Minneapolis Off-Street Parking Reform

Parking-related reforms adopted incrementally in the following years:

1999 (Current zoning code adopted)
2009
2013
2015
2016
2017
Downtown Parking Overlay District

Since 1999, area where:
- New commercial parking lots prohibited
- Restrictions on any new surface parking
2009 Parking Reform
Commercial Uses & Downtown & Bike Parking

- Reduced parking requirements for commercial uses—restaurants/coffee shops received the biggest reduction
- Maximum automobile parking standards adopted citywide
- Minimum bicycle parking requirements established for most uses
- Eliminated minimum parking requirements in downtown districts

<table>
<thead>
<tr>
<th>USE</th>
<th>PARKING MINIMUM PRIOR TO 2009</th>
<th>PARKING MINIMUM AFTER 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000 sq. ft. restaurant with 450 sq. ft. of public area</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>3,000 sq. ft restaurant with 1,350 sq. ft of public area</td>
<td>27</td>
<td>7</td>
</tr>
</tbody>
</table>

According to Minneapolis/St. Paul Business Journal:
1,190 restaurants opened in Minneapolis from 2009 to 2019.
Approximately one new restaurant every three days.
We’ve Come A Long Way

<table>
<thead>
<tr>
<th>Minimum parking requirement for this building in 1999 when it was proposed</th>
<th>649</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of spaces provided after requesting a variance</td>
<td>384</td>
</tr>
<tr>
<td>Minimum parking requirement for this building since adoption of 2009 parking reform</td>
<td>0</td>
</tr>
</tbody>
</table>

Ameriprise Financial. Image by PCL Construction
2015 Parking Reform
Residential Uses Near High-Frequency Transit

Table 541-4.5 Transit Incentive for Multiple-Family Dwellings

<table>
<thead>
<tr>
<th>Transit proximity and frequency*</th>
<th>Authorized reduction from minimum parking requirement (3 – 50 dwelling units)</th>
<th>Authorized reduction from minimum parking requirement (51 dwelling units or more)</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>100 percent</td>
<td>50 percent</td>
</tr>
<tr>
<td>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</td>
<td>10 percent</td>
<td>10 percent</td>
</tr>
</tbody>
</table>

Chroma
- 70 dwelling units + ground-floor commercial
- 46 off-street parking spaces
Multi-Family Residential Parking Minimums Near High-Frequency Transit

Photo: Photo Courtesy of Metro Transit and Hennepin County

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2016 Parking Reform:  
Selected Corridors in South Minneapolis

“Nonresidential uses shall not be required to provide accessory off-street parking facilities.”
2017 Parking Reform: Parking Garage Design

New limits on amount of parking frontage on any floor facing public streets along streets.
Eliminated Parking Minimums in Specific Districts

- = No parking minimums for commercial uses (adopted incrementally since 1999)
- = No parking minimums for any use (since 2009)
Policy Goals of Parking Reform

- Transportation/environment/climate change
- Housing affordability
- Urban design; improved public realm and walking/biking environment
- Regulatory streamlining
Transportation Policy Goals

How Two Cities Actually Reduced Driving

Two American cities have finally cracked one of the hardest codes in city planning: Even with low gas prices, even with population growth, even with Uber and Lyft circling 24/7, Minneapolis and Seattle have reduced the amount of driving in their cities.

Vehicle miles traveled are down 2 percent in Minneapolis between 2007 and 2016, according to city officials. During that time the city gained roughly 30,000 residents.
Residential Boom – But Still Low Vacancy

Apartment demand in the Twin Cities exceeded new supply during the first quarter
With Twin Cities unemployment low, demand is outweighing supply.

Despite apartment building boom, it’s still a landlord’s market
New construction continues across the metro, but the vacancy rate remains persistently low. The good news? Rent prices aren’t rising as fast as in other metros.

Low vacancy rates make it tough for Twin Cities apartment renters
The vacancy rate remains low in much of the metro, but the average cost is not.
New Multi-Family—Off-Street Parking/Unit 2012-2018

“What Happens When You Ease Parking Requirements for New Housing”

- Nick Magrino. 2018

(Graph excludes projects in downtown zoning districts and University Area Overlay District)
Residential Market Response to 2015 Parking Reform

Recent citywide:
- 0.82 = median # of parking spaces per unit—all new multi-family development
- 0.42 = median parking spaces per unit—new buildings 50 units or less

NoLo Flats:
- 71 units
- 44 parking spaces
1. Eliminate the requirement for off-street parking 
minima throughout the city, acknowledging that 
demand for parking will still result in new supply 
being built, and re-evaluate established parking 
maximums to better align with City goals.
Transportation Action Plan

Advanced Mobility
Pedestrians
Bicycles
Transit
Freight
Street Operations
Street Design

http://go.minneapolismn.gov/
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Photo: Paul Mogush