main entrance.
- (3) The valet shall be properly licensed to operate a motor vehicle.
- (4) The parking area in which the automobiles are parked shall be no farther than eight hundred (800) feet from the main entrance. Parking areas used exclusively for valet parking need not be striped.

ARTICLE VI. - PARKING LOCATION REQUIREMENTS

541.600. - Parking location. (a) *In general.* All parking spaces shall be located on the same zoning lot as the use served, except as otherwise provided in this chapter.

(b) *Off-site parking.* In cases where parking facilities are permitted elsewhere than the zoning lot on which the use served is located, such facilities shall be under the same ownership or control as the building or use served. Such ownership or control shall be evidenced either by deed or by long-term lease, the term of such lease to be approved by the zoning administrator, or by special parking assessment certificate, where applicable. Said lease 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.

(c) *Location of off-site parking.* All off-site parking shall serve a use allowed in the zoning district where such parking is located or shall comply with Table 541-5 Location of Off-Site Parking, whichever requirement is more restrictive, provided that uses first allowed in the R1, R1A, R2, and R2B districts may provide off-street parking in any residence, office residence, commercial, or downtown district.

(d) *Commercial vehicles.* Commercial vehicles shall be parked or stored only in an authorized off-street location. Such vehicles may include, but shall not be limited to, tow trucks, taxis, buses, limousines, hearses, commercial trucks, food trucks, or vans, police or fire vehicles or other service vehicles.

Table 541-5 Location of Off-Site Parking

Location of Use Served (Zoning District)	Permitted Location of Off-Site Parking (Zoning District)
R1, R1A, R2, R2B	R1, R1A, R2, R2B, R3, R4, R5, R6, OR1, OR2, OR3, C1, C2, C3A, C3S, C4
R3, R4, R5, R6	R3, R4, R5, R6, OR1, OR2, OR3, C1, C2, C3A, C3S, C4, B4, B4S, B4C, B4N
OR1	OR1, OR2, OR3, C1, C2, C3A, C3S, C4, I1, I2, I3
OR2	OR2, OR3, C2, C3A, C3S, C4, B4, B4S, B4C, B4N, I1, I2, I3
OR3	OR3, B4, B4S, B4C, B4N, I1, I2, I3
C1, C2	C1, C2, C3A, C3S, C4, B4, B4S, B4C, B4N, I1, I2, I3

C3A, C3S	C2, C3A, C3S, C4, B4, B4S, B4C, B4N, I1, I2, I3
C4	C4, I1, I2, I3
I1	C4, I1, I2, I3
I2	I1, I2, I3
I3	I2, I3
B4	B4, B4S, B4C, B4N, I1, I2, I3
B4S, B4C, B4N	B4S, B4C, B4N, I1, I2, I3

(d) *Off-site parking in residence and office residence districts.* Parking that is not allowed in a residence or office residence district shall not be located in such residence or office residence district, except as otherwise provided by the Transitional Parking Overlay District, as established in Chapter 551, Overlay Districts.

541.610. - Driveways and parking areas on a zoning lot. (a) *In general.* Driveways and parking areas shall conform to the permitted obstructions provisions of Chapter 535, Regulations of General Applicability, Chapter 537, Accessory Uses and Structures, and the provisions of this section.

(1) *Driveways.*

a. *Front and corner side yards.*

1. *Residential uses.* Uncovered driveways shall be a permitted obstruction in a required front or corner side yard, provided such driveway leads to a properly located parking area. Passenger automobiles may be parked temporarily on such driveway.

2. *All other uses.* Uncovered driveways shall be a permitted obstruction in a required front or corner side yard, provided such driveway is located at least five (5) feet from any property line containing a residential use located in a residence or office residence district or a permitted or conditional residential use. Parking on such driveway shall be prohibited.

b. *Interior side yards.*

1. *Residential uses.* Uncovered driveways shall be a permitted obstruction in a required interior side yard, provided such driveway leads to a properly located parking area. Passenger automobiles may be parked temporarily on such driveway.

2. *All other uses.* Uncovered driveways shall be prohibited in a required interior side yard.

c. *Rear yards.*

1. *Residential uses.* Uncovered driveways shall be a permitted obstruction in a required rear yard, provided such driveway leads to a properly located parking area. Passenger automobiles may be parked temporarily in such yard space if positioned on a paved driveway leading to a properly located parking area.

2. *All other uses.* Uncovered driveways shall be a permitted obstruction in a required rear yard, except where such yard abuts the side lot line of a residential use located in a residence or office residence district or a permitted or conditional residential use.

(2) *Parking areas.*

a. *Front and corner side yards.* Parking areas shall not be located in a required front or corner side yard.

b. *Interior side yards.*

1. *Residential uses.* Parking areas shall be a permitted obstruction in a required interior side yard, provided such parking area is located in the rear forty (40) feet or twenty (20) percent of the lot, whichever is greater, subject to the provisions of Chapter 535, Regulations of General Applicability, and Chapter 537, Accessory Uses and Structures.

2. *All other uses.* Parking areas shall be prohibited in a required interior side yard.

c. *Rear yards.*

1. *Residential uses.* Parking areas shall be a permitted obstruction in a required rear yard.

2. *All other uses.* Parking areas shall be prohibited in a required rear yard.

d. *Between the principal structure and the front lot line.* In the residence and the office residence districts, off-street parking areas shall not be located between the principal building and the front lot line.

ARTICLE VII. - PARKING AREA DESIGN AND MAINTENANCE

541.700. - Submission of parking plan. Any application for a building permit or zoning certificate requiring or including the provision of off-street parking shall include a parking plan. Said plan shall be drawn to scale and fully dimensioned, showing parking facilities to be provided in compliance with this zoning ordinance and all other applicable regulations.

541.710. - Access to parking spaces. Each off-street parking space shall open directly to an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking spaces. Parking aisles shall conform to Table 541-6, Minimum Parking Space and Aisle Dimensions, except for the following:

(1) Where the parking is accessory to single or two-family dwellings, or cluster developments or multiple-family dwellings of three (3) units.

(2) Tandem parking spaces for residential uses.

541.720. - Access to gasoline pump islands. Each end of a gasoline pump island shall open directly to a parking aisle with a dimension equal to or greater than that required for a ninety (90) degree parking space.

541.730. - Maneuvering area. (a) *In general.* All maneuvers associated with parking shall occur in the off-street parking area. Public streets shall not be used to conduct any parking maneuver, including backing out onto the street.

(b) *Exceptions.* Maneuvers associated with parking may occur in an alley in the following situations:

(1) Where the parking area is accessory to a single-, two-, or three-family dwellings, or a cluster development.

(2) Where the parking area is accessory to all other uses provided the following conditions are met:

a. No more than three (3) parking spaces utilize the alley for maneuvering.

b. The parking spaces are located a minimum of seventeen (17) feet from the property line on the opposite side of the alley.

c. One hundred (100) percent of the parking spaces shall comply with the minimum dimensions for standard spaces.

541.740. - Surfacing. (a) *In general.* All open off-street parking areas, all driveways leading to such parking areas, and all other areas upon which motor vehicles may be located, except where accessory to a single-family dwelling, shall be surfaced with a dustless all-weather hard surface material capable of carrying a wheel load of four thousand (4,000) pounds. In addition, all driveways in commercial and industrial districts leading to areas other than off-street parking areas shall be surfaced with a dustless all-weather hard surface material capable of carrying a wheel load of four thousand (4,000) pounds for a minimum of twenty (20) feet from the curb line. Acceptable surfacing materials shall include asphalt, concrete, brick, cement pavers or similar material installed and maintained per industry standards. Pervious pavement or pervious pavement systems are allowed subject to the provisions of this chapter.

(b) *Off-street parking areas and driveways accessory to a single-family dwelling.* Off-street parking areas and driveways accessory to a single-family dwelling shall be surfaced with a dustless all-weather material capable of carrying a wheel load of four thousand (4,000) pounds. Acceptable surfacing materials shall include asphalt, concrete, brick, concrete pavers or similar material, or four (4) inches of class five (5) crushed limestone, installed and maintained per industry standards. Pervious pavement or pervious pavement systems are allowed subject to the provisions of this chapter.

541.750. - Pervious pavement or pervious pavement systems. (a) *In general.* Pervious pavement or pervious pavement systems, capable of carrying a wheel load of four thousand (4,000) pounds, including pervious asphalt, pervious concrete, modular pavers designed to funnel water between blocks, lattice or honeycomb shaped concrete grids with turf grass or gravel filled voids to funnel water, plastic geocells with turf grass or gravel, reinforced turf grass or gravel with overlaid or embedded meshes, or similar structured and durable systems are permitted. Gravel, turf, or other materials that are not part of a structured system designed to manage stormwater shall not be considered pervious pavement or a pervious pavement system. Pervious pavement and pervious pavement systems shall meet the following conditions:

(1) All materials shall be installed per industry standards. Appropriate soils and site conditions shall exist for the pervious pavement or pervious pavement system to function. For parking lots of ten (10) spaces or more documentation that verifies appropriate soils and site conditions shall be provided.

(2) All materials shall be maintained per industry and city standards. Areas damaged by snow plows or other vehicles shall be promptly repaired. Gravel that has migrated from the pervious pavement systems onto adjacent areas shall be swept and removed regularly.

(3) Pervious pavement or pervious pavement systems, except for pervious asphalt or pervious concrete, shall not be used for accessible parking spaces or the accessible route from the accessible space to the principal structure or use served.

(4) Pervious pavement or pervious pavement systems shall be prohibited in areas used for the dispensing of gasoline or other engine fuels or where hazardous liquids could be absorbed into the soil through the pervious pavement or pervious pavement system.

(5) Pervious pavement or pervious pavement systems, except for pervious asphalt, pervious concrete, or modular pavers shall not be used for drive aisles or driveways.

(6) Pervious pavement or pervious pavement systems that utilize turf grass shall be limited to overflow parking spaces that are not utilized for required parking and that are not occupied on a daily or regular basis.

(7) Pervious pavement or pervious pavement systems that utilize gravel with overlaid or embedded mesh or geocells shall be limited to industrial districts and shall not be used for drive aisles or driveways, except as otherwise allowed by this chapter, and in no case shall be used for drive aisles or driveways less than a minimum of twenty (20) feet from the curbline.

(8) Pervious pavement or pervious pavement systems used for parking or associated drive aisles or driveways shall count as impervious surface for the purposes of impervious surface coverage in any zoning district that has a maximum impervious surface limit or percentage, except where a pervious pavement system utilizing turf grass is provided for a fire access lane that is independent of a parking lot.

(9) Pervious pavement or pervious pavement systems shall not count as required landscaping except as allowed by alternative compliance as a part of Chapter 530, Site Plan Review.

(10) Pervious pavement or pervious pavement systems shall not allow parking spaces, drives aisles, or driveways to be located anywhere not otherwise permitted by the regulations of this zoning ordinance and the district in which it is located.

(11) Parking areas shall have the parking spaces marked as required by this chapter except that pervious pavement systems that utilize gravel or turf may use alternative marking to indicate the location of the parking space, including, but not limited to, markings at the end of spaces on the drive aisle or curbing, wheel stops, or concrete or paver strips in lieu of painted lines.

(b) *Off-street parking areas and driveways accessory to single-, two-, and three-family dwellings.* Notwithstanding the provisions of subdivision (a), off-street parking areas and driveways accessory to a single-family dwelling may be surfaced with pervious paving systems that utilize gravel installed and

maintained per industry standards. Off-street parking areas and driveways accessory to single-, two-, or three-family dwellings may be surfaced with pervious paving systems that utilize turf with plastic geocells or open-celled paving grids installed and maintained per industry standards and designed so that the parking of vehicles does not kill the turf.

(c) *Ribbon driveways.* Ribbon driveways that consist of two (2) wheel tracks with a turf median are allowed accessory to single-, two-, and three-family dwellings. Each wheel track shall be surfaced in compliance with the requirements of this chapter and shall be at least three and one-half (3.5) feet in width. The width of the driveway as measured from the outside edges of each wheel track shall not be less than minimum driveway width requirements of this chapter. The median shall not exceed three (3) feet in width.

541.760. - Drainage. Parking areas of four (4) spaces or larger shall be properly sloped for drainage as approved by the city engineer. On-site retention and filtration of stormwater shall be provided where practical. Water from the parking area shall not drain across a public walkway.

541.770. - Marking of parking spaces. All parking areas containing four (4) or more parking spaces or containing angled parking shall have the parking spaces and aisles clearly marked on the pavement, using paint or other marking devices approved by the city engineer. Such markings shall conform to the approved parking plan and shall be maintained in a clearly legible condition.

541.780. - Size. (a) *In general.* The minimum dimensions for off-street parking spaces are stated in Table 541-6, Minimum Parking Space and Aisle Dimensions, and Figure 541-1, Parking Dimension Diagram. At least twenty-five (25) percent of the provided parking spaces shall comply with the minimum dimensions for standard spaces. The remaining spaces shall comply with the minimum dimensions for compact spaces. Compact spaces shall be clearly labeled as such. These minimum dimensions are exclusive of access drives or aisles, ramps, or columns.

(b) *Vertical clearance.* All required parking spaces shall have a vertical clearance of at least six (6) feet, six (6) inches except where the building code requires greater vertical clearance.

Table 541-6 Minimum Parking Space and Aisle Dimensions

Angle (A)	Type	Width (B)	Curb Length (C)	Stall Depth (D)	1 Way Aisle Width (E)	2 Way Aisle Width (E)
0 (Parallel)	Standard	8' 6"	21'	8' 6"	12'	22'
45	Standard	8' 6"	12'	18' 9"	12'	22'
	Compact	8'	11' 4"	16' 3"	12'	22'
60	Standard	8' 6"	9' 10"	19' 10"	18'	22'
	Compact	8'	9' 3"	17' 0"	18'	22'
90	Standard	8' 6"	8' 6"	18'	20'	22'
	Compact	8'	8' 0"	15'	20'	22'

Note: Letters A, B, C, D, and E are displayed in Figure 541-1 Parking Dimension Diagram below.

Figure 541-1 Parking Dimension Diagram

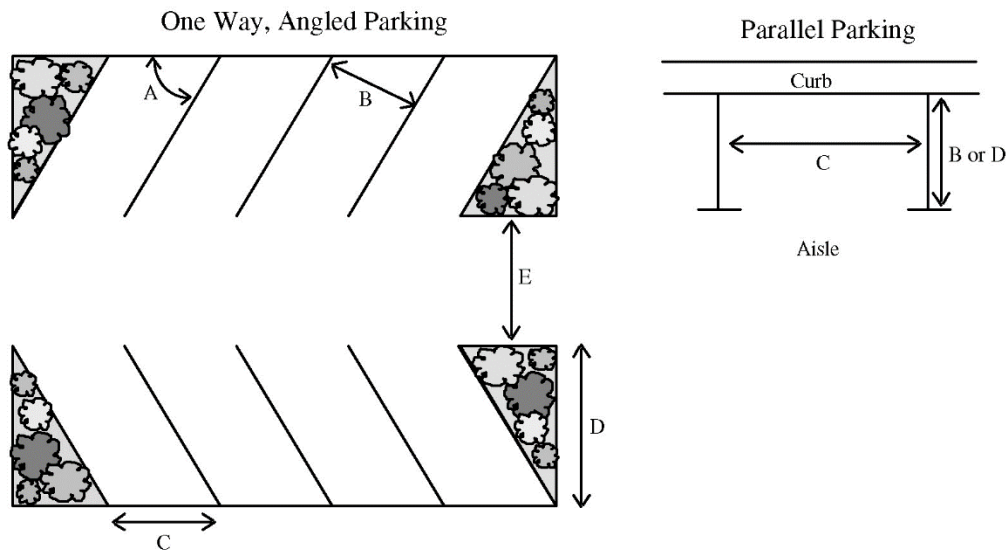


Figure 541-1 Parking Dimension Diagram

541.790. - Lighting. Any lighting used to illuminate off-street parking areas shall be shielded and arranged in such a way as to comply with the performance standards of Chapter 535, Regulations of General Applicability. A light source that maintains a minimum level of security and provides for transition into covered parking areas shall be provided, as approved by the city engineer, except when accessory to single-, two-, and three-family dwellings and cluster developments.

541.800. - Signs. Signs accessory to parking areas shall be provided as set forth in Chapter 543, On-Premise Signs.

541.810. - Landscaping, screening and curbing. Parking lots of four (4) spaces or more shall be subject to the landscaping, screening and curbing requirements as specified in Chapter 530, Site Plan Review.

541.820. - General maintenance. Parking areas and driveways shall be kept free of dirt, dust, debris and waste. In winter months, parking areas shall be cleared of snow within a reasonable time.

541.830. - Snow storage. Pedestrian paths, bicycle parking, driveways, access aisles and landscaping shall not be used for the purpose of snow storage.

541.840. - Stacking spaces.

(a) *Number required for drive-through facilities.* An establishment with a drive-through facility shall provide a minimum number of stacking spaces for each drive-through station as specified in Table 541-7, Minimum Stacking Spaces.

Table 541-7 Minimum Stacking Spaces

<i>Use</i>	<i>Minimum spaces</i>	<i>Measured from</i>
Bank teller lane	4	Teller or window
Automated teller machine	3	Teller
Restaurant drive-through	4	Pick-up window
Car wash	2 per 20 ft. of washing line or area for principal use car wash; 1 per 20 ft. of washing line or area for accessory use car wash	Entrance
Drug store	3	Pick-up window
Other	As determined by the zoning administrator	

(b) *Dimensions.* Each lane of stacking spaces shall be a minimum of eight (8) feet in width and shall be delineated with pavement markings. Each stacking space shall be a minimum of eighteen (18) feet in length, however, individual spaces within the lane shall not be delineated with pavement markings.

(c) *No conflict of use.* Stacking lanes shall not be located within required driveways, internal circulation driveways, loading areas, or parking aisles, and shall not interfere with access to parking and ingress and egress from a public street.

(d) *Pedestrian access to facility.* The principal pedestrian access to the entrance of the facility from a public street or sidewalk shall not cross the drive-through facility stacking lane.

541.850. - Surface parking lot maximum. A zoning lot shall not contain more than one hundred (100) parking spaces in a surface parking lot.

541.860. - Accessible parking. Accessible parking spaces shall be provided as required by the Minnesota State Building Code. All accessible parking spaces shall comply with the minimum stall depth requirements for standard spaces in Table 541-6, Minimum Parking Space and Aisle Dimensions.

ARTICLE VIII. - SPECIAL PARKING PROVISIONS FOR SPECIFIC ZONING DISTRICTS AND USES

541.900. - Planned unit developments. Vehicle parking, bicycle parking, and loading standards for planned unit developments shall be based on the uses within the planned unit development. Alternatives may be allowed as authorized in Chapter 527, Planned Unit Development.

541.910. - Maximum number of vehicles for dwellings. The total number of vehicles located on a zoning lot shall not exceed two (2) vehicles per dwelling unit, excluding those parked within an enclosed structure. For the purposes of this section, accessory dwelling units shall not be considered a dwelling.

541.920. - Recreational vehicles in or abutting residence or office residence zoning districts or permitted or conditional residential uses. Recreational vehicles shall be parked or stored in an enclosed garage unless the following conditions are met:

(1) The vehicle or item shall not exceed a length of twenty-five (25) feet unless the lot on which it is parked exceeds one hundred twenty-five (125) feet in length. In such instance, the maximum length of said vehicle may be increased one (1) foot for each one (1) foot of lot length over one hundred twenty-five (125) feet. In no case shall the vehicle or item exceed thirty (30) feet.

(2) The area devoted to parking of such vehicles or items outdoors shall not exceed three hundred (300) square feet, unless only one (1) such vehicle or item is parked on the premises. Such vehicles shall count toward the maximum number of vehicles parked outdoors, as specified in section 541.450 above. For the purposes of this section, a vehicle or item on a trailer shall be considered one (1) vehicle.

(3) Any such vehicle or item parked outdoors shall be parked on a surface in compliance with section 541.300 in the rear forty (40) feet of the lot.

(4) Any such vehicle or item shall be located not less than six (6) feet from any habitable building.

(5) The parking of inoperable vehicles shall be prohibited.

541.930. - High profile vehicles in and abutting residence and office residence districts or permitted or conditional residential uses. Where an open parking area or driveway is located less than six (6) feet away from a dwelling on an adjacent lot, the open, off-street parking of any passenger automobile, with an exterior vertical height of six (6) feet six (6) inches or greater, shall be located not less than six (6) feet from such dwelling, and where access to the rear forty (40) feet of the lot exists, shall not be located in the required front yard, notwithstanding the provisions of Chapter 535, Regulations of General Applicability.

ARTICLE IX. - SPECIFIC OFF-STREET LOADING REQUIREMENTS

541.1000. - Specific off-street loading requirements. (a) *In general.* Accessory off-street loading shall be provided for principal uses as specified in Table 541-8, Specific Off-Street Loading Requirements, except as otherwise specified in Article XII, Special Loading Provisions for Specific Zoning Districts. Uses not specifically listed in Table 541-8, Specific Off-Street Loading Requirements shall have no minimum loading requirement. All uses listed in Table 541-8, Specific Off-Street Loading Requirements are assigned a rating of low, medium, high, or none. The loading requirement for such rating is based on the size of the use, as specified in Table 541-8, Loading Requirements for Assigned Ratings. When a development includes more

than one (1) non-residential use with a low, medium, or high loading requirement, the square footage of uses within the same rating category shall be added together in order to determine the number of required loading spaces. The loading requirement for planned unit developments shall be as approved by conditional use permit. For purposes of Table 541-7, Loading Requirements for Assigned Ratings, "GFA" shall mean gross floor area, and "sq. ft." shall mean square feet.

(b) *Reducing minimum off-street loading requirements.* Requests to reduce minimum off-street loading requirements shall be considered using one of the following two options selected by any person with a legal or equitable interest in the property:

(1) A variance to reduce the minimum off-street loading requirement, as authorized by Chapter 525, Administration and Enforcement.

(2) A travel demand management plan that includes an analysis that demonstrates an approach to loading that is sufficient, safe, and functional for the proposed use or uses as approved by the planning director in consultation with the city engineer.

(c) *Providing small loading spaces in lieu of large loading spaces.* Where a use is required to provide one (1) or more large loading spaces, the zoning administrator may allow said use to provide not less than two (2) small loading spaces in lieu of each required large loading space upon considering the following:

(1) A travel demand management plan is not required for the use.

(2) The nature of the use.

(3) Existing site constraints.

Table 541-7 Loading Requirements for Assigned Ratings

Rating	Size (GFA)	Loading Requirements
High	5,000—10,000 sq. ft.	1 small loading space
	10,001—30,000 sq. ft.	1 large loading space
	30,001—60,000 sq. ft.	2 large loading spaces
	60,001—100,000 sq. ft.	3 large loading spaces
	over 100,000 sq. ft.	3 large loading spaces + 1 additional large loading space per additional 100,000 sq. ft. GFA or fraction thereof
Medium	10,000—20,000 sq. ft.	1 small loading space
	20,001—50,000 sq. ft.	1 large loading space
	50,001—100,000 sq. ft.	2 large loading spaces
	over 100,000 sq. ft.	2 large loading spaces + 1 additional large loading space per additional 300,000 sq. ft. GFA or fraction thereof
Low	20,000—50,000 sq. ft.	1 small loading space
	50,001—200,000 sq. ft.	2 small loading spaces
	over 200,000 sq. ft.	2 small loading spaces + 1 additional small loading space per additional 300,000 sq. ft. GFA or fraction thereof

541.1010. - Minimum requirement. Uses for which off-street loading facilities are required in Table 541-8, Specific Off-Street Loading Requirements, but which are located in buildings of less floor area than the minimum prescribed in Table 541-7, Loading Requirements for Assigned Ratings, shall provide adequate shipping and receiving facilities, accessible by motor vehicle off any adjacent alley, service drive or open space on the same zoning lot where vehicles are allowed.

Table 541-8 Specific Off-Street Loading Requirements

<i>Use</i>	<i>Minimum Loading Requirement</i>
RESIDENTIAL USES	
Dwellings	None, except multiple-family dwellings of 100 to 250 units: one small space; multiple-family dwellings of more than 250 units: two small spaces or one large space
Congregate living	
Board and care home/ Nursing home/ Assisted living	Low
Dormitory	Low
Hospitality residence	Low
Inebriate housing	None, except over 50 beds — low
INSTITUTIONAL AND PUBLIC USES	
Educational Facilities	
College or university	As approved by C.U.P.
School, grades K—12	Low
School, vocational or business	Low
Social, Cultural, Charitable and Recreational Facilities	
Club or lodge	Low
Community center	Low
Convention center	High
Museum	Low
Theater, indoor, provided live performances only	Low
Religious Institutions	
Place of assembly	Low
COMMERCIAL USES	
Retail Sales and Services	
General retail sales and services	Low
Building material sales	High

DRAFT Parking, Loading, and Mobility Text Amendment – March 12, 2021 Version

Consignment clothing store	Low
Contractor's office	Medium
Funeral home	Low
Greenhouse, lawn and garden supply store	High
Grocery store	Medium
Office supply sales and service	Low
Pawnshop	Low
Pet store	Low
Rental of household goods and equipment	Medium
Secondhand goods store	Low
Shopping center	As approved by C.U.P.
Small engine repair	Low
Offices	Medium
Automobile Services	
Automobile convenience facility	Medium
Automobile rental	Low
Automobile repair, major	Medium
Automobile repair, minor	Medium
Automobile sales	Medium
Food and Beverages	
Catering	Medium
Liquor store, off-sale	Medium
Nightclub	Low
Restaurant, delicatessen	Low
Restaurant, fast food	Low
Restaurant, sit down	Low
Commercial Recreation, Entertainment and Lodging	
Hotel	Medium
Radio or television station	Low
Reception or meeting hall	Medium
Regional sports arena	Medium
Sports and health facility	Low
Theater, indoor	Low

Medical Facilities	
Clinic, medical or dental	Low
Hospital	Medium
Laboratory, medical or dental	Low
Transportation	
Bus garage or maintenance facility	Low
Horse and carriage assembly/transfer site	As approved by C.U.P.
Intermodal containerized freight facility	As approved by C.U.P.
Motor freight terminal	High
Package delivery service	High
Railroad switching yards and freight terminal	As approved by C.U.P.
Truck, trailer, boat or recreational vehicle, sales, service or rental	Medium
INDUSTRIAL USES	
General Use Categories	
Light industrial	High
Medium industrial	High
General industrial	High
Limited production and processing	Low
Specific Industrial Uses	
Concrete, asphalt and rock crushing	High
Contractor showroom	Medium
Contractor yard	High
Dry cleaning establishment	High
Film, video and audio production	Medium
Food and beverage products	High
Furniture moving and storage	High
Grain elevator or mill	High
Greenhouse, wholesale	High
Industrial machinery and equipment sales, service and rental	High
Laundry, commercial	High
Packaging of finished goods	High

Printing and publishing, including distribution	High
Recycling facility	High
Research, development and testing laboratory	Medium
Scrap/salvage yard, metal milling facility	As approved by C.U.P.
Self-service storage	High
Wholesaling, warehousing and distribution	High
PUBLIC SERVICES AND UTILITIES	
Animal shelter	Low
Electricity generation plant, hydroelectric or non-nuclear	High
Garage for public vehicles	Low
Mounted patrol stable	As approved by C.U.P.
Post office	High
Pretrial detention facility	Medium
Regional financial service center	Low
River freight terminal	High
Street and equipment maintenance facility	Low
Waste disposal or transfer facility	High
Water pumping and filtration facility	High

ARTICLE X. - LOADING LOCATION REQUIREMENTS

541.1020. - Loading location. (a) *In general.* All required loading spaces shall be located on the same zoning lot as the use served and shall not be used to satisfy the space requirements for off-street parking, except as otherwise provided by this chapter.

(b) *Access to loading.* Each required off-street loading space shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement and as approved by the city engineer. No loading space shall be located within thirty (30) feet of the nearest point of intersection of any two (2) streets.

(c) *Loading areas in required yards.* No loading space shall be located in a required yard.

541.1030. - Shared loading facilities. Central loading facilities may be substituted for loading spaces on the individual zoning lots, provided the following conditions are met:

(1) *Access.* Each use served shall have access to the central loading area without crossing streets or alleys at grade.

(2) *Location.* No use served shall be located more than five hundred (500) feet removed from the central loading area. Such central loading area shall be located in the same zoning district as the uses served or in a zoning district in which off-site parking for such uses is allowed, pursuant to Table 541-3 Location of Off-Site Parking.

(3) *Agreement.* The property owners involved in the joint use of shared loading facilities shall submit a legal agreement approved by the city attorney guaranteeing that the loading facilities shall be maintained so long as the use requiring loading is in existence or unless the required loading is provided elsewhere in accordance with the provisions of this chapter. Such instrument shall be recorded by the property owner with the office of the Hennepin County Recorder or Registrar of Titles. Evidence of such proper recording shall be filed with the zoning office prior to the issuance of any permit or license.

ARTICLE XI. - LOADING AREA DESIGN AND MAINTENANCE

541.1100. - Submission of loading plan. Any application for a building permit or zoning certificate requiring or including the provision of loading areas shall include a loading plan. Said plan shall be drawn to scale and fully dimensioned, showing any loading facilities to be provided in compliance with this zoning ordinance and all other applicable regulations.

541.1110. - Maneuvering area. To the extent practical, all maneuvers associated with loading shall occur in the off-street loading area.

541.1120. - Surfacing. (a) *Residence and office residence districts.* All open off-street loading spaces shall be surfaced with a dustless all-weather material capable of carrying a wheel load of ten thousand (10,000) pounds.

(b) *All other districts.* All open off-street loading spaces shall be surfaced with a dustless all-weather material capable of carrying a wheel load of sixteen thousand (16,000) pounds. Where loading spaces are located in commercial or industrial yard areas such as building material sales yards, scrap/salvage yards, metal milling facilities, contractor yards, and other similar uses, the driveway leading to such area shall be surfaced with a dustless all-weather material capable of carrying a wheel load of sixteen thousand (16,000) pounds for a minimum of twenty (20) feet from the curb line.

541.1130. - Drainage. Loading area surfaces shall be properly sloped for drainage as approved by the city engineer. On-site retention and filtration of stormwater shall be provided where practical. Water from the loading area shall not drain across a public walkway.

541.1140. - Size. (a) *In general.* Required off-street loading spaces shall be at least ten (10) feet in width by at least twenty-five (25) feet in length for small spaces, and at least twelve (12) feet in width by at least fifty (50) feet in length for large spaces, exclusive of aisle and maneuvering space.

(b) *Vertical clearance.* All loading areas, except those required for residential uses, shall have a vertical clearance of at least fourteen (14) feet, provided that twelve (12) feet, nine (9) inches of vertical clearance shall be permitted in the portion of the loading area when the truck is entirely within the building and off any ramps.

541.1150. - Lighting. Any lighting used to illuminate loading areas shall be shielded and arranged in such a way as to comply with the performance standards of Chapter 535, Regulations of General Applicability. A light source that maintains a minimum level of security and provides for transition into covered loading facilities shall be provided, as approved by the city engineer, except when accessory to single-family and two-family dwellings, multiple-family dwellings of three (3) or four (4) units, and cluster developments.

541.1160. - Landscaping and screening. Loading areas shall be landscaped and screened as specified in Chapter 530, Site Plan Review.

541.1170. - General maintenance. Loading areas shall be kept free of dirt, dust, debris, and waste. In winter months, required loading areas shall be cleared of snow within a reasonable time.

541.1180. - Snow storage. Pedestrian paths, bicycle parking, driveways, access aisles, and landscaping shall not be used for the purpose of snow storage.

ARTICLE XII. – TRAVEL DEMAND MANAGEMENT

541.1200. - Purpose. The purpose of the travel demand management ordinance is to support the City's transportation policies and to ensure that larger developments and uses with high-traffic demand have positive impacts on climate change, greenhouse gas emissions, mode split, and air quality.

541.1210. - Buildings and uses subject to a travel demand management plan. (a) *In general.* Buildings and uses subject to a travel demand management plan are listed in Table 541-10, Buildings and Uses Subject to a Travel Demand Management Plan, along with the required minimum number of points required for each building or use. The number of points awarded for each travel demand management strategy is listed in Table 541-1, Travel Demand Management Strategies.

(b) *Travel demand management plan, minor.* Minor travel demand management plans shall consist of a review for compliance with the minimum number of points required by this article.

(c) *Travel demand management plan, major.* In addition to review for compliance with the minimum number of points required by this article, a major travel demand management plan shall require an engineering report containing a traffic study.

(d) *Travel demand management plan, discretionary.* 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. The required travel demand management strategies shall be determined based on the findings of the report.

Table 541-10 Buildings and Uses Subject to a Travel Demand Management Plan

<i>Buildings and Uses</i>	<i>Minor, Major, or Discretionary Travel Demand Management Plan Required</i>	<i>Minimum Points Required</i>
Any building or use containing 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	6
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
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	Discretionary	N/A

transportation challenges due to the nature of the use or location.		
---	--	--

(d) *Mixed use and multiple use development.* Mixed use development is subject to a minor or major travel demand management plan only when either the residential or non-residential use is subject to such requirement in Table 541-10, Buildings and Uses Subject to a Travel Demand Management Plan, provided that a discretionary travel demand management plan may be required for any building or use. When a development includes more than one building or use subject to a minor or major travel demand management plan, the minimum required point total shall be based on the building or use with the highest requirement rather than the sum of the point total for all applicable buildings or uses.

(e) *Exceptions.* A written request may be submitted to the planning director requesting an exemption from the requirement to submit a travel demand management plan. The planning director shall consider, but not be limited to, the nature of the use and the number of vehicle trips the site is expected to generate, and whether a substantial percentage of the building's floor area would be dedicated to warehousing, storage, or other uses that reduce the applicability of travel demand management strategies required by this ordinance. Future conversion of the space to a different use or uses may necessitate the need for a travel demand management plan.

541.1220. Application for travel demand management plan. Any person having a legal or equitable interest in land which requires submission of a travel demand management plan may file an application for approval of such plan on a form approved by the zoning administrator.

541.1230. Administrative review. The planning director, in consultation with the city engineer, shall conduct the administrative review of the travel demand management plan. The planning director shall recommend to the zoning administrator any mitigating measures deemed reasonable and necessary, and shall include such recommendation as a condition of the issuance of any building permit, zoning certificate or other approval required by this zoning ordinance or other applicable law. All findings and decisions of the planning director shall be final, subject to appeal to the city planning commission, as specified in Chapter 525, Administration and Enforcement.

541.1240. Content of travel demand management plans. Any travel demand management plan shall contain at least the following:

(a) A description of the goals of the travel demand management plan and its relationship to applicable city transportation policies and programs including how the development will contribute to a reduction in greenhouse gas emissions, achieve city mode split goals, reduce use of single-occupancy motor vehicles, and increase walking, bicycling, and transit as primary modes of travel.

(b) An acknowledgement of a commitment to provide self-reported audits every two (2) years to the planning director and city engineer regarding the ongoing compliance with the required strategies and the travel patterns and transportation safety of the development until it is deemed that the development is sufficiently meeting city mode split and safety goals. If any points for travel demand management strategies are derived from non-infrastructure solutions, documentation of ongoing programmatic elements must be included in the audit.

541.1250. Compliance with requirements of travel demand management strategies. Points shall be awarded for travel demand strategies listed in Table 541-11, Travel Demand Management Strategies. All

applicable standards shall be met in order to qualify for the points for each strategy. The required strategies shall be maintained in good order for the life of the structure or use.

Table 541-11 Travel Demand Management Strategies

Strategy	Points	Standards
Zero vehicle parking	6	<p>a. No off-street parking spaces for motor vehicles shall be provided for the development.</p> <p>b. Accessible spaces, spaces for shared vehicles, and up to three (3) temporary drop-off and pick-up spaces shall be exempt from this requirement.</p>
Transit fare subsidy	6	<p>a. The building owner or management company shall provide a transit fare subsidy to residents and employees utilizing a program administered through the regional transit agency.</p> <p>b. For single-tenant non-residential uses, all full-time employees shall be offered unlimited-ride transit passes at a reduced rate. For multi-tenant non-residential uses, not less than seventy-five (75) percent of the full-time employees within the development shall qualify for unlimited-ride transit passes at a reduced rate.</p> <p>c. For residential uses, unlimited-ride transit passes shall be made available to all units within the development; <u>at</u> not less than one (1) pass per unit.</p>
Limited parking	3	<p>a. No more than one-half (0.5) space per residential unit shall be provided when the residential use requires a travel demand management plan.</p> <p>b. Off-street parking less than or equal to thirty (30) percent of the maximum parking requirement for the development shall be provided when the non-residential use requires a travel demand management plan.</p> <p>c. A development shall not qualify for points for both the zero vehicle parking strategy and the limited parking strategy.</p>
Pedestrian realm improvements	3	<p>a. Improvements shall be implemented in the public right-of-way that support pedestrian activity, and exceed minimum requirements, as approved by the planning director in consultation with the city engineer. In addition to any additional improvements determined by the planning director or city engineer, the development shall provide a minimum of two (2) of the following three (3) enhancements:</p> <ol style="list-style-type: none"> 1) A widened sidewalk that brings a substandard pedestrian space into compliance with adopted street design guidelines. Sidewalks must be paved with materials that meet or exceed city standards for sidewalk finishes. 2) Street trees and landscaping installed in an enhanced planting bed. 3) Street furniture appropriate for the site’s context, not disrupting the pedestrian throughway.

Shower, locker, and long-term bicycle storage	3	The development shall provide shower and locker facilities, and long-term bicycle parking at a fifty (50) percent greater rate than otherwise required by this zoning ordinance.
Curbside demand solutions	2	The development shall 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	a. Non-residential uses shall provide one (1) shared vehicle per one-hundred thousand (100,000) square feet of non-residential space, but not less than one (1) vehicle, when the non-residential use requires a travel demand management plan. b. Residential uses shall provide a minimum of one (1) shared vehicle per one-hundred (100) dwelling units when the non-residential use requires a travel demand management plan, but not less than one (1) vehicle, when the non-residential use requires a travel demand management plan.
Maintenance agreements	1	The property shall participate in a maintenance agreement through a special service or business improvement district.
Real-time transit information	1	The development shall post real-time transit information in a public space near or at the entrance to the development.
Proposed by the applicant	As determined by the planning director	The property owner or representative may propose a travel demand management strategy not detailed in this table. Points awarded shall be determined by the planning director in consultation with the city engineer.

Section 13. That Section 546.70 contained in Chapter 546, Residence Districts, be amended to read as follows:

546.70. - Parking and loading requirements. Parking and loading requirements for uses located in the residence districts shall be as set forth in Chapter 541, Off-Street Parking **and, Loading, and Mobility.**

Section 14. That Section 547.70 contained in Chapter 547, Office Residence Districts, be amended to read as follows:

547.70. - Parking and loading requirements. Parking and loading requirements for uses in the office residence districts shall be as set forth in Chapter 541, Off-Street Parking **and, Loading, and Mobility.**

Section 15. That Section 548.70 contained in Chapter 548, Commercial Districts, be amended to read as follows:

548.70. - Parking and loading requirements. Parking and loading requirements for uses in the commercial districts shall be as set forth in Chapter 541, Off-Street Parking **and, Loading, and Mobility.**

Section 16. That Section 549.70 contained in Chapter 549, Downtown Districts, be amended to read as follows:

549.70. - Parking and loading requirements. Parking and loading requirements for uses in the downtown districts shall be as set forth in Chapter 541, Off-Street Parking and, Loading, and Mobility.

Section 17. That Section 549.170 contained in Chapter 549, Downtown Districts, be and is hereby repealed.

549.170. — Bicycle facilities in new developments.

(a) *In general.* All developments containing five hundred thousand (500,000) square feet or more of new or additional gross floor area shall include secure bicycle parking spaces, shower facilities and clothing storage areas as provided in Table 549-3, Required Bicycle Facilities. Such facilities shall be for the use of the employees and occupants of the building. Where a development includes automobile parking spaces that are monitored or are covered or weather protected, bicycle parking spaces required by this section shall be provided on the same basis. For the purposes of this section, a secure bicycle parking space shall include a bicycle rack that permits the locking of the bicycle frame and one (1) wheel to the rack, and that supports the bicycle in a stable position without damage to wheels, frame or components.

(b) *Exceptions.* This section shall not apply to buildings used primarily as hotels or for retail or residential purposes.

Table 549-3 Required Bicycle Facilities

Minimum Required Facilities	Building Area				
	At Least 500,000 sq. ft.	At Least 750,000 sq. ft.	At Least 1,000,000 sq. ft.	At Least 1,250,000 sq. ft.	At Least 1,500,000 sq. ft.
Bicycle Parking Spaces	30	45	60	75	90
Showers*	4	5	6	7	8
Full-Size Lockers*	15	22	30	37	45

*The minimum required shall be distributed between men's and women's facilities.

Section 18. That Section 550.100 contained in Chapter 550, Industrial Districts, be amended to read as follows:

550.100. - Parking and loading requirements. Parking and loading requirements for uses in the industrial districts shall be as set forth in Chapter 541, Off-Street Parking and, Loading, and Mobility.

Section 19. That Section 551.140 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.140. - Accessory parking.

(a) *Location.* On-site accessory parking facilities shall be located to the rear or interior side of the site, within the principal building served, or entirely below grade.

(b) *Dimensions.* Parking lots shall be limited to not more than forty (40) feet of street frontage, excluding any required landscaping and screening.

~~(c) *Shared parking.* The development of shared parking is encouraged, subject to the provisions of Chapter 541, Off-Street Parking and Loading.~~

~~(d) *Off-site parking.* When off-site parking is allowed as specified in Chapter 541, Off-Street Parking and Loading, parking may be located an additional five hundred (500) feet from the use served, subject to the requirements of Chapter 541, Off-Street Parking and Loading, governing the location of off-site parking.~~

~~(e) *Minimum and maximum number of accessory parking spaces.* The minimum off-street parking requirement for nonresidential uses shall be seventy five (75) percent of the minimum requirement specified in Chapter 541, Off-Street Parking and Loading. The maximum off-street parking allowance for nonresidential uses shall be seventy five (75) percent of the maximum allowed as specified in Chapter 541, Off-Street Parking and Loading, provided that a development with one (1) or more nonresidential uses shall not be restricted to fewer than ten (10) total accessory parking spaces on a zoning lot.~~

~~(f) *Bicycle parking.* Nonresidential uses required to provide bicycle parking by Chapter 541, Off-Street Parking and Loading, shall provide a minimum of four (4) bicycle parking spaces or one (1) space per two thousand (2,000) square feet of gross floor area, whichever is greater.~~

Section 20. That Section 551.150 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.150. - Hennepin, Lyndale, Lagoon, and Lake area. The following additional regulations shall govern development within the contiguous PO Overlay District along Hennepin Avenue, Lyndale Avenue South, Lagoon Avenue, and Lake Street, as shown on the official zoning map:

(1) *Prohibited uses.* Principal parking lots shall be prohibited.

(2) *Automobile repair, minor.* Notwithstanding the general provisions of the pedestrian oriented overlay district, minor automobile repair is allowed as a conditional use provided the following conditions are met:

a. The use is allowed in the primary zoning district.

b. All vehicle and material storage occurs entirely within the building or is located entirely to the rear of the principal structure and is not visible from the public street.

c. Vehicle access doors shall not face Hennepin Avenue, Lyndale Avenue South, Lagoon Avenue or Lake Street.

(3) *Building placement.* Notwithstanding the provisions of Chapter 552, Built Form Overlay Districts, minimum front yard requirements shall not apply in office residence and commercial districts, and the first floor of buildings shall be located not more than eight (8) feet from the front lot line.

(4) *Building entrance.* On a corner lot, an operational principal entrance shall be located no more than twenty-five (25) feet from the location where the property lines intersect at the street corner. For a single-tenant building on a corner lot or when a single tenant occupies the entire ground floor on a corner lot, the corner entrance shall be the main entry, meaning the most prominent in size and architectural expression, and any other public entrance shall be subservient to the main entrance in those terms.

(5) *Building alteration.* The alteration of an existing building shall not result in a reduction of the existing number of stories.

~~(6) *Off-street parking.* Nonresidential uses shall not be required to provide accessory off-street parking facilities.~~

(7) *(6) Vehicular access.* On a corner lot, curb cuts are prohibited along Hennepin Avenue, Lagoon Avenue, Lyndale Avenue South, and Lake Street. Where a corner lot is adjacent to two (2) of the streets listed above, a curb cut may be allowed.

~~(8) (7) *Pedestrian-scaled lighting.* Buildings shall contain pedestrian scaled exterior lighting on all street-facing elevations. Said lighting shall be mounted on the first story, evenly spaced and directed in a manner that illuminates the ground plane.~~

Section 21. That Section 551.155 contained in Chapter 551, Overlay Districts, be amended and renumbered to read as follows:

551.155, 551.160. - Nicollet Franklin area. The following additional regulations shall govern development within the PO Overlay District along Nicollet Avenue from 14th Street on the north to the Midtown Greenway/Hennepin County Regional Railroad Authority right-of-way on the south, and generally from the alley to the east to the alley on west unless otherwise shown; Franklin Avenue between LaSalle Avenue and I35W; and 26th Street between Nicollet Avenue and the alley between Stevens Avenue and 2nd Avenue S., as shown on the official zoning map:

~~(1) *Travel demand management plan.* All development containing more than ten thousand (10,000) square feet of new or additional commercial gross floor area or more than seventy-five (75) residential units, shall include a travel demand management plan (TDM) that addresses the transportation impacts of the development on air quality, parking and roadway infrastructure. The planning director, in consultation with the city engineer, shall conduct the administrative review of the TDM. The planning director shall recommend to the zoning administrator any mitigating measures deemed reasonably necessary, who shall include such recommendation as a condition of the issuance of any building permit, zoning certificate or other approval required by this zoning ordinance or other applicable law. All findings and decisions of the planning director shall be final, subject to appeal to the city planning commission, as specified in Chapter 525, Administration and Enforcement.~~

(2) *(1) Building alteration or replacement.* The alteration of an existing building shall not result in a reduction of the existing number of stories (e.g., a two-story building shall not be reduced to a one-story building or be replaced by less than a two-story building).

~~(3) (2) Corner cuts.~~ New development on the corner of two (2) street rights-of way shall have a setback at the sidewalk level on the corner of the building. This setback shall be no less than two (2) feet and no greater than eight (8) feet from the corner of the property.

~~(4) (3) Linear frontage of one (1) use.~~ No single commercial use in one (1) building shall extend along more than one hundred twenty (120) linear feet of the first floor façade fronting any street.

~~(5) (4) Prohibited uses.~~ Principal parking lots shall be prohibited in the Nicollet Franklin area.

~~(6) Off-street parking. Nonresidential uses shall not be required to provide accessory off-street parking facilities.~~

~~(7) Bicycle parking. Nonresidential uses required to provide bicycle parking by Chapter 541, Off-Street Parking and Loading, shall provide a minimum of four (4) bicycle parking spaces or one (1) space per two thousand (2,000) square feet of gross floor area, whichever is greater. Public bicycle parking spaces may contribute to compliance with required bicycle parking when located adjacent to the property in question.~~

~~(8) (5) Off-site parking.~~ Notwithstanding any other provision to the contrary, off-site parking serving nonresidential uses in the Nicollet Franklin area may be located in any commercial or downtown district and may be located in the residence and office residence districts. In the residence and office residence districts the off-site parking area shall be accessory to an institutional or public use and shall be existing on May 1, 2013.

~~(9) (6) Vehicular access.~~ Curb cuts for vehicles shall be consolidated wherever possible. In the case of a corner lot, curb cuts shall be discouraged along Nicollet Avenue.

~~(10) (7) Site plan review requirements.~~ The minimum landscaping requirement for all uses subject to site plan review under Chapter 530, Site Plan Review, shall be increased to not less than thirty (30) percent of the site not occupied by buildings. The city planning commission may approve exceptions to this requirement upon finding that the proposal will allow a site plan of exceptional design that includes amenities such as public seating, public art, green walls, an outdoor plaza or transit shelter, that will enhance the area or that is more consistent with the character of the area or where the planning commission finds that strict adherence to the requirements is impractical because of site location or conditions.

~~(11) Off-street parking dimensions. Parking lots shall be limited to not more than forty (40) feet of street frontage, excluding any required landscaping or screening.~~

Section 22. That Section 551.160 contained in Chapter 551, Overlay Districts, be and is hereby repealed.

~~551.160. — Dinkytown area.~~ The following additional regulations shall govern development within the PO Overlay District in and around the intersection of Fourth Street Southeast and Fourteenth Avenue Southeast, as shown on the official zoning map:

~~(1) — Off-street parking.~~ Nonresidential uses shall not be required to provide accessory off-street parking facilities. 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.

Section 23. That Section 551.165 contained in Chapter 551, Overlay Districts, be and is hereby repealed.

~~551.165. – Stadium Village area. The following additional regulations shall govern development within the PO Overlay District in and around the intersection of Washington Avenue Southeast and Oak Street Southeast, west of Huron Boulevard, as shown on the official zoning map:~~

~~(1) – Off street parking. Nonresidential uses shall not be required to provide accessory off-street parking facilities.~~

Section 24. That Section 551.180 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.180. - Transit station areas. (a) 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.

~~(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, 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.~~

(Staff Note: numbers (3) and (4) in this section were deleted in the built form amendment but (5) was inadvertently not re-numbered. Subsection (5) is now being deleted.)

Section 25. That Section 551.400 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.400. - Purpose. The TP Transitional Parking Overlay District is established to allow parking lots for passenger automobiles in residence and office residence districts when adjacent to a zoning district in need of additional parking for customers and employees that does not meet the requirements of Chapter 541, Off-Street Parking **and, Loading, and Mobility.**

Section 26. That Section 551.430 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.430. - Conditional uses. In addition to the conditional uses allowed in the primary zoning district, the following conditional uses may be allowed in the TP Overlay District, subject to the provisions of Chapter 525, Administration and Enforcement.

(1) Parking lot, serving customers and employees only. Parking lots for customer and employee automobiles may be located in the TP Overlay District, subject to Chapter 541, Off-Street Parking **and, Loading, and Mobility,** and the following standards:

a. The parcel on which the parking lot is located shall have a side lot line that abuts the zoning district served or shall be part of the zoning lot served.

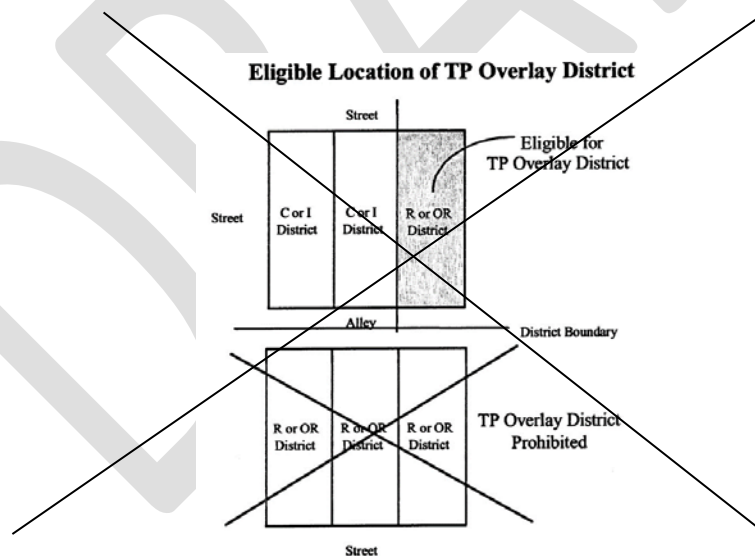


Figure 551-1 Eligible Location of TP Overlay District

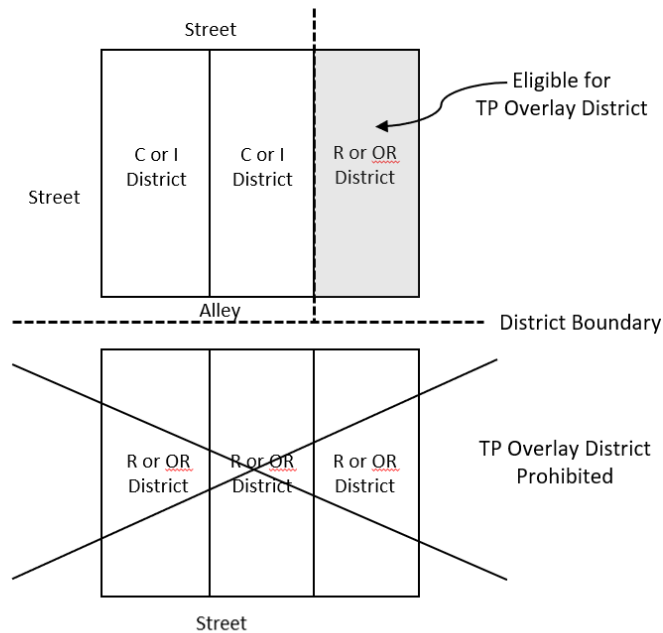


Figure 551-1 Eligible Location of TP Overlay District

- b. The width of the parking lot shall not exceed seventy-five (75) feet.
 - c. The use of the parking lot shall be restricted to the parking of passenger automobiles only. No commercial vehicles shall be parked or stored.
 - d. The parking lot shall be closed with a secured gate or other appropriate mechanism between the hours of 10:00 p.m. and 6:00 a.m., except as specifically authorized by the conditional use permit.
 - e. The parking lot shall at no time be used for outdoor sales, display or storage.
 - f. Each entrance to and exit from such parking lot shall be located at least twenty (20) feet from any adjacent property located in a residence or office residence district.
 - g. The parking lot shall be landscaped and screened pursuant to the provisions of Chapter 530, Site Plan Review.
- (2) Access to commercial or industrial districts. Driveways, walkways or other access to land in a commercial or industrial district may be located in the TP Overlay District, subject to Chapter 541, Off-Street Parking **and, Loading, and Mobility**, and the following:
- a. The parcel on which the access area is located shall have a side lot line that abuts the zoning district served or shall be part of the zoning lot served.

- b. No commercial vehicles shall use such access area.
- c. The access area shall be closed with a secured gate or other appropriate mechanism between the hours of 10:00 p.m. and 6:00 a.m., except as specifically authorized by the conditional use permit.
- d. The access area shall at no time be used for outdoor sales, display or storage.
- e. The access area shall be located at least twenty (20) feet from any adjacent property located in a residence or office residence district.
- f. The access area shall be landscaped and screened pursuant to the provisions of Chapter 530, Site Plan Review.

Section 27. That Section 551.730 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.730. - Purpose. The DP Downtown Parking Overlay District is established to preserve significant and useful buildings and to protect the unique character of the downtown area and the mixed-use downtown neighborhoods by restricting the establishment or expansion of surface parking lots ~~and establishing certain minimum and maximum off-street parking standards in the downtown area.~~

Section 28. That Section 551.765 contained in Chapter 551, Overlay Districts, be and is hereby repealed.

~~**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. 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.~~

Section 29. That the definition for “Bedroom” contained in Section 551.1310 of Chapter 551, Overlay Districts, be amended to read as follows:

551.1310. - Definitions. As used in this article, the following definitions shall mean:

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 as bedrooms as determined by the zoning administrator. Studio and efficiency units, which have no internal walls separating living and sleeping spaces, will be considered to have one (1) bedroom. In single-, two-, and three-family dwellings and cluster developments located in any interior built form overlay district, a bedroom greater than one hundred fifty (150) square feet shall be counted as two (2) bedrooms and every additional one hundred (100) square feet or fraction thereof shall count as an additional bedroom.

Section 30. That Chapter 551, Overlay Districts, of the Minneapolis Code of Ordinances be amended by adding thereto a new Section 551.1315 to read as follows:

551.1315. – Maximum bedroom count for single-, two-, and three-family dwellings and cluster developments. In the Interior 1, Interior 2, and Interior 3 Built Form Overlay Districts, single-, two-, and three-family dwellings and cluster developments shall be limited to no more than nine (9) total bedrooms in any principal structure.

Section 31. That Section 551.1320 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.1320. - Off-street parking location.

~~(a) *Minimum number of off-street parking spaces.* The minimum off-street parking requirement for residential uses shall be one-half (½) parking space per bedroom. For the purpose of this ordinance, an efficiency dwelling unit shall be considered equivalent to a one (1) bedroom dwelling unit in calculating the minimum parking requirement. Parking reductions allowed in the PO Pedestrian Oriented Overlay District shall be applied after calculating parking based on this provision. Accessory dwelling units shall not have a minimum off-street parking requirement.~~

~~(b) (a) *Location.* Off-street parking for single- and two-family dwellings and multiple-family dwellings having three (3) or four (4) dwelling units, when located in a surface lot, shall be located entirely within the rear twenty-five (25) feet of the lot. Lots providing at least one (1) parking space in a detached accessory structure are not subject to this standard.~~

~~(c) *Dimensions.* Off-street parking for single- and two-family dwellings, multiple-family dwellings having three (3) or four (4) dwelling units, and intentional communities 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 into the required interior side yard shall provide landscaping and screening not less than three (3) feet in height consistent with the provisions of section 530.170 of this ordinance.~~

~~(3) Surface parking areas in the rear twenty-five (25) feet of the lot shall have an interior side yard of not less than two (2) feet.~~

~~(4) Surface parking areas shall have a rear yard of not less than two (2) feet. The rear yard may be reduced to zero (0) feet where adjacent to an alley.~~

~~(5) Parking lots shall be defined by durable curbing material that allows for on-site drainage of stormwater runoff and discourages parking of vehicles on landscaped areas of a lot.~~

~~(6) Lots providing at least one (1) parking space in a detached accessory structure are not subject to standards (1) through (4) above.~~

Section 32. That Section 551.1330 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.1330. - Bicycle and motorized scooter parking.

~~(a) *In general.* Residential uses shall provide at least one (1) bicycle or motorized scooter parking space per one (1) bedroom. At least ninety (90) percent of the required parking shall comply with the standards for long-term bicycle parking in Chapter 541, Off-Street Parking, Loading, and Mobility. Such bicycle or motorized scooter parking space shall not be located in any required yard or between the principal building and a public street, except as allowed in Table 535-1, Permitted Obstructions in Required Yards.~~

~~(b) *Bicycle and motorized scooter parking incentive.* A multiple-family dwelling having three (3) or four (4) dwelling units that provides an enhanced shelter with space dedicated solely for bicycle or motorized scooter parking shall 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, Accessory Uses and Structures, the enhanced shelter shall not be located in any required yard.~~

~~(2) The enhanced shelter shall not be located between the principal building and a public street.~~

~~(3) The enhanced shelter shall be enclosed on at least three (3) sides and covered to adequately protect bicycles from the elements.~~

~~(4) The enhanced shelter shall utilize primary exterior materials that match the primary exterior materials of the principal structure.~~

Section 33. That Section 551.1340 contained in Chapter 551, Overlay Districts, be and is hereby repealed.

~~551.1340. Shared vehicles.~~ A multiple family dwelling having three (3) or four (4) dwelling units that provides one (1) passenger automobile for common use by residents shall be granted a reduction in the off street parking requirement of three (3) spaces provided the following standards are met:

~~(1) A shared automobile may not be counted toward a parking requirement for more than one (1) building or property.~~

~~(2) The property must participate in a car sharing program that complies with program requirements determined by the zoning administrator.~~

Section 34. That Section 551.1380 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.1380. - Conditional uses. In addition to the conditional uses allowed in the primary zoning district, an overnight shelter may be allowed as a conditional use in the DS Overlay District, subject to the provisions of Chapter 525, Administration and Enforcement, and the following:

(1) The overnight shelter shall be located on a zoning lot of at least twenty thousand (20,000) square feet.

(2) The overnight shelter shall be located at least one thousand (1,000) feet from all existing principal overnight shelters.

(3) The total number of shelter guests shall not exceed three hundred-fifty (350) persons.

~~(4) Parking and loading shall be provided as approved by conditional use permit.~~

~~(5)~~ (4) Back-lighted signs, back-lighted awnings, portable signs, temporary signs and freestanding signs shall be prohibited.

~~(6)~~ (5) To the extent practical, all new construction or additions to existing buildings shall be compatible with the scale and character of the surroundings, and exterior building materials shall be harmonious with other buildings in the area.

~~(7)~~ (6) An appropriate transition area between the use and adjacent property shall be provided by landscaping, screening and other site improvements consistent with the character of the area.

~~(8)~~ (7) Shelter guests shall be provided with an enclosed waiting area one (1) hour prior to opening each evening, except when the shelter accepts guests by appointment only or is open twenty-four (24) hours per day.

~~(9)~~ (8) The operator shall submit a management plan for the facility, and a floor plan showing sleeping areas, emergency exits, bathing and restrooms.

~~(10)~~ (9) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.