

ZONING CODE TEXT AMENDMENT SUMMARY

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

APPLICABLE SECTIONS OF THE ZONING CODE

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

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

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

BACKGROUND

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

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

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

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

PURPOSE

What is the reason for the amendment?

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

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

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

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

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

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

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

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

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

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

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

What problem is the amendment designed to solve?

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

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

⁵ *ibid*

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

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

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

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

What public purpose will be served by the amendment?

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

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

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

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

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

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

What problems might the amendment create?

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

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

TIMELINESS

Is the amendment timely?

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

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

Is the amendment consistent with practices in surrounding areas?

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

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

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

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

Are there consequences in denying this amendment?

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

COMPREHENSIVE PLAN

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RECOMMENDATIONS

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

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

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

ATTACHMENTS

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

**AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS**

By Bender

Amending Title 20, Chapter 541 of the Minneapolis Code of Ordinances relating to Zoning Code: Off-Street Parking and Loading.

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

Section 1. That Section 541.200 of the above-entitled ordinance be amended to read as follows:

541.200. Transit incentives. Upon determination by the zoning administrator, the minimum parking requirement may be reduced under the following conditions:

(1) *Multiple-family dwellings.* ~~The minimum parking requirement may be reduced ten (10) percent if the proposed use is located within three hundred (300) feet of a transit stop with midday service headways of thirty (30) minutes or less in each direction. Except in the UA University Area Overlay District, the minimum parking requirement for multiple-family dwellings of three (3) units or more may be reduced as specified in Table 541-4.5, Transit Incentive for Multiple-Family Dwellings.~~

Table 541-4.5 Transit Incentive for Multiple-Family Dwellings

<u>Transit proximity and frequency*</u>	<u>Authorized reduction from minimum parking requirement (3 – 50 dwelling units)</u>	<u>Authorized reduction from minimum parking requirement (51 dwelling units or more)</u>
<u>Within three hundred fifty (350) feet of a bus or rail transit stop with midday service headways of fifteen (15) minutes or less.</u>	<u>100 percent</u>	<u>100 percent</u>
<u>Within one-quarter (1/4) mile of a bus transit stop with midday service headways of fifteen (15) minutes or less, or within one-half (1/2) mile of a rail transit stop with midday service headways of fifteen (15) minutes or less</u>	<u>100 percent</u>	<u>50 percent</u>
<u>Within three hundred fifty (350) feet of a bus or rail transit stop with midday service headways between fifteen (15) minutes and thirty (30) minutes</u>	<u>10 percent</u>	<u>10 percent</u>

*In addition to existing transit stops, incentives shall apply to rail transit stops that are included in a project that has been approved to enter the Project Development phase by the Federal Transit Administration

(2) *Non-residential uses.* The minimum parking requirement for non-residential uses may be reduced ten (10) percent if the use provides an adequate sheltered transit stop within the development, as determined by the city engineer. The reduction shall not be awarded for sheltered transit stops that are both in the public right-of-way and detached from the principal structure.

~~(3) *Process.* The applicant for such transit incentives shall submit an application on a form approved by the zoning administrator, as specified in Chapter 525, Administration and Enforcement.~~

Section 2. That Section 541.410 of the above-entitled ordinance be and is hereby repealed.

541.410. OR2 and OR3 Districts. Reserved. ~~(a) *Residential uses.* Dwellings and congregate living uses located in the OR2 and OR3 Districts shall be required to provide ninety (90) percent of the number of spaces specified in Table 541-1, Specific Off Street Parking Requirements.~~

~~(b) *All other uses.* All other uses located in the OR2 and OR3 Districts shall provide parking as required in Table 541-1, Specific Off Street Parking Requirements.~~

**AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS**

By Bender

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

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

Section 1. That Section 551.175 of the above-entitled ordinance be amended to read as follows:

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

Cedar-Riverside LRT Station
Franklin Avenue LRT Station
Lake Street/Midtown LRT Station
38th Street LRT Station
46th Street LRT Station
50th Street/Minnehaha Park LRT Station
VA Medical Center LRT Station
West Bank LRT Station
Stadium Village LRT Station
Prospect Park LRT Station

(1) *Prohibited uses.* The following uses shall be prohibited in the PO Overlay District:

- a. Self service storage.
- b. Commercial parking lots, including the expansion of any existing commercial parking lot.
- c. The conversion of any accessory parking lot to a commercial parking lot.

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

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

(4) *Minimum floor area.* New development shall be subject to a minimum floor area ratio requirement, as specified in Table 551-0, Transit Station Area Minimum Floor Area Ratio Requirements. Individual

phases of a phased development may be less than this minimum, provided the entire development meets the minimum requirement. This requirement shall not apply to the expansion of buildings existing on the effective date of this section.

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

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

(5) Off-street parking.

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

Section 2. That Section 551.765 of the above-entitled ordinance be amended to read as follows:

551.765. Specific Off-Street Parking Requirements. Except in the downtown districts, uses located in the DP Overlay District shall be subject to the maximum parking requirements specified in Table 541-1, Specific Off-Street Parking Requirements, and the bicycle parking requirements in Table 541-3, Bicycle Parking Requirements, and shall further be subject to the following off-street parking requirements:

(1) *Residential uses.* ~~Dwellings and congregate living uses shall be required to provide a minimum of ninety (90) percent of the number of spaces specified in Table 541-1, Specific Off-Street Parking Requirements, and development~~ Development projects with ten (10) or more dwelling units or rooming units shall provide no more than one and seven-tenths (1.7) spaces per unit. Development projects with fewer than ten (10) dwelling units or rooming units shall provide no more than two (2) spaces per unit. Accessible spaces required for residential uses by the Minnesota State Building Code and visitor parking spaces required by this chapter shall not count toward the maximum parking requirement. Off-site parking up to five hundred (500) feet away shall be permitted, subject to the off-site parking provisions of Chapter 541, Off-Street Parking and Loading.

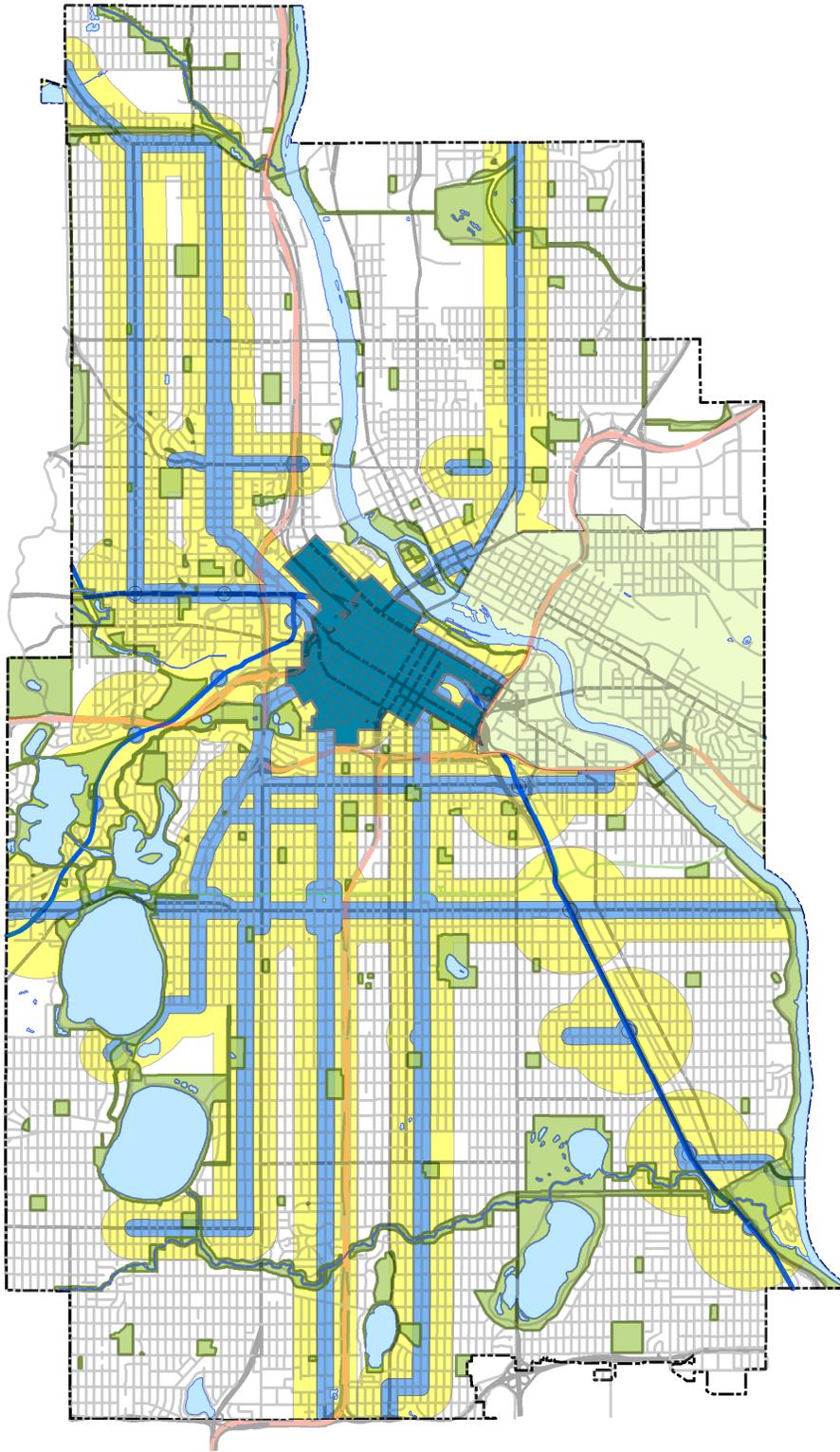
a. *Visitor parking.* Multiple-family dwellings of fifty (50) or more units that provide off-street parking for residents shall also provide designated visitor parking at a ratio of not less than one (1) visitor space per fifty (50) dwelling units.

(2) *Hotels.* One (1) space per three (3) guest rooms plus parking equal to twenty (20) percent of the capacity of persons for affiliated uses such as dining or meeting rooms.

(3) *C3A district, central riverfront.* Nonresidential uses located in the C3A district in that portion of the central riverfront located between Hennepin Avenue and I-35W and between Washington Avenue and the Mississippi River shall not be required to provide accessory off-street parking facilities.

(4) *All other uses.* All other uses shall provide not less than one (1) parking space for each four thousand (4,000) square feet of gross floor area in excess of four thousand (4,000) square feet. The four (4) space minimum parking requirement in Chapter 541, Off-Street Parking and Loading, shall not apply. Off-site parking up to five hundred (500) feet away shall be permitted, subject to the off-site parking provisions of Chapter 541, Off-Street Parking and Loading.

Areas Eligible for Transit Reduction



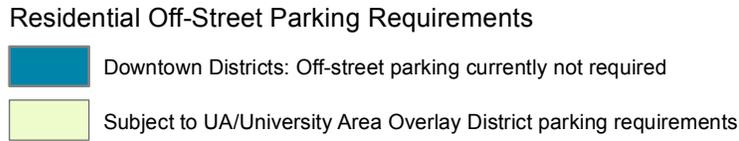
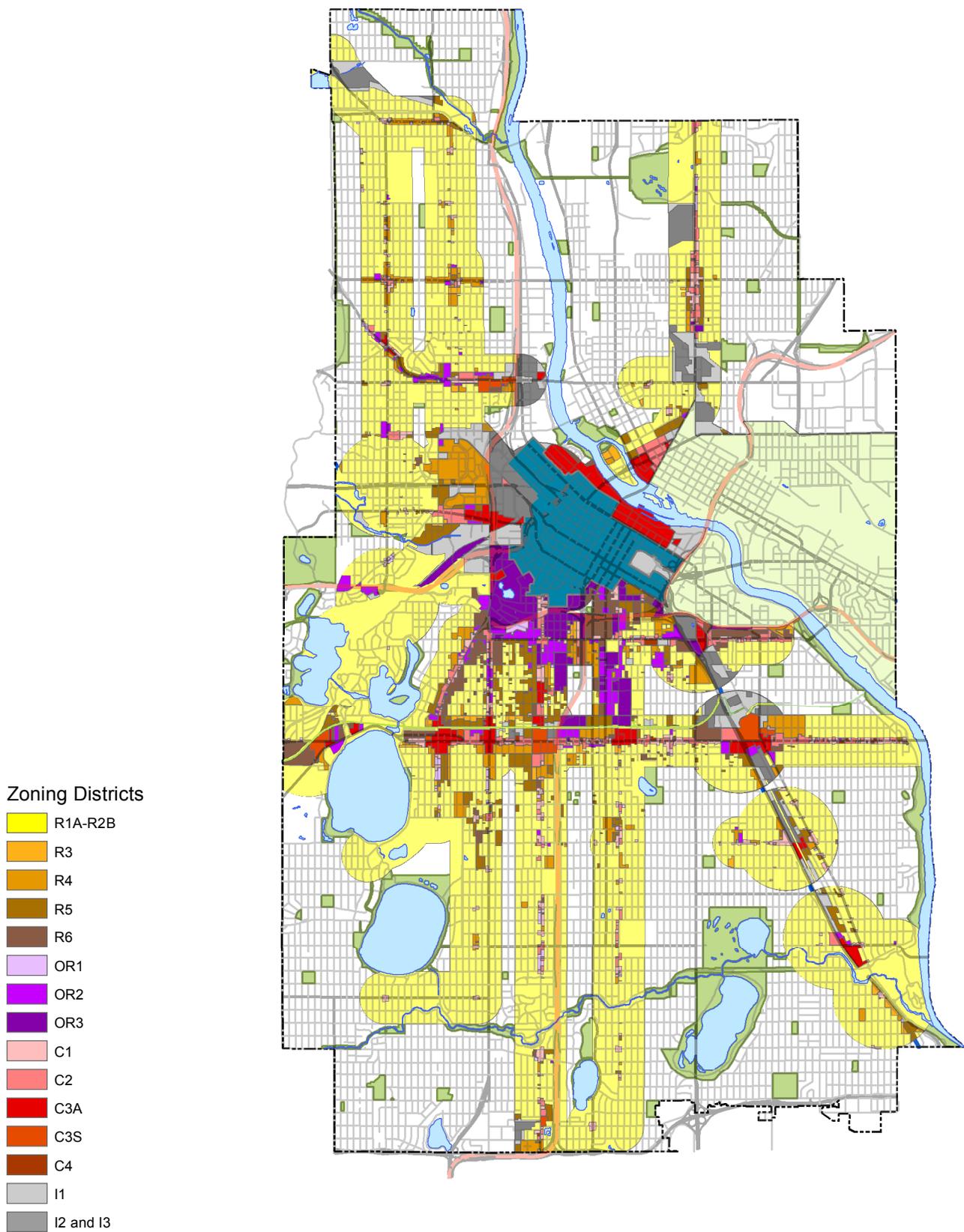
Residential Off-Street Parking Requirements

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



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

Base Zoning for Areas Eligible for Transit Reduction



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

May 26, 2015

To: All Minneapolis City Council Members
Minneapolis City Hall

CC: Minneapolis Planning Commissioners,
CPED Zoning Staff

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

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

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

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

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

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

Thank you,



-William Wells

RESIDENTIAL OFF-STREET PARKING OPEN HOUSE

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

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

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

Hanauer, Aaron M.

From: evan roberts <evanrobertsnz@gmail.com>
Sent: Sunday, June 14, 2015 4:54 PM
To: Hanauer, Aaron M.; Wittenberg, Jason W.
Cc: Gordon, Cam A.; Bender, Lisa
Subject: Submission regarding minimum parking requirements

Dear Aaron and Jason

As I am not able to make the Planning Commission meeting on Monday, 15 June, I would like to enter my comments into the public record via email.

I am supportive of this proposal to substantially reduce Minneapolis' minimum parking requirements for residential construction. The proposal would make a substantial contribution towards many areas of city policy, including the Minneapolis Plan for Sustainable Growth.

1) By allowing developers and residents the flexibility to choose the amount of off-street parking they provide it will reduce car traffic with associated environmental benefits. 2) The proposal can also make a contribution towards increasing housing affordability by providing of-right options for construction without parking. 3) A final major benefit of the policy will be reducing the transactions costs of providing less parking, and thus stimulating construction activity and employment in this industry.

My concern with the policy is that it does not liberalize parking requirements enough. Minneapolis' 2009 elimination of parking requirements downtown was excellent and far-sighted policy, and after six years shows that parking will be provided where it is demanded. I urge the Planning Commission and City Council to extend the wisdom of the no-parking-minimum policy downtown to the rest of the city.

If elimination of parking minimums entirely is not feasible, I believe the policy could be strengthened in several key ways to expand its application across the city.

- 1) The policy should apply to any multi-unit residential construction, and not just construction of 5 or more units.
- 2) The policy should be applied without regard to proximity to existing transit. In areas distant from frequent transit it is likely that land costs are cheap enough and parking demand high enough that parking will be provided 1-1 with residential units. However, city policy should not prevent developers in these areas from experimenting with different housing forms and parking amounts.
- 3) Similar proximity (half-mile) to any off-street bike path, bike boulevard, or planned protected bike lane should also trigger the of-right reductions in parking requirements mooted for transit. The [majority of workers in Minneapolis](#) live less than five miles from their place of employment, an ideal distance for biking. Our current transit system is largely, if not entirely, focused on downtown. Residents whose commute does not follow these routes now have good cross-town biking options (e.g. the 40th St bike boulevard) that provide options for reducing their demand for car ownership and parking.

Thank you for your consideration of this important matter for our city
Evan Roberts
49 Arthur Ave SE, Minneapolis (Ward 2)

Hanauer, Aaron M.

From: Dave White <dave4white@gmail.com>
Sent: Saturday, June 13, 2015 9:43 AM
To: Hanauer, Aaron M.
Subject: I support reducing parking requirements

I have heard that they are considering reducing the requirements to build parking along with new residential construction near transit lines. I favor this proposal. It will enable more affordable apartments to be constructed, making housing more accessible and affordable.

Dave White
1500 Lasalle Ave #515
Minneapolis, MN 55403

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 3

Hanauer, Aaron M.

From: Nicolas Ball-Jones <nballjon@gmail.com>
Sent: Friday, June 12, 2015 6:59 PM
To: Hanauer, Aaron M.
Subject: Please support elimination of parking minimums

Hello Aaron,

I'd like to urge you to support the elimination of parking minimums within a certain distance from high frequency transit stops proposal submitted by Councilmember Lisa Bender next week. This would make our city much more livable, reduce costs of new development and encourage people to take alternate forms of transit.

Best,
Nick

--
Nicolas Ball-Jones, Ph.D.
Hoye Group
Department of Chemistry,
University of Minnesota

Hanauer, Aaron M.

From: Paul Mellblom <Paul@msrdesign.com>
Sent: Thursday, June 11, 2015 12:36 PM
To: Hanauer, Aaron M.
Cc: John Quincy
Subject: Support for the Proposed Chnages to STreet Parking Requirements

Hello Aaron,

I just read the blog post by Nick Magrino (<http://streets.mn/2015/06/11/minneapolis-proposes-to-eliminate-minimum-parking-requirements-near-transit/>) and am very happy to see the city considering this revision of residential parking requirements. As a resident of the city's Ward 11 and a business owner in downtown Minneapolis, I know this action has the ability to unlock sites throughout the city and increase our ability to densify our community as a way to create housing that corresponds to the needs of 21st century residents. I mostly drive to/from work but occasionally bike – probably because that is what I grew up doing and I'm in my 50's. But more than 50% of our employees who live in Minneapolis or St Paul bike, use public transit and/or walk every day to our firm's location on the river front. The city is changing and I am glad to see our attitudes about city services and regulations evolving to keep up with these shifts in our cultural preferences.

I support these efforts and hope the city staff and elected/appointed leaders do so, too.

Best,
PCNM

Paul C.N. Mellblom, AIA, LEED AP BD+C, Principal
612 225 1042 T 612 209 7787 C

MSR www.msrdesign.com

710 South 2nd Street, 8th Floor
Minneapolis, MN 55401-2282

"What we make is how we talk to the world." Debra Frasier, author

Hanauer, Aaron M.

From: Kate Michaud <kate@msrdesign.com>
Sent: Thursday, June 11, 2015 11:51 AM
To: Hanauer, Aaron M.
Subject: Off-street parking requirements

Mr. Hanauer,

I cannot attend the Planning Commission meeting next Monday so instead I am writing to let you know that I would strongly support reducing the off-street parking requirements on lots near transit lines. This would allow smaller multifamily developments to be created in neighborhoods where there is already a high demand for housing. I hope the commission seriously considers accepting this proposal.

Thank you,

Kate Michaud, RA, LEED AP, Architect
612 359 3258 T

MSR www.msrdesign.com

710 South 2nd Street, 8th Floor
Minneapolis, MN 55401-2282

Hanauer, Aaron M.

From: Alex Cecchini <cecc0011@gmail.com>
Sent: Tuesday, June 09, 2015 12:05 PM
To: Bender, Lisa; Somogyi, Ben; Wittenberg, Jason W.; Hanauer, Aaron M.
Subject: Parking Reform Public Record Statement

Hi all,

I won't be able to attend the Planning Commission public hearing next week, and although I attended the open house I figured I'd email in my thoughts on the proposed ordinance.

It should come as no surprise that I'm a huge supporter of this proposal. It's a fair, balanced way of implementing reform that allows our city to grow affordably, at scales/designs matching those of historic neighborhood, and through a wider range of potential "developers" beyond the medium-to-large scale ones we've been seeing in the 6-story half block apartments and up.

I do think it makes sense to consider other areas to include in the reduction (perhaps only partial rather than full 100% exemption), including any built protected bike lanes (or fully-funded and planned to be constructed within 1-2 years, some language to allow development to occur as lanes are built). But that can be for a future change.

I'm also a major proponent of expanding metered parking where concerns frequently arise. My gut says parking-lite developments will more often happen in these neighborhoods. It might make sense to have a proposed parking threshold (<.5 spaces per unit, for example) that triggers an on-street parking study to meter spaces. We don't necessarily need unsightly poles in neighborhood cores - a printed ticket from an electronic machine on the dash could suffice. The developer could be required to pay for a machine and any signage for spots only in front of their building (or something, not that different than development re-building sidewalks and pedestrian amenities) to ensure at least some parking on the block is not over-consumed by new residents who may choose to bring a car. Just an idea, though it would require tight coordination with Parking Services.

In any case, thanks for proposing this pragmatic step in parking reform. Good luck next Monday!

Alex Cecchini
Ward 10
3525 Fremont Ave S
Minneapolis, MN 55408

Wittenberg, Jason W.

From: Eric Sumner <Eric_Sumner@cargill.com>
Sent: Monday, June 15, 2015 8:16 AM
To: Wittenberg, Jason W.
Subject: Comment about proposed off-street ordinance

I read about the proposed ordinance shift in our neighborhood letter and think the shift in parking spots is too dramatic. I see why a change is requested and I applaud a shift towards a policy that recognizes development that isn't car-oriented but going from 10% to 100% takes us from where we were in 1970 to where we could potentially be in 2100, missing decades of good planning in the middle.

I appreciate that the standards incorporate some good literature around features of good transit (1/4 mile and 1/2 mile distances and stop frequency), but that is just a minimum barrier to residences adopting a transit oriented life and reducing car ownership. To truly drive a reduction in car ownership requires not only frequent service but a network that easily accommodates all of the user's needs. In fact, without a high level of walkability to basic services even a good transit network won't reduce car ownership dramatically.

In addition, the buildings which would attract the largest percentage of transit residents are also frequently in some of the most difficult off street parking environments in our urban landscape. Adding even a few residents with cars and no parking can shift the dynamic of the neighborhood off street parking situation.

Finally, there are some very residential and non-transit oriented locations towards the end of high-frequency bus and rail routes. It would not be a good idea to allow large developments with no parking to exist in those locations. The code should accommodate

I would recommend one or more of the following adjustments:

- 1) Requirement that the 100% standard also require no free on-street parking within X (probably ~800) feet, two long city blocks. Parking permits for those zones should not be given to the development residents. This on top of the transit distance would be a very good way to actually define a high density, urban, transit-oriented environment. If any of the streets around a building support free on-street parking, the building location is probably not transit-oriented enough to eliminate off-street parking.
- 2) Reductions in parking if this does not apply should be dramatically reduced and ideally related to actual ridership in the area from similar properties. With a blanket ordinance, I would think that at a minimum the parking should drop to something like 50% for the < 350 ft and 25% for the > 350ft distances and a variance would be necessary for anything less. Given the science that is already in the proposal, it would be nice if something more nuanced could be given as there are obviously areas of town where this is too much and too little all at the same time.

Finally, for urban development at this scale in a high density neighborhood, we should be encouraging some street level retail and services. A nice add to accomplish this goal could be leaving more off-street parking in the ordinance without requiring it be for the residents, but the developer could choose if it helps support the retail and services instead

Eric Sumner
Principal Engineer
Engineering R&D
Cargill

150 years of helping the world thrive

direct: 952-742-3322 | mobile: 952-292-8495 | fax: 952-984-6023

Wittenberg, Jason W.

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 8

From: Craig Janssen <craig@elmwoodproperties.com>
Sent: Sunday, June 14, 2015 5:32 PM
To: Bender, Lisa; Warsame, Abdi; Frey, Jacob; Gordon, Cam A.; Reich, Kevin A.; Wittenberg, Jason W.; wellsandcompany@yahoo.com
Subject: FW: Alert- Zoning Code Change - Reduced Parking Requirement for New Apartment Buildings - Proposed by Council Member Bender
Attachments: Proposed-Ordinance-Parking-Reduction-Bender-Draft1.pdf

Councilmembers,

Doing business as Elmwood Properties, I own apartments in the SE and Marcy Holmes neighborhoods, and I have been here for more than 35 years.

Over all this time, I have witnessed numerous efforts to promote and expand parking and cars, always trying to create MORE parking and more commuting, as if the U of M area is a remote suburb needing more and more space for motor vehicles.

Please, let's accept the U of M area for what it must become - for humans. Walking, biking, working, living all nearby.

Let's please stop trying to make this place for cars. Can we please focus on making the area for people? We need HIGHER density housing in TALLER buildings to make this a pedestrian friendly area capable of supporting the related commercial businesses that go together, the shops, the restaurants, the entertainment, the offices, so people work and live closer. We have excellent public transportation and the crude beginnings of a pedestrian friendly environment. But density is still so LOW, the area is still not self sustaining for living AND working.

Seems like so many people want to keep the U of M a commuter area built for cars. Can we please must work together to make it for humans, like most GREAT European or Asian cities, or like Toronto, or like Manhattan or like Chicago Golden Mile, where people live mostly on foot, bicycles, and public transportation and most people who live in these places don't even have cars.

PLEASE, let's put humans and quality of life at the top of our priorities, not parking spaces and cars.

Note: There is adequate parking now. We do our best to lease parking spaces for \$35 a month, and we ALWAYS have many empty spaces all year long.

"I must be willing to give up what I am in order to become what I will be." (Einstein) Please stop clinging to the past. Embrace the inevitable future and prioritize humans instead of cars.

Sincerely,

Craig Janssen

Wittenberg, Jason W.

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 9

From: Ruth Cain <ruth.cain5@gmail.com>
Sent: Saturday, June 13, 2015 12:01 PM
To: Wittenberg, Jason W.
Cc: Nancy Ward
Subject: elimination of parking requirements

I live at 3548 Holmes, well within 350' of 2 bus stops. There is a duplex next door with 4 cars, and I often am unable to park in front of my own house. I am 80 years old and carrying groceries any extra distance is a hardship. Please do not eliminate any off-street parking requirements in the ECCO area.

Also, a number of people in the neighborhood are incensed at the failure of planners to listen to suggestions re the bike lane on 36 St. Bikes continue to use the street, despite the addition of bike lanes. Bike lanes on the north side of 36th, with a parked car lane as a barrier to traffic makes a lot more sense and eliminates the danger to bikers trying to cross E Calhoun Blvd.

Ruth Cain
3548 Holmes
Mp;s 55408
612 822-4483

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of briankrys@gmail.com
Sent: Saturday, June 13, 2015 1:21 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Brian Krysinski
302 Cedar Lake Rd S Apt 1
Minneapolis, MN 55405-2009

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of ptstucker@gmail.com
Sent: Saturday, June 13, 2015 10:46 AM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Paul Stucker
3132 Cedar Ave S, Apt 1
Minneapolis, MN 55407-4711

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of aidakhalafalla@hotmail.com
Sent: Saturday, June 13, 2015 10:36 AM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Aida Khalafalla
2551 37TH AVE S
Minneapolis, MN 55406-1745

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of susanlasoff@comcast.net
Sent: Saturday, June 13, 2015 9:46 AM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

susan lasoff
1235 yale place
Minneapolis, MN 55403-1949

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of John Dillery <mailagent@thesoftedge.com>
Sent: Saturday, June 13, 2015 9:11 AM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

John Dillery
5204 Washburn Ave S
Minneapolis, MN 55410-2443

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of dobrila13@gmail.com
Sent: Saturday, June 13, 2015 9:01 AM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

First of all, please continue to support more bike/pedestrian infrastructure throughout the city. It is essential that our city provides safe and efficient transportation options for people. Therefore, I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

D. Stancevic
4457 44th Ave S
Minneapolis, MN 55406-4060

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of beaum001@umn.edu
Sent: Friday, June 12, 2015 11:31 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Thomas Beaumont
210 W Grant St
Minneapolis, MN 55403-2298

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of bateman.brent@gmail.com
Sent: Friday, June 12, 2015 10:46 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Brent Bateman
3948 24th Avenue South
Minneapolis, MN 55406-3463

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of wtajibnapis@comcast.net
Sent: Friday, June 12, 2015 10:21 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

William Tajibnapis
3722 Grand Ave S
Minneapolis, MN 55409-1119

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of franknjanet55@gmail.com
Sent: Friday, June 12, 2015 7:56 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Janet Rog
1509 10th Ave S, Apt 612
Minneapolis, MN 55404-1753

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of lucyproofer@gmail.com
Sent: Friday, June 12, 2015 6:31 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Lucia Vilankulu
2636 30th Ave. S.
Minneapolis, MN 55406-1632

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of C. John Hildebrand
<mailagent@thesoftedge.com>
Sent: Friday, June 12, 2015 4:46 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

C. John Hildebrand
1212 Powderhorn Terrace #304
Minneapolis, MN 55407-1646

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of dmoempls@usiwireless.com
Sent: Friday, June 12, 2015 4:41 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Diane Moe
4928 Park Ave
Minneapolis, MN 55417-1030

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of willy.miley@gmail.com
Sent: Friday, June 12, 2015 4:31 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

William Miley
4304 43RD AVE S
Minneapolis, MN 55406-4049

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of Susan Elsner
<mailagent@thesoftedge.com>
Sent: Friday, June 12, 2015 4:36 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Susan Elsner
4632 43 Ave S
Minneapolis, MN 55406-4019

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of yanatome@msn.com
Sent: Friday, June 12, 2015 4:16 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Mary Tomes
4049 Grand Ave S
Minneapolis, MN 55409-1536

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of fritzebinger@gmail.com
Sent: Friday, June 12, 2015 4:11 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city. MORE BIKE LANES PLEASE!

Sincerely,

Frederick Ebinger
4135 Pillsbury Ave. S.
Minneapolis, MN 55409

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of djthiede@gmail.com
Sent: Friday, June 12, 2015 4:06 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Daniel Thiede
4717 5th Ave S
Minneapolis, MN 55419-5640

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of Hilary Reeves
<mailagent@thesoftedge.com>
Sent: Friday, June 12, 2015 4:01 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the proposed revisions to Minneapolis's off-street parking policy, to lower the minimums for off-street parking at locations well-served by transit. With increasing options in the city it makes sense to give developers more flexibility and hopefully increase the housing options in the city. These are common-sense reforms that fit with the City's already-stated priorities about how it wants to manage growth--with more options and fewer emissions.

Sincerely,

Hilary Reeves
210 N 2nd St, Apt 205
Minneapolis, MN 55401

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of jlharmening@gmail.com
Sent: Friday, June 12, 2015 3:56 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Jennifer Harmening Thiede
4717 5th Ave S
Minneapolis, MN 55419-5640

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of ken.rodgers@state.mn.us
Sent: Monday, June 15, 2015 10:11 AM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Kenneth Rodgers
508 3rd Ave NE
Minneapolis, MN 55413-2288

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of mary.novak@ppl-inc.org
Sent: Monday, June 15, 2015 10:36 AM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Mary Novak
5632 13th Avenue
Minneapolis, MN 55417

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of pljungstrom@msn.com
Sent: Saturday, June 13, 2015 3:01 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Par Ljungstrom
120 Malcolm Ave SE
Minneapolis, MN 55414-3502

Hanauer, Aaron M.

From: Anton Schieffer <anton612@gmail.com>
Sent: Monday, June 15, 2015 10:47 AM
To: Bender, Lisa
Subject: Parking reform

Hi Lisa, I'm just writing a quick note of support for the proposed changes to the zoning code regarding off-street parking. I do not believe that new developments should be required to build off-street parking for their residents, especially in areas with good access to mass transit. Requiring developers to build parking means that cost will be passed on to the tenants, and the average rent for a 1BR in Minneapolis is already over \$1000/mo. I choose to live without a car, and don't feel that if I ever want to move into a newer building that I should need to pay for a parking spot which I won't use. Not to mention the fact that parking lots are eyesores and are often a waste of urban space which can be better used for something else.

Feel free to share this email with other members of the planning commission if you'd like. Thanks,

Anton Schieffer

Hanauer, Aaron M.

From: Constance Pepin <cpepin@bitstream.net>
Sent: Friday, June 12, 2015 5:08 PM
To: Bender, Lisa
Cc: councilcommitteecoordinators@minneapolismn.gov; Kusz, Lisa M.
Subject: Reject the proposed changes in parking requirements at this time

*** Please include this letter in the packet, because I will not be able to attend the June 15 meeting of the Planning Commission. ***

Dear Members of the Planning Commission and the City Council:

I urge you to reject the current proposal because there is no evidence that reducing or eliminating parking requirements will achieve the broader goals attached to the proposal (such as better urban design, lower-cost housing, and better alignment with transportation policies). Instead, these changes would benefit developers at the expense of residents and neighborhoods, including small businesses.

This proposal represents more of a short-sighted pro-business ideology than a well-thought out win-win approach to help the City achieve its goals. Your primary goal to increase density surely deserves more than this drastic change in isolation that benefits builders with no conditions or incentives to benefit residents, neighborhoods, and the City as a whole. We deserve a well-crafted wide-ranging proposal that uses reductions in parking requirements to incentivize investors and builders who financially benefit from bringing more density to an area. The development community needs to be part of the solution in servicing increased density with an improved transit/bike/pedestrian infrastructure, rather than get a free ride at others' expense.

The current proposal, solely for changes in parking requirements, ignores the bigger picture of growth and livability in our City. As such, it's a windfall for developers with no conditions or incentives for them to pass on benefits to residents or to help the City. Such a profound change should be part of a comprehensive assessment and strategy to meet the broader goals, rather than a drastic, simplistic and isolated change in parking requirements. Without due diligence, the goals will not be achieved and our residents and small businesses will pay the price.

Thank you,
Constance Pepin
Minneapolis resident

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of cpopowski2009@gmail.com
Sent: Friday, June 12, 2015 4:26 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Christine Popowski
2630 Pleasant Ave Apt 101
Minneapolis, MN 55408-1448

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of Emily Moore
<mailagent@thesoftedge.com>
Sent: Friday, June 12, 2015 4:16 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Emily Moore
4055 Colfax Ave S
Minneapolis, MN 55409-1425

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of pschwarzkopf@gmail.com
Sent: Friday, June 12, 2015 4:31 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Paul Schwarzkopf
2821 Polk St. NE
Minneapolis, MN 55418-2954

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of villa001@umn.edu
Sent: Friday, June 12, 2015 5:01 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Peter Villalta
4016 Aldrich Ave S
Minneapolis, MN 55409-1416

Hanauer, Aaron M.

From: mailagent@thesoftedge.com on behalf of reill084@umn.edu
Sent: Friday, June 12, 2015 9:46 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Jim Reilly
709 W 25TH ST
Minneapolis, MN 55405-3329

Hanauer, Aaron M.

From: Kusz, Lisa M.
Sent: Monday, June 15, 2015 11:23 AM
To: Hanauer, Aaron M.
Subject: FW: Ward 13 Contact Form (parking reform)

From: Ziring, Emily
Sent: Monday, June 15, 2015 11:22 AM
To: Kusz, Lisa M.
Subject: FW: Ward 13 Contact Form (parking reform)

For the record.

From: no-reply@minneapolismn.gov [<mailto:no-reply@minneapolismn.gov>]
Sent: Friday, June 12, 2015 4:47 PM
To: Dahler, Ken; Ziring, Emily
Subject: Ward 13 Contact Form

City of Minneapolis

Name * Brett A Smith
Email * smithb55419@yahoo.com
Phone (612) 920-9569
Phone Type
Address 5300 IRVING AVE S
City Minneapolis
State MN
Zip 55419

Question/Comment * I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

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6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 41

Hanauer, Aaron M.

From: Kusz, Lisa M.
Sent: Monday, June 15, 2015 11:57 AM
To: Hanauer, Aaron M.
Subject: FW: Off street parking ordinance

From: sararomanishan [<mailto:sararomanishan@yahoo.com>]
Sent: Monday, June 15, 2015 11:56 AM
To: Bender, Lisa; Johnson, Andrew; Johnson, Barbara A. - City Council; Reich, Kevin A.; Gordon, Cam A.; Frey, Jacob; Yang, Blong; Warsame, Abdi; Goodman, Lisa R.; Glidden, Elizabeth A.; Cano, Alondra; Quincy, John; Palmisano, Linea; Forney, Meg; Kusz, Lisa M.
Subject: Off street parking ordinance

6/15/2015
Planning Comission and City Council

I urge you NOT to pass this ordinance. Following are some thoughts in addition to my previous letter. Please add this to the packet for the Planning Commission and City Council meetings.

Several ordinances have passed in the last year and a half without the necessary support structure in place to make the ordinances truly effective. The new parking ordinance is being pushed through with the same issues.

It is admirable that so many European cities have been able to become almost car-less. It would be nice to be like them.

But.

They had the support structure already in place before they became this way.

1. They have shorter work weeks with higher wages.
 - a. It is easier to balance their time between work, family, and play.
 - b. They do not have to rush from place to place making cars less necessary.
 - c. They can afford to work only one job where here many people have to work several jobs take ends meet.
2. They have more compact cities that were already walkable.
3. They have A LOT more public transportation.
4. Many have mire temperate climates.

Using a transportation phrase;
You CANNOT put the cart BEFORE THE horse.

Please do NOT pass this ordinance.
please DO work on the support structure listed above instead.

Thank you,

Saralyn Romanishan

2111 Aldrich Ave S
Minneapolis MN 55405

Sent on the new Sprint Network from my Samsung Galaxy S®4

Hanauer, Aaron M.

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 42

From: Bender, Lisa
Sent: Monday, June 15, 2015 12:29 PM
To: Hanauer, Aaron M.
Subject: FW: I support lower parking requirements near good transit options

Ben Somogyi
Senior Policy Aide

Office of Council Member Lisa Bender
ben.somogyi@minneapolismn.gov
350 South Fifth Street, Room 307 | Minneapolis, MN 55415
(612) 673-3197
www.minneapolismn.gov/ward10 - Sign up for our newsletter

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-----Original Message-----
From: mailagent@thesoftedge.com [<mailto:mailagent@thesoftedge.com>] On Behalf Of arielle.s.johnson@gmail.com
Sent: Monday, June 15, 2015 11:56 AM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Arielle Johnson
521 6th St SE
Minneapolis, MN 55414-1663

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 43

Hanauer, Aaron M.

From: Bender, Lisa
Sent: Monday, June 15, 2015 1:38 PM
To: Hanauer, Aaron M.
Subject: FW: I support lower parking requirements near good transit options

Ben Somogyi
Senior Policy Aide

Office of Council Member Lisa Bender
ben.somogyi@minneapolismn.gov
350 South Fifth Street, Room 307 | Minneapolis, MN 55415
(612) 673-3197
www.minneapolismn.gov/ward10 - Sign up for our newsletter

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-----Original Message-----
From: mailagent@thesoftedge.com [<mailto:mailagent@thesoftedge.com>] On Behalf Of brianne.whitcraft@gmail.com
Sent: Monday, June 15, 2015 1:36 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Brianne Whitcraft
4408 33rd Ave S
Minneapolis, MN 55406

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 44

Hanauer, Aaron M.

From: Margaret Reinhardt <peggy55408@gmail.com>
Sent: Monday, June 15, 2015 2:31 PM
To: Hanauer, Aaron M.
Cc: Bender, Lisa
Subject: Parking requirements for new residential construction

I am writing to add my voice to this proposal. I am a retiree and have lived in the Uptown area for 15 years.

I support a reduction in the number of parking spaces required for residential construction along transit routes. I live in the Uptown area several blocks from the Uptown Transit Station. I was disappointed to learn that the apartment buildings along the Greenway were required to have xxx many parking spaces when mass transit is so close by.

The added construction costs for parking spaces results in higher rent per unit - making many rental units unaffordable to the retail and service employees who work in Uptown.

It is my understanding that an apartment building has been proposed for Girard Avenue S. between 28th street and the Greenway (29th street), and about a half-block from the Uptown Transit Station. It would be interesting to find out how much less its construction would cost if fewer parking spaces were required - compared to the current city requirements.

Sincerely,
Margaret (Peggy) Reinhardt
2733 Girard Avenue S.
55408

Hanauer, Aaron M.

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 45

From: Wittenberg, Jason W.
Sent: Monday, June 15, 2015 2:39 PM
To: Hanauer, Aaron M.
Subject: FW: Off Street Parking Ordinance

-----Original Message-----

From: Carol Dines [<mailto:cdinesmn@gmail.com>]
Sent: Monday, June 15, 2015 2:05 PM
To: Wittenberg, Jason W.
Cc: Jack Zipes
Subject: Off Street Parking Ordinance

Dear Mr. Wittenberg, I am an Uptown resident, and I am very much against the proposed change. As those of us living in Uptown already know...When there is not parking provided, cars end up parked on our residential streets. Please do not allow this ordinance to change. Developments in Uptown need to provide off-street parking for their residents. Thank you, Carol Dines 612-825-9060

Hanauer, Aaron M.

From: MRRSVLD <mrrsvld@gmail.com>
Sent: Monday, June 15, 2015 3:15 PM
To: Wittenberg, Jason W.; Hanauer, Aaron M.
Subject: Off-street parking minimums

We, the undersigned, are writing this letter because of the plan to reduce the City's current off-street parking minimums. Please make sure this letter is included in the packet.

This parking policy is brought to us by the Cult of the Car-less, the Manson Family of Mobility, led by Council Member L. Ron Bender, the con-artist behind Transientology (contrary to her claims, she is not a real boat captain).

Keep in mind, our left-wing credentials are unassailable. We'll repeatedly bark CORPORATE WELFARE at anyone who looks at us sideways. So you can trust us when we say CORPORATE WELFARE is what this parking policy is. Let's not dismantle the regulations protecting Minneapolis residents, and preventing developers from fully exploiting the 30% of Minneapolis renters who don't own a car. De-regulation didn't work for Wall Street. Remember Enron? WorldCom? The Crash of '29? Crystal Pepsi?

Asking car-owners to take responsibility for their parking arrangements is a little like asking the owner of a VHS cassette to find a standalone VCR (the need for playback should ALWAYS be met by the TV/VCR combo, a true marvel of bundling technology). Should we ask the pedestrian to provide his own shoes, for the storage of his feet? Should we ask the ice cube enthusiast to provide his own ice tray? Should we ask the newborn to provide his own diapers? Nobody, least of all babies, should bear the cost of storing their own crap. Yet that's just what this new parking policy does.

If you thought we'd walk an extra half-block to our cars, we have this message: we shall not be moved. We will sit idle while you try to force us to walk from our car. We will sit. We will circle the block endlessly, searching for the perfect spot. Walk? Not one single step. And if we find that prime spot? We will call in sick to work. We will sit, staring at our achievement through the front window. We shall not be moved.

I have nothing against walking. People tell me I could walk if I chose to, and I believe them, because I can wiggle my toes. But many of us would prefer not to. A full three-quarters of my garage is taken up by piles of worn out, completely unwatchable VHS copies of Cannonball Run II. Do you know why? Because we have no desire to WALK our trash to the curb. This is the same trash that is preventing us from parking in the garage. This is more than a lifestyle. We were born this way.

This policy may suit certain Council Members, particularly the Initiator Lisa Bender, who is determined to make our neighborhood into a Jonestown for Kar-free Koolaid drinkers. But it discriminates against our City's most vulnerable adults.

Studies show that low-income transit-riders almost always aspire to become car owners. While they work towards this dream, it's important that we impose on them the cost of an empty parking spot, so they can visualize success; so they can imagine one day parking a car in it, making monthly payments on that empty spot, building character and discipline in the process.

The city has discriminated against this neighborhood by making it too transit friendly. Now they have crafted a policy that exploits that so-called "asset." There are too many bus lines in our neighborhood. Too much car-share. Too many sidewalks. The Greenway was a Trojan Horse--a developer giveaway of epic proportions, a thoroughfare trafficked mostly by renters who pay rent to wealthy landlords (again, legalized rental housing is CORPORATE WELFARE).

Our neighborhood's "amenities" make it impossible to escape this proposed parking disaster. As a result, a group of neighbors have contacted a house mover to explore the possibility of trailering our beloved 100-year-old homes away from this mess, just far enough to be beyond the ¼ mile proximity to high-frequency transit that is outlined in the new policy. Or just maybe we'll move our houses a bit further to escape exorbitant Minneapolis property taxes. Be aware that we have options.

There is yet another way this policy is discrimination. Hoarding is widely recognized as a psychological disorder. Because of this policy, my nephew and I will be forced to spend many hours of anguish, clearing and sorting our beloved junk from the garage, to

make space for our cars. How many other non-traditional families are there, just like us, who will be forced to choose between dozens of garbage bags full of old cat food cans, and a place to park our cars?

Forcing us to oppose a policy that significantly lowers the cost of housing is discrimination against our neighborhood's longstanding culture of Kitchen-Sink NIMBYism. Does anyone at the City realize how long we've been disingenuously moaning about gentrification? A really, really long time. Don't make us abandon the Gentrification cudgel. Your clever attempt at rooting out hypocrisy is dirty politics.

I would also like to address problems with the chosen book and article references cited by the City. They are 1) not local 2) biased against our point of view 3) not realistic 4) wrong and 5) not correct. Where is the evidence that backs up my position? This is far from an even-handed process.

The Developers, the Bicycle Coalition, transit riders, pedestrians, and car-share users were not elected to run this city. The City Council was elected to run this city--but by the wishes of people like us, who voted against them; not the SPECIAL INTERESTS who voted for them.

I'd like to leave you with this fact: CarHop's business is booming. You can't force CarHop out of business. Their jingle is TOO STRONG.

Thank you,

The Responsible Residents at MRRSVLD

Hanauer, Aaron M.

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 47

From: Wittenberg, Jason W.
Sent: Monday, June 15, 2015 3:19 PM
To: Hanauer, Aaron M.
Subject: FW:

From: Jack Zipes [<mailto:zipes001@umn.edu>]
Sent: Monday, June 15, 2015 3:16 PM
To: Wittenberg, Jason W.
Subject:

Dear Mr. Wittenberg,

I live on Irving Avenue S. near 31st Street, and I am very disturbed by the proposed change of the ordinance. We have already been flooded by new buildings and less parking space. When there is not enough parking provided, cars end up parked on our residential streets. It is imperative that all new building projects provide sufficient parking, and I would like you to prevent any new building unless sufficient parking is provided. Thank you for your consideration.

Sincerely,

Jack Zipes

--
Jack Zipes
Professor Emeritus
University of Minnesota
Home address: 3245 Irving Ave. S.
Minneapolis, MN 55408
Cell: (612) 483-6672

COMMENTS NOT INCLUDED IN THE
PLANNING COMMISSION ADDENDUM
PACKET

Hanauer, Aaron M.

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 48

From: Bender, Lisa
Sent: Monday, June 15, 2015 3:43 PM
To: Hanauer, Aaron M.
Subject: FW: I support lower parking requirements near good transit options

Ben Somogyi
Senior Policy Aide

Office of Council Member Lisa Bender
ben.somogyi@minneapolismn.gov
350 South Fifth Street, Room 307 | Minneapolis, MN 55415
(612) 673-3197
www.minneapolismn.gov/ward10 - Sign up for our newsletter

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-----Original Message-----
From: mailagent@thesoftedge.com [<mailto:mailagent@thesoftedge.com>] On Behalf Of candace.dow@gmail.com
Sent: Monday, June 15, 2015 3:21 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively encourage people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Candace Dow
1425 W 28th St #315
Minneapolis, MN 55408-1978

Hanauer, Aaron M.

From: Philip Schwartz <philip.n.schwartz@gmail.com>
Sent: Monday, June 15, 2015 4:31 PM
To: Glidden, Elizabeth A.; Hanauer, Aaron M.
Subject: Parking Requirements

Good afternoon,

I am writing to express my support of the proposed removal of parking requirements near transit. As someone that primarily gets around without a car, I'd welcome a change that continues to move Minneapolis forward as a national leader in car-free and car-lite lifestyles. While this is an exciting step forward, I'm disappointed to see that one and two family dwellings are not included in the proposed changes.

I'd also like to add that, while not within the scope of the proposed changes, a comprehensive look at our current zoning system that disallows small scale density in our neighborhoods would complement this change. Our most walkable and urban neighborhoods could not be recreated under today's zoning code that restricts duplexes, fourplexes, and smaller walkup apartment buildings mixed in with single family homes.

Thanks,

Philip Schwartz
3418 Garfield Ave
612-578-0348

Hanauer, Aaron M.

From: Donovan Walker <donovan.walker@gmail.com>
Sent: Monday, June 15, 2015 9:58 PM
To: Hanauer, Aaron M.
Subject: Parking reform public hearing - comments

Hello Mr Hanauer,

I'm writing regarding the parking reform public hearing held today, June 15th, 2015.

I wanted very much to come. Scheduling prevented me from doing so.

I'm hoping you can add my comments for consideration.

First, I'm generally in favor of reducing the automobile parking requirement for all housing in Minneapolis.

I grew up in Phoenix, Arizona. There, free parking is de rigeur. It's resulted in an amazing road system that is easy to drive on. It's also resulted in very long commutes, isolated families, and a place that sees 75% of immigrants move away within a few years of their arrival. Minneapolis stands to benefit tremendously from encouraging high quality density.

At the same time, developers stand to benefit by not having to build as much infrastructure per living unit.

But I think we need to look a little farther than that. We need to add daily-access bicycle storage.

Not everyone will be able to make their schedules match with public transit, transit may, and will change over time. Taking lite rail or bus may be healthier than driving a car every day, but not by much, and it reduces access to health facilities (by both decreasing personal travel range, flexibility, and 'mobile storage'). Buildings are the bones and foundations of communities and of our city as a whole. We want to enable them to be healthy, get outside and enjoy the incredible public and private resources our city has to offer.

Using rough figures, we can replace a single parking space with private bike storage for three family households at two bicycles each, including 'gear'.

This

- is less expensive for the developers than car parking
- encourages healthy living
- reduces relative proximity to desirable city features (lakes, museums, etc)
- reduces crime (obviously)
- improves city appearance (fewer bicycles tied to random objects)
- provides infrastructure that will provide benefit to the city's quality of life for decades to come.

-

I apologies for the roughness of these comments, but I hope their gist is readily apparent.

With great appreciation,

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 51

Hanauer, Aaron M.

From: Bender, Lisa
Sent: Tuesday, June 16, 2015 9:42 AM
To: Hanauer, Aaron M.
Subject: FW: I support lower parking requirements near good transit options

Ben Somogyi
Senior Policy Aide

Office of Council Member Lisa Bender
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-----Original Message-----
From: mailagent@thesoftedge.com [<mailto:mailagent@thesoftedge.com>]
Sent: Monday, June 15, 2015 9:06 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Richard Fish
5345 37th Ave S
Minneapolis, MN 55417-2129

6/15 CPC
Agenda Item #7, Off-Street Parking
Letter 52

Hanauer, Aaron M.

From: Bender, Lisa
Sent: Tuesday, June 16, 2015 9:44 AM
To: Hanauer, Aaron M.
Subject: FW: I support lower parking requirements near good transit options

Ben Somogyi
Senior Policy Aide

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-----Original Message-----
From: mailagent@thesoftedge.com [<mailto:mailagent@thesoftedge.com>] On Behalf Of jay@jaywalljasper.com
Sent: Monday, June 15, 2015 7:06 PM
To: Council Members
Subject: I support lower parking requirements near good transit options

Dear Minneapolis City Council Members:

I support the revisions to Minneapolis's off-street parking policy recently proposed by City Council Member Lisa Bender, and I ask you to do the same. Easing residential parking requirements where good transit is available would encourage walkable, transit-oriented development, to the benefit of Minneapolis residents, neighborhoods, and developers alike. Requiring less off-street parking for new transit-oriented developments also may have a positive impact on housing affordability and development costs, and could effectively incentivize people most likely to use transit to live near transit. These are common-sense reforms, particularly given the growing number of travel options in our city.

Sincerely,

Jay Walljasper
4053 Garfield Ave
Minneapolis, MN 55409-1434