



CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #10
September 15, 2014

ZONING CODE TEXT AMENDMENT SUMMARY

<i>Initiator:</i>	Council Member Gordon
<i>Introduction Date:</i>	February 22, 2013
<i>Prepared By:</i>	Jason Wittenberg , Planning Manager, (612) 673-2297
<i>Specific Site:</i>	University Area Overlay District
<i>Ward:</i>	1, 2, 3, 6
<i>Neighborhood:</i>	Marcy-Holmes, Como, Prospect Park, West Bank/Cedar-Riverside, University
<i>Intent:</i>	To amend off-street parking regulations in the University Area Overlay District.

APPLICABLE SECTION(S) OF THE ZONING CODE

- Chapter 551, Overlay Districts

BACKGROUND

On February 22, 2013, Council Member Gordon introduced a zoning code text amendment to amend the off-street parking regulations of the UA University Area Overlay District. Recognizing the unique residential parking needs in the University area, the City Council initially adopted the UA Overlay District in 2009. The overlay district covers the five University-area neighborhoods noted above. A central component of the ordinance was to change the minimum off-street parking requirement for residential uses in the overlay district to one-half space per bedroom, but not less than one space per dwelling unit. The overlay district also includes specific provisions related to parking lot design for 1-4 unit buildings as well as increased bicycle parking standards and a shared vehicle incentive.

The University District Alliance assisted with forming the University District Parking Task Force, which was charged with considering changes to the UA Overlay District based on approximately five year of experience with ordinance implementation. CPED staff participated in the task force along with representatives from affected neighborhoods, business associations, the University of Minnesota, and developers.

The task force produced a final report with two primary recommendations:

- Eliminate the minimum off-street parking requirement of one space per dwelling unit while retaining the requirement of not less than 0.5 spaces per bedroom.
- Allow a more substantial reduction in the minimum residential off-street parking requirement in the PO Overlay Districts. Citywide, PO Overlay Districts that are specifically designated as transit station areas (TSAs) are subject to a minimum parking requirement equivalent to 90% of the typical requirement. The task force report recommends changing this standard to 70% of the typical parking requirement in the PO Overlay Districts centered around Dinkytown as well as the following TSAs: Prospect Park, Stadium Village, West Bank, and Cedar Riverside. Thus,

the minimum multi-family residential parking requirement in these areas would be reduced to 0.35 spaces per unit.

Proposed technical changes also include elimination of “29th Avenue” from the zoning code’s reference to the Prospect Park/29th Avenue LRT Station, reflecting Metro Transit’s actual naming of this Green Line LRT station. Further, the amendment would clarify that a studio dwelling unit is equivalent to a one-bedroom unit when calculating the minimum parking requirement based on bedrooms. This reflects existing practice.

PURPOSE

What is the reason for the amendment?

The purpose of the amendment is to refine the residential off-street parking regulations in the University area. The amendment would allow additional flexibility to align residential parking supply with market demand, particularly in areas with frequent rail or bus transit service.

What problem is the amendment designed to solve?

The University District Parking Task Force identified ways in which the existing UA Overlay District could be improved. These changes are informed by the fact that requests to vary the standards of the UA Overlay District have been granted in many instances, particularly for larger-scale projects located in close proximity to the University campus and near multiple transit lines. A sample of development projects in the area identified no fewer than 21 variances from the overlay district standards. The overlay district’s parking requirement is, in some instances, exceeding market demand. The “one-space per unit” standard also penalizes dwelling units with fewer bedrooms. This is in conflict with objectives of University-area neighborhoods, which have sought to increase the supply of smaller units with lower bedroom counts.

What public purpose will be served by the amendment?

The UA Overlay District recognizes that residential parking demand in the University area is driven by relatively high adult occupancy of dwelling units and rental models based on the number of bedrooms. The amendment will serve a public purpose by allowing more flexibility in aligning parking supply with market demand for residential off-street parking, particularly in areas well-served by rail and bus transit.

What problems might the amendment create?

The amendment is not expected to create problems. As noted above, the amendment recognizes that many variances have been granted from the standards of the UA Overlay District. The University has become more accessible for those who do not own an automobile, particularly with the opening of the Green Line LRT, improvements to bicycle infrastructure, and the expansion of car-sharing alternatives. While the University-area is not without parking challenges, the recommendations of this amendment have been developed by a variety of stakeholders.

TIMELINESS

Is the amendment timely?

This amendment is timely. The amendment is informed by approximately five years of experience with implementation of the overlay district. These regulations have been implemented during a substantial

boom in residential development in the University area. The University District Parking Task Force completed its work related to residential parking and issued its final report and recommendations on June 9, 2014. The recent (June 2014) opening of the Green Line LRT stations in the University area also contributes to the timeliness of this amendment.

Is the amendment consistent with practices in surrounding areas?

Off-street parking regulations vary substantially in surrounding areas and peer cities. The University District Parking Task Force found that “Minneapolis parking requirements are not out of line with peer cities in similar areas.” The task force found, however, that some cities had lower residential parking requirements at transit stations and on transit corridors, with more of a reduction than Minneapolis currently allows. The City Council adopted substantial changes to many of its off-street parking standards in 2009. Most citywide residential parking requirements were not changed at that time. CPED staff expects to engage in another comprehensive review of the City’s off-street parking regulations in the near future.

Are there consequences in denying this amendment?

Denial of the amendment would likely result in the continued submittal of a high number of variance requests from the standards of the UA Overlay District. The perceived market demand for residential off-street parking is, in many cases, lower than the minimum requirements of the overlay district. In addition to the substantial cost of constructing off-street parking, the high number of variance requests also constitutes an expense for applicants and consume staff time that could be used more productively.

COMPREHENSIVE PLAN

The amendment will implement the following applicable policies of [The Minneapolis Plan for Sustainable Growth](#):

Land Use Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

- 1.13.5 Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.

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

- 2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.

Housing Policy 3.1: Grow by increasing the supply of housing.

- 3.1.3 Continue to streamline city development review, permitting, and licensing to make it easier to develop property in the City of Minneapolis.

The *Master Plan for the Marcy-Holmes Neighborhood*, adopted in 2003, expresses support for the 0.5 spaces per bedroom parking requirement in the University area. As noted above, this requirement will be retained in the UA Overlay District except that flexibility will be added in PO Overlay Districts.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development:

The Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council adopt the above findings and **approve** the zoning code text amendment, amending Chapter 551.

ATTACHMENTS

1. University District Parking Task Force Final Report
2. Selected University District Residential Projects Approved 2008-Present
3. Ordinance amending Chapter 551, Overlay Districts

University District Parking Task Force Final Report

June 9, 2014 DRAFT

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Appendices

Appendix A – Public Comments

Appendix B – Analysis of Existing Projects

Acknowledgements

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University District Alliance

Doug Carlson, Chairperson

Task Force Members:

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Background and Purpose

In 2008, following the report and recommendations from the Zoning Planning and Regulatory Review (“Zipper”) task force, a University Area Overlay District was created by City ordinance, with minimum residential parking requirements changed to .5 off-street parking spaces for each bedroom in new residential developments. This was done in consideration of the higher typical occupancy levels in residential developments in the University area as compared with other parts of the city, and the prevalence of rental models tied more towards bedrooms than to units. This strategy is used in other communities where universities have a strong presence.

Since 2008, the area has seen many new projects impacted by this revised ordinance. Experience with the surge of new residential development since that time has led to a desire to re-examine that requirement and determine if it should be further modified. Also since that time, planned and new high density mixed-use development in commercial districts is displacing the shared surface parking facilities on which the “destination businesses” rely. This has sparked a strong interest in parking issues and a desire to look at them in more depth.

In 2013, Ward 2 Council Member Cam Gordon asked the University District Alliance to work as a community engagement partner with the City to convene a task force to consider and make recommendations regarding:

- Phase One: Is the present parking requirement of .5 off-street parking stalls per bedroom for residential development still the best standard everywhere in the University District?
- Phase Two: What, if anything, different should be done to address parking needs in commercial districts

This report is the result of Phase One of the process. While significant information was collected to inform Phase Two (see Appendix A), it has not been scheduled at this time.

Task Force Process

The Alliance assisted with forming and populating a task force to work on the Phase One portion of this task. The intent was to ensure that task force members were representative of the diverse interests in the University District Alliance, and viewpoints of the diverse interests in the University District will be sought in consideration of the recommendations. Task force members included neighborhood, business association, University, and developer representatives.

The task force reported regularly to the Alliance board of directors through the Executive Committee, and also to the Vision and Planning Committee. John Kari, an Alliance representative, served as the task force’s chair. The City provided staff support as needed.

After its formation, the task force began its work in late 2013 to discuss the issue, review data and case studies, and develop preliminary recommendations. Their work included:

- Data gathering and analysis
- Consideration of the current data and refinement of the questions
- 3 meetings of the Task Force to develop recommendations
- Public meetings to present draft findings and recommendations and solicit input
- Conclusion of work of the Task Force
- Report to Alliance board; recommendations to policy makers

In January 2014, a public meeting was held on the project, and comments were collected. Finally, in Winter-Spring 2014, task force representatives made a series of presentations to neighborhood and business associations throughout the University District, collecting additional comments. The recommendations now go to the City, who will use them as a basis for a zoning code text amendment, to modify adopted regulations to reflect this new guidance. The text amendment will proceed through the City's official review and approval process.

Existing Parking Standards

This section contains quick summary of the parking supply requirements impacting residential development in the University District area, based on the current Minneapolis Zoning Code. Various other standards apply regarding parking placement, dimensions, screening, landscaping, access points, etc., that are covered elsewhere in the code and not referenced here.

This summary is provided to provide a general sense of parking standards. For the official text of city ordinance, please visit the City website: http://www.ci.minneapolis.mn.us/zoning/zoning_code_index.

Citywide

Citywide, the baseline requirement for auto parking is one space per residential unit. The baseline requirement for bike parking is half a space per residential unit. Reductions in residential auto parking requirements for 5+ unit multifamily development can be granted for presence of a shared vehicle or for access to high frequency transit stop (10% each).

University Area Overlay District

Additional standards apply in the University Area Overlay District (UA). The UA includes the Marcy Holmes, Prospect Park, Southeast Como, University, and West Bank neighborhoods. This is the same area as covered and represented by the University District Alliance. In general, all citywide standards apply, except when UA standards supersede them.

In the UA, the residential requirement for auto parking is one half space per bedroom, but cannot be less than the citywide one space per unit. Effectively, this means that both are calculated, and the higher

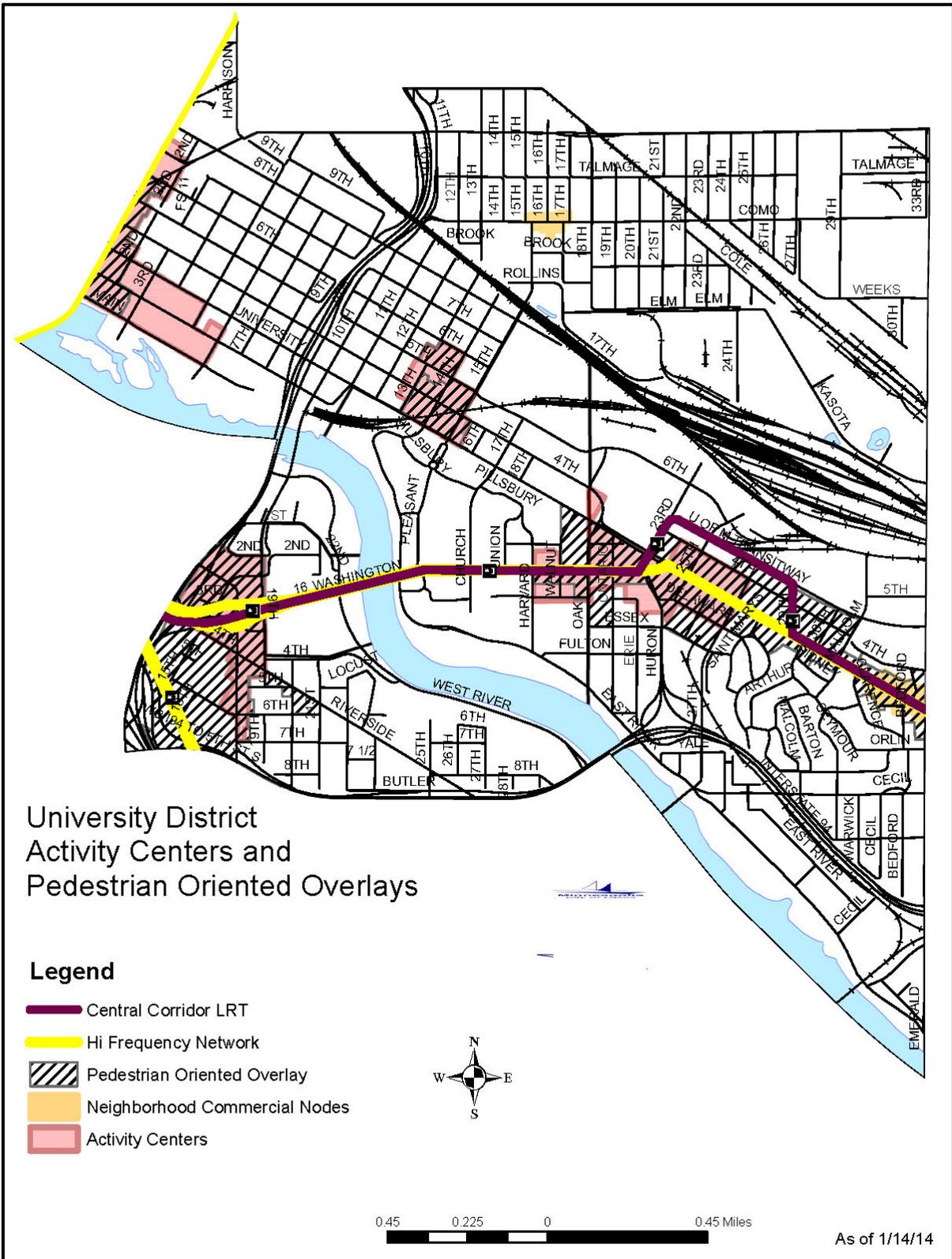
requirement applies. The requirement for bike parking is 1 space per bedroom. For 3-4 unit multifamily, reductions can be granted based on high quality bike parking or presence of a shared vehicle (this is over and above citywide reductions already available).

Pedestrian Oriented Overlay Districts

Pedestrian Oriented Overlay Districts (POs) are designated districts throughout the city that have additional controls, designed to promote a pedestrian friendly environment. Transit Station Area Pedestrian Overlay Districts (TSA POs) are a subset of PO Districts, focused around fixed route transit stations. In the University District, these include:

- Cedar Riverside/West Bank – TSA PO
- Prospect Park – TSA PO
- Stadium Village – TSA PO
- Dinkytown – PO
- East Hennepin – PO (note: this was largely not considered as only a small portion is within the University District and it is closer to Downtown than the University)

In TSA POs, the auto parking requirement for multifamily development is 90% of the standard requirement. All other residential parking standards apply. With some exceptions, regular POs do not have a parking reduction identified in the zoning ordinance.



Research and Findings

To inform the task force's work, some basic research was conducted. This included looking at peer city parking requirements, and surveying local developers on parking issues. The results are summarized in this section.

Other Cities

Parking standards in a number of communities were evaluated, including peer cities in California, Washington, Colorado, Illinois, and other locations.

This review found that Minneapolis parking requirements are not out of line with peer cities in similar areas. Many of the standards and incentives used are already in use here. One difference was that some cities had lower residential parking requirements at transit stations and on transit corridors, with more of a reduction than Minneapolis currently allows.

The research done for this project also found a number of non-residential parking strategies meriting further conversation. These were outside the defined scope of this task force, so further investigation will wait until a future process. These are summarized later in the document in a section entitled Items for Future Study.

Developer Survey

Some of the major developers of large new multifamily projects in the University District were surveyed regarding parking utilization and rates. This did not attempt to be comprehensive, and did not include projects built prior to the passage of the 0.5 space/bedroom requirement.

The survey found that almost all the spaces constructed under the new requirement were eventually filled, though some took a while to reach that threshold, especially when not fully leased. The relationship between residents and spaces was not precise: some developments had limited amount of excess demand, while others contracted out spaces not rented by residents to others. It should be noted that the parking supply in these developments in many cases was lower than City standard requirements, due to variances requested and granted.

The survey of developments showed comparable parking rental rates among the developments, suggesting no discounting. Surface space rents were around \$65-\$95/month, while structured parking space rents were around \$125-\$140/month. The cost to build structured parking was significant, with estimates of \$18,000-\$37,000/space, depending on the project.

Developer comments highlighted the high cost of building parking and the difficulty of accommodating parking requirements on some sites. They also noted that it might be worth considering different requirements for different areas, such as based on proximity to transit or campus.

Parking in Recent Projects

Another aspect of the study was to look at parking supplied in recent projects and see how often variances were granted to lower the requirement. This analysis looked at both projects within the University District, and projects in Downtown and along the Hiawatha LRT corridor. The latter was chosen to provide a comparison to the group, although some aspects were not directly comparable since only University District projects base requirements on bedroom counts.

Charts showing the data collected are included in Appendix B.

University District

This study looked at 36 multifamily or mixed use projects constructed in the past few years since the approval of the 0.5 space/bedroom parking requirement. Of the 36 projects, 21 requested and were granted variances to reduce parking. Variances ranged from a 4% reduction to a 56% reduction in required spaces. For the most part, they were granted as requested via the City's development review process, which requires a public hearing in front of the City Planning Commission.

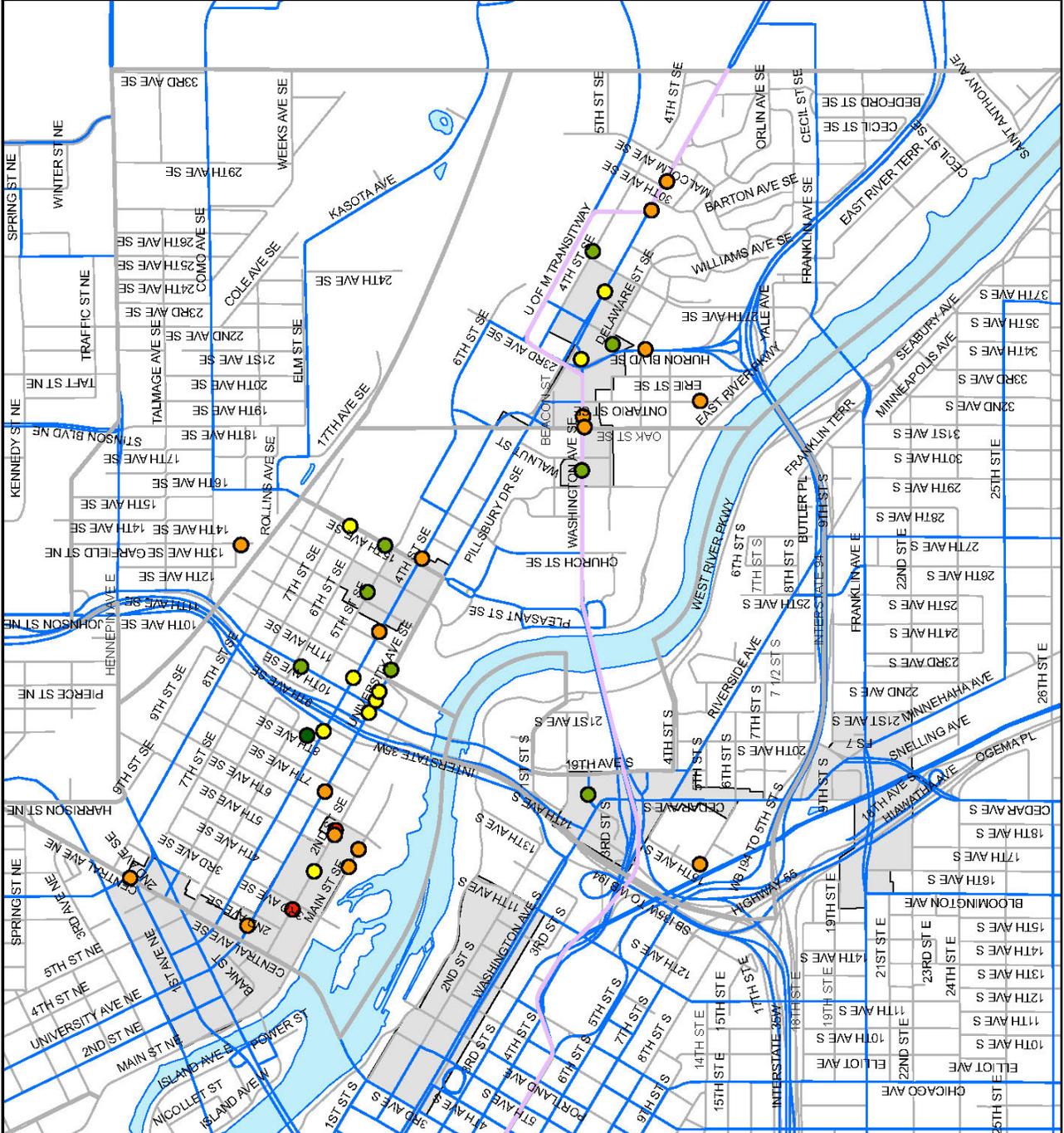
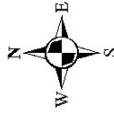
There was a distinct pattern in the location of the projects requesting the largest variances. They tended to be closest to campus and to high frequency transit service. Additionally, projects that were closer to Downtown than to campus were less likely to request a variance. This appears to be because the resident mix of projects near Downtown is less likely to be students and more likely to be professionals or empty nesters, who are perceived as demanding more parking spaces.

During the land use approval process, some developers have made a strong case that parking requirements in certain areas exceed demand – based on proximity to campus, availability of transit, and parking utilization rates. In response, the City has granted variances to the residential parking requirements for a number of projects, particularly those along major transit corridors. In cases like this when variances are frequently approved, it prompts the City to review its regulations to ensure they are still appropriate.

On another topic, the impact of the parking requirement's alternative means of calculating parking (i.e. one space per unit – the effective requirement being whichever is greater) is significant, applying to the majority of larger projects in the area. This was due to the fact that many larger projects had an average bedroom count of less than two per unit, hence triggering the one space per bedroom requirement. The result is the requirement effectively is more than 0.5/bedroom for many developments with a smaller average unit size. A number of the variances effectively moved the parking count closer to 0.5/bedroom for these projects.

Recent Major Developments Parking Spaces Per Bedroom

- Legend**
- Spaces Per Bedroom**
- Less than 0.30
 - 0.30 - 0.39
 - 0.40 - 0.49
 - 0.50 - 1.00
 - More than 1.00
- Central Corridor LRT line
 University District
 Bus Routes
 Street
 Activity Center
 Water



As of 10/28/13

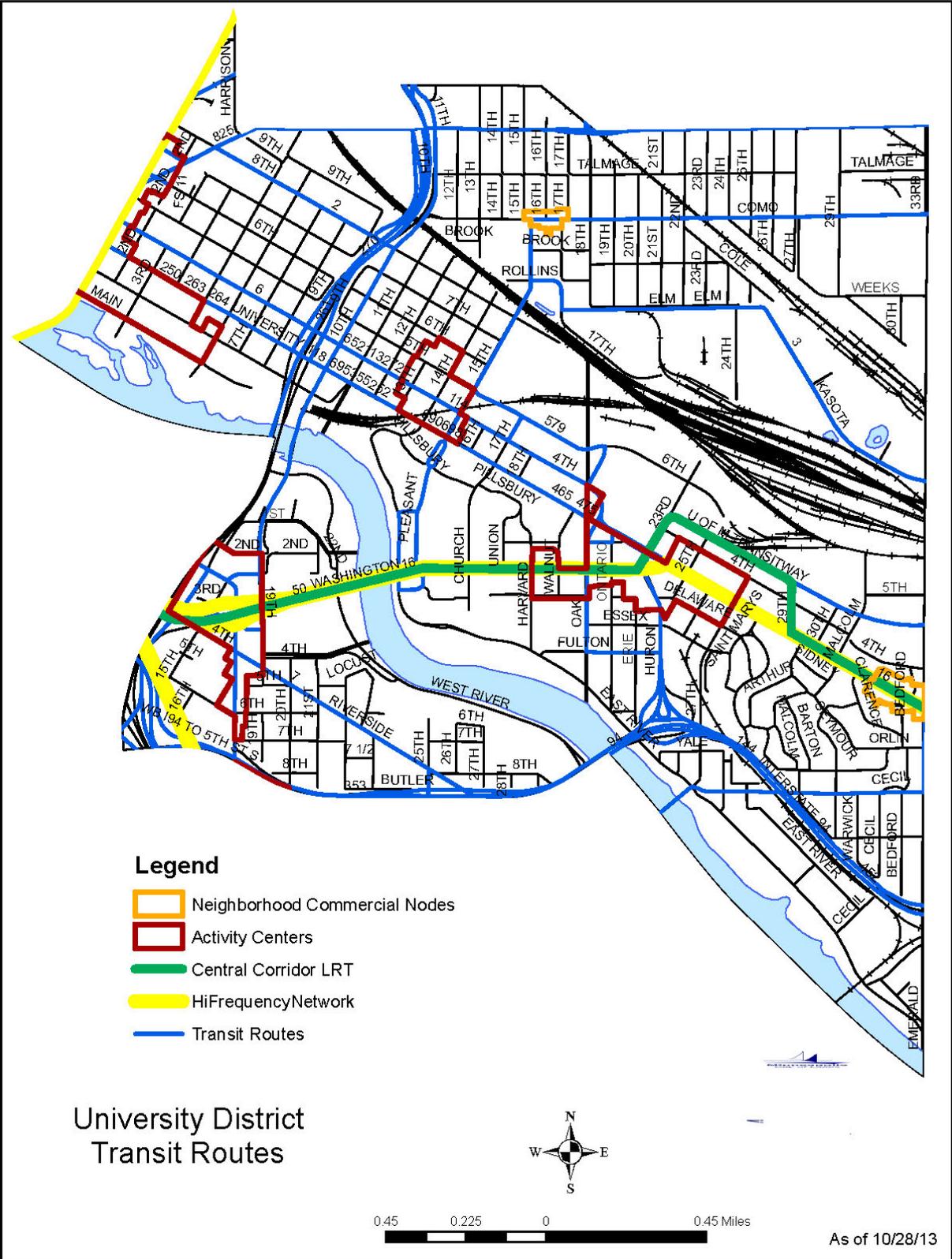
Downtown and Hiawatha

An additional 25 projects along the Hiawatha LRT line, including Downtown, were evaluated. (The exception along Hiawatha was West Bank projects, which were included in the University District group, not the Hiawatha group.) Downtown has no residential parking requirement, except for a small number of guest spaces. The remainder of Hiawatha has citywide requirements, although developments in the transit station areas are often within TSA POs.

Of those 25 projects, only three requested variances, with a 3-5% reduction in parking requirements. Additionally, those three were all senior housing projects, not general market rate development. And while Downtown projects had no requirement, most market rate projects provided a significant amount anyway – or had arrangements with adjacent parking facilities in the case of older buildings where it was not possible to add spaces.

Looking at the parking statistics for both areas, it's clear that the amount of parking a developer wishes to provide depends more on intended residents than on location. Student, senior, and supportive housing projects tend to want to build less parking than market rate units. Discussions with developers suggest that part of this may reflect the incomes of residents in some market rate development, which are high enough to own and park a car even if they do not use it frequently.

Regardless, the information collected suggests that student-oriented housing markets might (at least for now) be the type most likely to be supportive of lower parking requirements. However, it is not possible to regulate by household type, nor should it be taken for granted that the market for a development might not change or diversify in the future.



Analysis of Recent Projects

To test the impact of changing parking requirements, two potential parking policy changes were tested against a group of recent (2008-present) multifamily projects in the University District Overlay area. These concepts were developed based on the task force review and discussions of the information collected and summarized above. The scenarios analyzed included:

1. **Removing the 1 parking space per unit minimum.** Currently, the 0.5/bedroom requirement and the 1 per unit parking requirements are both calculated, and the higher of the two is selected. If the 1 space/unit minimum is removed, the calculation will just be based on 0.5/bedroom. This change will impact projects that average less than 2 bedrooms per unit.
2. **Increasing the Pedestrian Oriented (PO) Overlay parking reduction from 10% to 30%.** This will result in moving the effective parking ratio to 0.35/bedroom. There is need for discussion as to whether this would apply to all PO districts or just the Transit Station Area ones (Stadium Village, Prospect Park, Cedar Riverside, West Bank).
3. A combination of #1 and #2 was also evaluated, to see the net result if both were applied.

Findings from Analysis

These two policy changes were calculated as they would apply to 36 recent projects, if they were in place in the time of approval. A summary of the results follows:

- **If the 1 space per unit minimum was removed,** 10 of the projects that requested a parking variance would see their parking requirement reduced, resulting in either a reduced variance or no variance. An additional 10 would also have a reduced parking requirement, but had not requested a variance – so it is unclear whether it would impact their plans. The remaining 16 would not be impacted by the policy change, since they averaged more than 2 bedrooms per unit so would be calculated based on 0.5/bedroom regardless.
- **If the PO overlay reduction was increased,** 10 of the projects who requested a parking variance would see their parking requirement reduced, resulting in either a reduced variance or no variance. (Of these 10, 7 were also impacted by the 1 space/unit policy – so if both were implemented, they would see significant reductions.) An additional 5 would also have a reduced parking requirement, but had not requested a variance – so it unclear whether it would impact their places. (Of these 5, all were impacted by the 1 space per unit minimum.) The remaining 21 were not in PO districts.

- **Many of the projects seeking variances are located within the designated PO districts.** This supports reductions in parking requirements within PO districts, which is also supported by the case study review.
- **Some variances outside of PO districts may need to be addressed separately.** Variances have also been requested and granted frequently in along 4th St SE, University Ave SE, and 15th Ave SE in Marcy Holmes, on areas close to campus but not in PO districts. These do have transit service (though in the case of 4th and University, they do not qualify for the City's 10% reduction for parking on transit corridors because they are one way). There may be a need to find another way for the City to identify where variances might be appropriate.

Recommendations

The two draft recommendations tested earlier held up through both the analysis and the public review and input process. They are as follows:

- **Retain 0.5 parking space per bedroom as the minimum requirement, but remove the alternative minimum of 1 space per unit.** Presently, the 1 space per unit alternative minimum requirement is a disincentive for building developments with studio and one-bedroom units. We have heard from residents, neighborhood organizations, and developers that there is interest in encouraging studio and one-bedroom apartment units.
- **Increase the 10% reduction of residential parking requirements in TSA PO's in the University District to 30%,** changing the effective required rate from 0.45 spaces/bedroom to 0.35 spaces/bedroom. The TSA POs include Cedar Riverside/West Bank, Prospect Park, and Stadium Village. For the Dinkytown PO (which is not a TSA PO so does not already have a reduced parking requirement), put into place a similar requirement. This does not impact the East Hennepin PO, which is only partially inside the district and relates much more to the non-University housing market.

Both of these will need to be translated into language changes to the Zoning Ordinance and moved through the official City approval process for the change to be made effective.

As indicated throughout the comments in Appendix A, there are numerous other parking issues which came up during the discussion and public outreach, which are beyond the scope of the charge to this task force. These comments were captured to inform future phases of parking work in the University District, as it continues to be a topic of interest to many.

Selected University District Residential Projects Approved 2008-Present - Analysis of Proposed Policy Change (12/30/13 draft)

While a change now wouldn't alter requirements for previously approved project, this analysis gives a sense of how a change would make a difference in projects like these. This selected list does not include single family projects, since it is very rare for those to request parking variances, they typically have higher bedroom counts, and there are very few in Pedestrian Oriented (PO) overlay districts. As a result, the change is unlikely to impact them directly.

Parking Scenarios

Current - Existing parking regulations in place at time of project approval (1/unit or 0.5/bedroom, whichever is greater)

Scenario A - Remove minimum 1 space/unit requirement, while keeping 0.5/bedroom requirement

Scenario B - Reduce parking requirement from 0.45/bedroom to 0.35/bedroom in PO districts (from 10% to 30% reduction of 0.5/bedroom standard)

Scenario C - Make changes proposed under BOTH Scenario A and Scenario B

Scenario Impacts

	Scenario reduces or eliminates parking variance
	Scenario reduces requirement, but developer didn't request variance
	Scenario does not make a difference for parking requirement
	Border if variance eliminated by this scenario (i.e. zero or negative variance requirement)

Project and Location					Characteristics					Current			Scenario A			Scenario B			Scenario C		
Project	Approval Date	Address	Neighborhood	Located in PO district?	Dwelling Units	Bedrooms	Average BR/Unit	Parking Provided	Provided Spaces/ BR	Required	Variance Needed	Percent Variance	Required	Variance Needed	Percent Variance	Required	Variance Needed	Percent Variance	Required	Variance Needed	Percent Variance
Solhem East Bank	5/24/10	2428 Delaware St SE	PP	yes	75	115	1.5	45	0.39	61	16	26%	46	1	2%	45	0	0%	35	-11	-30%
The Edge on Oak	6/27/11	309-313 Oak St SE	PP	yes	60	85	1.4	46	0.54	48	2	4%	34	-12	-35%	34	-12	-37%	24	-22	-93%
Solhaus Tower	10/17/11	515-521 Huron Blvd	PP	yes	75	75	1.0	38	0.51	67	29	43%	34	-4	-13%	47	9	19%	24	-14	-61%
Station at Washington	6/11/12	616 Washington Ave SE	UM	yes	98	157	1.6	49	0.31	88	39	44%	71	22	31%	69	20	29%	55	6	11%
7 West	6/11/12	1810 Washington Ave S	WB	yes	214	272	1.3	99	0.36	193	94	49%	122	23	19%	150	51	34%	95	-4	-4%
700 Washington	4/8/13	700 Washington Ave SE	UM	yes	98	157	1.6	49	0.31	88	39	44%	71	22	31%	69	20	29%	55	6	11%
The Venue	6/24/13	1500 5th St SE	MH	yes	140	247	1.8	62	0.25	140	78	56%	124	62	50%	98	36	37%	86	24	28%
A Mill Artists Lofts	4/23/12	300 2nd St SE	MH	no	255	337	1.3	166	0.49	255	89	35%	169	3	1%	255	89	35%	169	3	1%
The Bridges	3/4/13	918 University Ave SE	MH	no	211	318	1.5	128	0.40	211	83	39%	159	31	19%	211	83	39%	159	31	19%
628 University	5/6/13	628 University Ave SE	MH	no	40	54	1.4	25	0.46	40	15	38%	27	2	7%	40	15	38%	27	2	7%
Stadium Village Flats	2/8/10	810 Washington Ave SE	PP	yes	120	235	2.0	123	0.52	120	-3	-3%	118	-6	-5%	84	-39	-46%	82	-41	-50%

Project and Location					Characteristics					Current			Scenario A			Scenario B			Scenario C		
Project	Approval Date	Address	Neighborhood	Located in PO district?	Dwelling Units	Bedrooms	Average BR/Unit	Parking Provided	Provided Spaces/ BR	Required	Variance Needed	Percent Variance	Required	Variance Needed	Percent Variance	Required	Variance Needed	Percent Variance	Required	Variance Needed	Percent Variance
Sydney Hall	3/29/10	1500 4th St SE	UM	yes	142	243	1.7	135	0.56	128	-7	-5%	109	-26	-23%	99	-36	-36%	85	-50	-59%
ENL House	3/28/11	3020 University Ave SE	PP	yes	17	32	1.9	18	0.56	15	-3	-20%	14	-4	-25%	12	-6	-51%	11	-7	-61%
The 155	12/3/12	155 University Ave SE	MH	yes	81	90	1.1	81	0.90	81	0	0%	45	-36	-80%	57	-24	-43%	32	-50	-157%
Five15 on the Park	3/4/13	1500 6th St S	WB	yes	260	271	1.0	234	0.86	234	0	0%	122	-112	-92%	182	-52	-29%	95	-139	-147%
Stone Arch 2	5/24/10	520 2nd St SE	MH	no	91	91	1.0	91	1.00	91	0	0%	46	-46	-100%	91	0	0%	46	-46	-100%
412 Lofts	6/28/10	1209 4th St SE	MH	no	102	191	1.9	102	0.53	102	0	0%	96	-7	-7%	102	0	0%	96	-7	-7%
708 Central Ave	9/19/11	708 Central Ave	MH	no	105	126	1.2	95	0.75	95	0	0%	57	-38	-68%	95	0	0%	57	-38	-68%
Mill & Main Phase I	2/6/12	501 Main St SE	MH	no	180	234	1.3	188	0.80	180	-8	-4%	117	-71	-61%	180	-8	-4%	117	-71	-61%
Mill & Main Phase II	3/25/13	413 Main St SE	MH	no	179	248	1.4	241	0.97	179	-62	-35%	124	-117	-94%	179	-62	-35%	124	-117	-94%
WaHu	8/13/12	1016 Washington Ave SE	PP	yes	333	790	2.4	336	0.43	356	20	6%	356	20	6%	277	-60	-22%	277	-60	-22%
Metro Park East	10/29/12	2635 4th St SE	PP	yes	194	403	2.1	125	0.31	181	56	31%	181	56	31%	141	16	11%	141	16	11%
The Marshall	10/29/12	1313 5th St SE	MH	yes	317	830	2.6	332	0.40	415	83	20%	415	83	20%	291	-42	-14%	291	-42	-14%
Florence Court	12/8/08	1000 University Ave SE	MH	no	121	313	2.6	129	0.41	156	27	17%	156	27	17%	156	27	17%	156	27	17%
Eagle Crossing	10/13/09	631 Ontario St SE	PP	no	14	36	2.6	19	0.53	18	-1	-6%	18	-1	-6%	18	-1	-6%	18	-1	-6%
Freund Haus	11/9/09	1013 University Ave SE	MH	no	8	26	3.3	12	0.46	12	0	0%	12	0	0%	12	0	0%	12	0	0%
Thomas Apartments	2/8/10	624 University Ave SE	MH	no	8	28	3.5	14	0.50	14	0	0%	14	0	0%	14	0	0%	14	0	0%
Limelight	9/7/10	811 4th St SE	MH	no	12	29	2.4	14	0.48	14	0	0%	14	0	0%	14	0	0%	14	0	0%
The Cluster	12/12/11	1011 4th St SE	MH	no	12	40	3.3	18	0.45	18	0	0%	18	0	0%	18	0	0%	18	0	0%
The Knoll	7/16/12	1101 University Ave SE	MH	no	101	226	2.2	79	0.35	113	34	30%	113	34	30%	113	34	30%	113	34	30%
The Elysian	8/13/12	412 8th Ave SE	MH	no	56	147	2.6	43	0.29	74	31	42%	74	31	42%	74	31	42%	74	31	42%
525 10th	10/29/12	525 10th Ave SE	MH	no	10	29	2.9	11	0.38	14	3	21%	14	3	21%	14	3	21%	14	3	21%
621 15th	1/22/13	621 15th Ave SE	MH	no	12	38	3.2	16	0.42	17	1	6%	17	1	6%	17	1	6%	17	1	6%
815 14th	5/20/13	815 14th Ave SE	MH	no	36	100	2.8	34	0.34	50	16	32%	50	16	32%	50	16	32%	50	16	32%
15th Ave Student Hsg	6/24/13	710 15th Ave SE	MH	no	202	643	3.2	174	0.27	321	147	46%	321	147	46%	321	147	46%	321	147	46%
501 15th	8/26/13	501 15th Ave SE	MH	no	31	118	3.8	41	0.35	53	12	23%	53	12	23%	53	12	23%	53	12	23%

**AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS**

By Gordon

Amending Title 20, Chapter 551 of the Minneapolis Code of Ordinances relating to Zoning Code: Overlay Districts.

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

Section 1. That Section 551.160 of the above-entitled ordinance be amended to read as follows:

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 2. That Section 551.175 of the above-entitled ordinance be amended to read as follows:

551.175. Transit Station areas. The following additional regulations shall govern development within PO Overlay Districts in and around the following existing or proposed transit stations, as shown on the official zoning maps:

Cedar-Riverside LRT Station

Franklin Avenue LRT Station

Lake Street/Midtown LRT Station

38th Street LRT Station

46th Street LRT Station

50th Street/Minnehaha Park LRT Station

VA Medical Center LRT Station

West Bank LRT Station

Stadium Village LRT Station

Prospect Park/~~29th Avenue~~ LRT Station

- (1) *Prohibited uses.* The following uses shall be prohibited in the PO Overlay District:
- a. Self service storage.
 - b. Commercial parking lots, including the expansion of any existing commercial parking lot.
 - c. The conversion of any accessory parking lot to a commercial parking lot.

(2) *Wholesaling, warehousing and distribution; furniture moving and storage.* Uses shall be limited to thirty thousand (30,000) square feet of gross floor area.

(3) *Density bonuses.* Where the primary zoning district or Industrial Living Overlay District provide a density bonus of twenty (20) percent, such bonus shall be thirty (30) percent.

(4) *Minimum floor area.* New development shall be subject to a minimum floor area ratio requirement, as specified in Table 551-0, Transit Station Area Minimum Floor Area Ratio Requirements. Individual phases of a phased development may be less than this minimum, provided the entire development meets the minimum requirement. This requirement shall not apply to the expansion of buildings existing on the effective date of this section.

Table 551-0 Transit Station Area Minimum Floor Area Ratio Requirements

Transit Station Area	Minimum FAR		
	Commercial, OR2 and OR3 Districts	Industrial Districts	Residence and OR1 Districts
Cedar-Riverside	1.0	1.0	none
Franklin Avenue	1.0	1.0	none
Lake Street/Midtown	1.0	1.0	none
38th Street	1.0	1.0	none
46th Street	1.0	1.0	none
50th Street/Minnehaha Park	1.0	1.0	none
VA Medical Center	1.0	1.0	none
West Bank	1.0	1.0	none
Stadium Village	1.0	1.0	none
Prospect Park/29th Avenue	1.0	1.0	none

(5) *Off-street parking.*

a. *Multiple-family dwellings.* The minimum off-street parking requirement for multiple-family dwellings shall be ninety (90) percent of the number specified in Chapter 541, Off-Street Parking and Loading. In the following transit station areas, the minimum off-street parking requirement for multiple-family dwellings shall be seventy (70) percent of the number specified in the UA University Area Overlay District: Cedar-Riverside, West Bank, Stadium Village, and Prospect Park.

Section 3. That Section 551.1320 of the above-entitled ordinance be amended to read as follows:

551.1320. Off-street parking. (a) *Minimum number of off-street parking spaces.* The minimum off-street parking requirement for residential uses shall be one-half ($\frac{1}{2}$) parking space per bedroom ~~but not less than one (1) space per dwelling unit.~~ 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.

(b) *Location.* Off-street parking for single and two-family dwellings and multiple-family dwellings having three (3) or four (4) dwelling units 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 and multiple-family dwellings having three (3) or four (4) dwelling units 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 storm water 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.