

**OFFICIAL PROCEEDINGS
MINNEAPOLIS CITY COUNCIL**

**REGULAR MEETING OF
MAY 14, 2021**

(Published May 22, 2021, in *Finance and Commerce*)

CALL TO ORDER

Council President Bender called the meeting to order at 9:30 a.m., a quorum being present.

Pursuant to Minnesota Statutes Section 13D.021, the meeting was held by electronic means and Council Members participated remotely due to the local public health emergency (novel coronavirus pandemic) declared on March 16, 2020.

Present - Council Members Kevin Reich, Cam Gordon, Steve Fletcher, Phillipe Cunningham, Jeremiah Ellison, Jamal Osman, Lisa Goodman, Andrea Jenkins, Alondra Cano, Lisa Bender, Jeremy Schroeder, Andrew Johnson, Linea Palmisano.

Jenkins moved to adopt the agenda.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

Jenkins moved to accept the minutes of the regular meeting of April 30, 2021.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

Jenkins moved to refer the petitions, communications, and reports to the proper Committees.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

The following actions, resolutions, and ordinances were signed by Mayor Jacob Frey on May 17, 2021. Minnesota Statutes, Section 331A.01, Subd 10, allows for summary publication of ordinances and resolutions in the official newspaper of the city. A complete copy of each summarized ordinance and resolution is available for public inspection in the Office of City Clerk.

NEW BUSINESS

Mayor Jacob Frey presented a written report relating to the local public health emergency resulting from imminent health conditions caused by the presence of the Coronavirus Disease (COVID-19), as set forth in Legislative File No. 2021-00102 on file in the Office of City Clerk.

On direction by Council President Bender, the report was received and filed.

Casey Carl, City Clerk, reported on the transmittal received from the Charter Commission for a proposal to amend the City Charter relating to the City's government structure, to be referred to the electorate in the form of a ballot question at the general election on Tuesday, November 2, 2021, and referring that matter to the Policy & Government Oversight Committee and to the City Attorney's Office for preparation of ballot language.

COUNCIL ACTION 2021A-0366

Ellison moved to:

1. Receive the proposed charter amendment submitted by the Charter Commission related to government structure.
2. Refer to the City Attorney the proposal for a charter amendment to be referred to the electorate at the general election on Tuesday, November 2, 2021, related to government structure (submitted by the Charter Commission) and direct the City Attorney to—
 1. Conduct a legal analysis of the proposal to determine whether it constitutes a proper subject for a home-rule charter;
 2. Prepare draft ballot language for the proposal to be submitted to the electorate as part of the general election to be conducted Tuesday, November 2, 2021; and
 3. Publish the legal analysis, along with supporting findings, in a written opinion together with the draft ballot language for the proposed charter amendment to be distributed to City policymakers and presented formally through the Policy & Government Oversight Committee.
3. Refer the proposed charter amendment on government structure to the Policy & Government Oversight Committee pending the report of the City Attorney's Office, as described above.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

Casey Carl, City Clerk, and Jon Martin, Elections Administrator, reported on the transmittal received from the Charter Commission relating to a citizen petition to amend the City Charter relating to a Public Safety Department, to be referred to the electorate in the form of a ballot question at the general election on November 2, 2021. The Yes 4 Minneapolis petition was deemed sufficient upon the validation of 14,101 signatures of registered Minneapolis voters, and staff recommended that the matter be referred to the Policy & Government Oversight Committee and to the City Attorney's Office for preparation of ballot language.

COUNCIL ACTION 2021A-0367

Ellison moved to:

1. Receive and file the report of the City Clerk on the validation of the petition submitted by the Yes4Minneapolis committee related to its proposed charter amendment.
2. Refer to the City Attorney a proposal for charter amendment to be referred to the electorate at the general election on Tuesday, November 2, 2021, related to a new Public Safety Department (submitted by Yes4Minneapolis Petition Committee) and direct the City Attorney to—
 1. Conduct a legal analysis of the proposal to determine whether it constitutes a proper subject for a home-rule charter;
 2. Prepare draft ballot language for the proposal to be submitted to the electorate as part of the general election to be conducted Tuesday, November 2, 2021; and
 3. Publish the legal analysis, along with supporting findings, in a written opinion together with the draft ballot language for the proposed charter amendment to be distributed to City policymakers and presented formally through the Policy & Government Oversight Committee.
3. Refer the proposed charter amendment to the Policy & Government Oversight Committee pending the report of the City Attorney's Office, as described above.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

REPORTS OF STANDING COMMITTEES

The BUSINESS, INSPECTIONS, HOUSING & ZONING Committee submitted the following report:

COUNCIL ACTION 2021A-0368

The Minneapolis City Council hereby approves the application for First Draft Taproom & Kitchen, 324 6TH AVE N Minneapolis, MN, (Ward 3) submitted by First Draft MN LLC, BLLiquor, LIC392662 for an On Sale Liquor, General Entertainment license (upgrade), subject to final inspection and compliance with all provisions of applicable codes and ordinances.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

On behalf of the Business, Inspections, Housing & Zoning Committee, Goodman offered Resolution 2021R-139 approving the Tax Increment Financing (TIF) Plan for Satori Apartments at 817 1/2, 819, 821, and 825 West Broadway and 1828, 1830, 1832, 1836 and 1838 Bryant Avenue North.

The following is the complete text of the unpublished summarized resolution.

RESOLUTION 2021R-139
By Goodman

Approving the Satori Apartments Tax Increment Financing Plan.

Whereas, pursuant to Laws of Minnesota 2003, Chapter 127, Article 12, Sections 31-34, and Minneapolis Code of Ordinances, Chapter 415, the City of Minneapolis (the “City”), acting by and through its department of Community Planning and Economic Development, has been granted the authority to propose and implement city development districts, housing and redevelopment projects and tax increment financing (“TIF”) districts, all pursuant to Minnesota Statutes, Sections 469.001 through 469.134, and 469.174 through 469.1799, as amended, and other laws enumerated therein (collectively, the “Project Laws”); and

Whereas, it has been proposed and the City has caused to be prepared, and this Council has investigated the facts with respect to, the Satori Apartments Tax Increment Financing Plan (the “TIF Plan”). The TIF Plan creates a new housing TIF District (the “TIF District”), designates property to be included in the TIF District, states the City’s objectives, describes proposed development activity, and establishes a budget for the use of tax increment revenue generated by the TIF District. These actions are all pursuant to and in accordance with the Project Laws; and

Whereas, the City has performed all actions required by law to be performed prior to the adoption of the TIF Plan including, but not limited to, a review of the proposed TIF Plan by the affected neighborhood group and the City Planning Commission, transmittal of the proposed TIF Plan to the Hennepin County Board of Commissioners and the Board of Education of Special School District No. 1 for their review and comment, and the holding of a public hearing upon published notice as required by law;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the objectives and actions authorized by the TIF Plan are all pursuant to and in accordance with the Project Laws.

Be it Further Resolved that the TIF District is a housing district pursuant to Minnesota Statutes, Section 469.174, Subdivision 11, and revenue derived from the TIF District will be used solely to finance the cost of one or more housing projects as defined in Sections 469.174, Subdivision 11, and 469.1761.

Be It Further Resolved that the TIF Plan conforms to the general plan for the development or redevelopment of the city as a whole as reflected in the written comments of the City Planning Commission with respect to the TIF Plan on file in the office of the City Clerk.

Be It Further Resolved that the TIF Plan will afford maximum opportunity, consistent with the sound needs of the city as a whole, for the redevelopment of the TIF District by private enterprise.

Be It Further Resolved that the land in the TIF District would not be made available for redevelopment without the financial aid and public assistance to be sought.

Be It Further Resolved that the proposed development would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future.

Be It Further Resolved that the reasons and facts supporting the findings in this resolution are described in the TIF Plan.

Be It Further Resolved that the Council elects the method of computation provided in Minnesota Statutes, Section 469.177, Subdivision 3, Paragraph (a) and by making this election, the entire fiscal disparity contribution required of the City for development occurring within this District will be taken from outside the District.

Be It Further Resolved that it is necessary and in the best interests of the City at this time to approve the TIF Plan.

Be It Further Resolved that the TIF Plan presented to the Council on this date is hereby approved and shall be placed on file in the office of the City Clerk.

Be It Further Resolved that after passage and publication of this Resolution, the officers and staff of the City and the City's consultants and counsel are authorized and directed to proceed with the implementation of the Satori Apartments Tax Increment Financing Plan.

Be It Further Resolved that pursuant to Minnesota Statutes, Section 469.178, Subdivision 7, the Council authorizes one or more interfund loans or advances between the tax increment ("TI") special revenue fund for the TIF District and the other TI special revenue funds of the City. Each such interfund loan to or from the TIF District shall be in the principal amount needed to offset a negative cash balance. The interest rate charged on each such interfund loan to or from the TIF District shall be equal to the average interest rate that revenue in the City's TI special revenue funds earn at the time the loan is made, and such interest rate shall vary over time. In no event will the interest rate charged on any such interfund loan exceed the greater of the rates specified under Minnesota Statutes, Section 270C.40 or 549.09, as such statutory rates are adjusted from time to time. The maximum term of each such interfund loan to the TIF District shall be the earlier of 1) the date that all principal and accrued interest on the loan is repaid, and 2) the date the TIF District is decertified. The maximum term of each such interfund loan from the TIF District to another TIF district shall be the earlier of 1) the date that all principal and accrued interest on the loan is repaid, and 2) the date the other TIF district is decertified.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

On behalf of the Business, Inspections, Housing & Zoning Committee, Goodman offered Resolution 2021R-140 authorizing the issuance of a "Pay-As-You-Go" TIF note to JADT Development Group, LLC in a principal amount not to exceed \$3,876,400.

The following is the complete text of the unpublished summarized resolution.

RESOLUTION 2021R-140
By Goodman

Authorizing issuance of a tax increment limited revenue note in a principal amount not exceeding \$3,876,400 in connection with the Satori Apartments Project.

Whereas, the City of Minneapolis (the "City"), acting pursuant to Laws of Minnesota 2003, Chapter 127, Article 12, Sections 31-34, and Minneapolis Code of Ordinances, Chapter 415, has certain powers, including without limitation the powers set forth in Sections 469.174 through 469.1799, as amended (the "TIF Act"); and

Whereas, in this connection the City is carrying out a housing development project intended for occupancy in whole or in part by persons or families of low and moderate income that satisfies the requirements of Minnesota Statutes, Section 469.1761 known as the Satori Apartments Project (the "Project"); and

Whereas, in furtherance of the Project, the City is concurrently approving a housing tax increment financing district pursuant to the Satori Apartments Tax Increment Financing Plan (the "TIF Plan"); and

Whereas, pursuant to the TIF Act, and specifically Minnesota Statutes, Section 469.178, subd. 4, the City is authorized to issue its tax increment limited revenue note(s) to finance Project costs as described in Minnesota Statutes, Section 469.176, subd. 4d; and

Whereas, the City has entered or will enter into a redevelopment contract (the "Redevelopment Contract") with JADT Development Group, LLC, a Minnesota limited liability company, or an affiliated entity (the "Developer"), pursuant to which the Developer will develop a 112-unit apartment project in a six-story building and the City will provide tax increment financing assistance consistent with the TIF Plan;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That it is desirable that the City issue one or more tax increment limited revenue notes (the "Note") in substantially the form attached hereto as Exhibit A.

Be It Further Resolved that the form of the Note is hereby approved and shall be executed by the Finance Officer in substantially the form on file, with such changes therein not inconsistent with law as the Finance Officer may approve, which approval shall be conclusively evidenced by the execution thereof.

Be It Further Resolved that all actions of the members, employees and staff of the City heretofore taken in furtherance of the issuance of the Note are hereby approved, ratified and confirmed.

Be It Further Resolved that the sale of said Note to the Developer is hereby approved, and the Note is hereby directed to be sold to the Developer upon the terms and conditions set forth in the Redevelopment Contract.

Be It Further Resolved that the Finance Officer is hereby authorized and directed to execute such other documents, agreements and certificates as may be required in connection with the Note.

Be It Further Resolved that no provision, covenant or agreement contained in the aforementioned documents, the Note or in any other document related to the Note, and no obligation therein or herein imposed upon the City or the breach thereof, shall constitute or give rise to any pecuniary liability of the City or any charge upon its general credit or taxing powers. In making the agreements, provisions, covenants and representations set forth in such documents, the City has not obligated itself to pay or remit any funds or revenues, other than funds and revenues derived from the tax increment revenues which are to be applied to the payment of the Note, as provided therein and in the Redevelopment Contract. The Note shall not constitute a charge, lien or encumbrance, legal or equitable upon any property or funds of the City except that revenue and proceeds pledged to the payment thereof, nor shall the City be subject to any liability thereon. The holders of the Note shall never have the right to compel any exercise of the taxing power of the City to pay the outstanding principal on the Note or the interest thereon, or to enforce payment hereon against any property of the City. The Note shall not constitute a debt of the City within the meaning of any constitutional or statutory limitation.

Be It Further Resolved that the Note, when executed and delivered, shall contain a recital that it is issued pursuant to the TIF Act, and such recital shall be conclusive evidence of the validity of the Note and the regularity of the issuance thereof, and that all acts, conditions and things required by the laws of the State of Minnesota relating to the adoption of this resolution, to the issuance of the Note and to the execution of the aforementioned documents to happen, exist and be performed precedent to and in the enactment of this resolution, and precedent to issuance of the Note and precedent to the execution of the aforementioned documents have happened, exist and have been performed as so required by law.

Be It Further Resolved that this resolution shall be in full force and effect from and after its date of publication.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0369

The Minneapolis City Council hereby authorizes a Redevelopment Contract and other necessary documents with JADT Development Group, LLC related to the approval of the Tax Increment Financing (TIF) Plan for Satori Apartments at 817 1/2, 819, 821 and 825 West Broadway and 1828, 1830, 1832, 1836 and 1838 Bryant Avenue North and the authorization of the issuance of a "Pay-As-You-Go" TIF note with JADT Development Group, LLC.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0370

The Minneapolis City Council hereby directs staff to submit the 2021 HUD Consolidated Plan Action Plan to the U.S. Department of Housing and Urban Development on May 17, 2021, including public comments received.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

(Published 5/18/2021)

COUNCIL ACTION 2021A-0371

The Minneapolis City Council hereby approves the following applications for Liquor License Renewal, subject to final inspections and compliance with all provisions of applicable code and ordinances:

1. 112 EATERY, 112 3RD ST N Minneapolis, MN, (Ward 3) submitted by Concept Eatery LLC, BLLiquor, LIC77303
2. 4TH ST SALOON, 328 WEST BROADWAY Minneapolis, MN, (Ward 5) submitted by FOURTH ST SALOON INC, BLLiquor, LIC80055
3. ACADIA CAFE, 329 CEDAR AVE S Minneapolis, MN, (Ward 6) submitted by ESPRESSO MONKEYS INC, BLLiquor, LIC78248
4. Agra Culture, 3717 50TH ST W Minneapolis, MN, (Ward 13) submitted by Agra Culture 50th France LLC, BLLiquor, LIC389272
5. Apoy, 4301 NICOLLET AVE Minneapolis, MN, (Ward 8) submitted by Apoy MPLS LLC, BLLiquor, LIC378122
6. AUGIES CABARET, 424 HENNEPIN AVE Minneapolis, MN, (Ward 3) submitted by YENDOR CORP, BLLiquor, LIC78442
7. BEAST BARBECUE, 825 HENNEPIN AVE E Minneapolis, MN, (Ward 3) submitted by LPP LLC, BLLiquor, LIC364053
8. Bluestem Bar, 2610 LYNDAL AVE S Minneapolis, MN, (Ward 10) submitted by Lowry Hill Cafes Inc, BLLiquor, LIC75967
9. BOBBY & STEVE'S AUTOWORLD, 1221 WASHINGTON AVE S Minneapolis, MN, (Ward 3) submitted by Bobby and Steve's Auto World II LLP, BLBeerOff, LIC75181
10. Book Club, 5411 PENN AVE S Minneapolis, MN, (Ward 13) submitted by Out of the Blue Ventures LLC, BLLiquor, LIC79893
11. Brave New Workshop, 824 HENNEPIN AVE Minneapolis, MN, (Ward 7) submitted by Into the Mystic Productions, Inc., BLLiquor, LIC78404
12. Chatterbox Pub, 2229 35TH ST E Minneapolis, MN, (Ward 9) submitted by Chatterbox Enterprises Inc, BLLiquor, LIC377045

13. CHOWGIRLS KILLER CATERING, 336 HOOVER ST NE Minneapolis, MN, (Ward 1) submitted by Chowgirls, Inc., BLLiquor, LIC351066
14. COALITION RESTAURANT, 3808 50TH ST W Minneapolis, MN, (Ward 13) submitted by Coalition Restaurant Edina, LLC, BLLiquor, LIC330517
15. Columbia Cafe, 3300 CENTRAL AVE NE Minneapolis, MN, (Ward 1) submitted by GC Ventures LLC, BLLiquor, LIC378268
16. CRAVE, 825 HENNEPIN AVE Minneapolis, MN, (Ward 7) submitted by Crave Restaurant LLC, BLLiquor, LIC79009
17. Cub Foods #6692, 1540 NEW BRIGHTON BLVD Minneapolis, MN, (Ward 1) submitted by Diamond Lake 1994 LLC, BLBeerOff, LIC74836
18. CUB FOODS-LAKE STREET, 2850 26TH AVE S Minneapolis, MN, (Ward 9) submitted by JERRY'S ENTERPRISES INC, BLBeerOff, LIC74983
19. Dancing Ganesha, 1100 HARMON PL Minneapolis, MN, (Ward 7) submitted by J.V. Singh Corporation, BLLiquor, LIC351568
20. DULONO'S PIZZA, 118 4TH ST N Minneapolis, MN, (Ward 3) submitted by 4 VG INC, BLLiquor, LIC330630
21. ESKER GROVE, 725 VINELAND PL Minneapolis, MN, (Ward 7) submitted by Culinaire International Inc, BLLiquor, LIC80444
22. GLUEK BREWING COMPANY, 16 6TH ST N Minneapolis, MN, (Ward 3) submitted by FRANSEN INC, BLLiquor, LIC80513
23. GUTHRIE THEATER - CULINAIRE, 818 2ND ST S Minneapolis, MN, (Ward 3) submitted by Culinaire International Inc, BLLiquor, LIC80664
24. Hiawatha Golf Course, 4553 LONGFELLOW AVE Minneapolis, MN, (Ward 12) submitted by JLD Group LLP, BLLiquor, LIC387933
25. HOLA AREPA, 3501 NICOLLET AVE Minneapolis, MN, (Ward 8) submitted by HOLA AREPA LLC, BLLiquor, LIC80258
26. Icehouse, 2528 NICOLLET AVE Minneapolis, MN, (Ward 10) submitted by Icehouse Inc, BLLiquor, LIC80578
27. IE, 4724 CEDAR AVE S Minneapolis, MN, (Ward 11) submitted by Italian Eatery LLC, BLLiquor, LIC79732
28. Iron Door Pub, 3001 LYNDAL AVE S Minneapolis, MN, (Ward 8) submitted by DJMC LLC, BLLiquor, LIC78263
29. Kelber Catering, 1301 2ND AVE S Minneapolis, MN, (Ward 7) submitted by Kelber Catering Inc, BLLiquor, LIC79654
30. Key's at the Foshay Bar & Grill, 114 9TH ST S Minneapolis, MN, (Ward 7) submitted by Wild Bohemians Inc, BLLiquor, LIC79323
31. KNIGHT CAP, 1500 4TH ST NE Minneapolis, MN, (Ward 3) submitted by TTK INC, BLLiquor, LIC78754

32. Kowalski's Uptown Market, 2440 HENNEPIN AVE Minneapolis, MN, (Ward 11) submitted by Kowalski's Uptown Markets, Inc., BLBeerOff, LIC376616
33. LEANING TOWER OF PIZZA, 2324 LYNDALE AVE S Minneapolis, MN, (Ward 10) submitted by BB and D Inc, BLLiquor, LIC76019
34. Lowry Handy Stop, 700 LOWRY AVE NE Minneapolis, MN, (Ward 1) submitted by A and R Fuel Inc, BLBeerOff, LIC74765
35. LUCKY DRAGON RESTAURANT, 1827 RIVERSIDE AVE Minneapolis, MN, (Ward 6) submitted by LUCKY DRAGON RIVERSIDE RESTAURANT INC, BLLiquor, LIC79145
36. Memory Lanes, 2520 26TH AVE S Minneapolis, MN, (Ward 2) submitted by Stardust Lanes Inc, BLLiquor, LIC79785
37. MONTE CARLO, 219 3RD AVE N Minneapolis, MN, (Ward 3) submitted by Monte Carlo Restaurant Inc, BLLiquor, LIC75943
38. MOOSE ON MONROE, 356 MONROE ST NE Minneapolis, MN, (Ward 3) submitted by ARTHURS RIVERFRONT PROPERTIES INC, BLLiquor, LIC80376
39. MORTIMER'S, 2001 LYNDALE AVE S Minneapolis, MN, (Ward 10) submitted by SLOW PLAY LLC, BLLiquor, LIC351677
40. Mr. Santana, 601 UNIVERSITY AVE SE Minneapolis, MN, (Ward 3) submitted by Era Corporation, BLBeerOff, LIC364165
41. Mucci's, 901 LAKE ST W Minneapolis, MN, (Ward 10) submitted by TRATTORIA MUCCI LLC, BLLiquor, LIC378633
42. NAMASTE CAFE, 2512 HENNEPIN AVE Minneapolis, MN, (Ward 7) submitted by NAMASTE NATURAL PRODUCTS LLC, BLLiquor, LIC77623
43. NE Palace, 2500 4TH ST NE Minneapolis, MN, (Ward 1) submitted by NE Palace Inc, BLLiquor, LIC76059
44. PALMERS BAR, 500 CEDAR AVE S Minneapolis, MN, (Ward 6) submitted by TAP & PONY LLC, BLLiquor, LIC366256
45. PARKWAY THEATER, 4814 CHICAGO AVE Minneapolis, MN, (Ward 8) submitted by PARKWAY THEATER LLC, BLLiquor, LIC363180
46. Pizza Luce, 119 4TH ST N Minneapolis, MN, (Ward 3) submitted by Pizza Luce Inc, BLLiquor, LIC80299
47. Pizza Luce, 2200 FRANKLIN AVE E Minneapolis, MN, (Ward 6) submitted by Pizza Luce IV Inc, BLLiquor, LIC80547
48. Pracna & Theatre, 115 MAIN ST SE Minneapolis, MN, (Ward 3) submitted by Paris Porter LLC, BLLiquor, LIC79838
49. Raag Progressive Indian Restaurant, 3812 50TH ST W Minneapolis, MN, (Ward 13) submitted by Seven Hills Restaurants LLC, BLLiquor, LIC378667
50. RED COW, 3624 50TH ST W Minneapolis, MN, (Ward 13) submitted by Double Black Diamond Inc, BLLiquor, LIC80574

51. Restaurant Alma, 528 UNIVERSITY AVE SE Minneapolis, MN, (Ward 3) submitted by Alma Tierra Holdings, LLC, BLLiquor, LIC377135
52. SPITZ, 518 HENNEPIN AVE E Minneapolis, MN, (Ward 3) submitted by SPITZ MN, INC, BLLiquor, LIC350953
53. T SHOPPE BAR, 4154 FREMONT AVE N Minneapolis, MN, (Ward 4) submitted by Lamanczik Enterprises Inc, BLBeer, LIC74557
54. Terzo, 2221 50TH ST W Minneapolis, MN, (Ward 13) submitted by MOLLY'S INC, BLLiquor, LIC376224
55. The Bungalow Club, 4300 LAKE ST E Minneapolis, MN, (Ward 2) submitted by Ham Hands LLC, BLLiquor, LIC362006
56. THE HIDEAWAY BURGER BAR, 219 MAIN ST SE Minneapolis, MN, (Ward 3) submitted by BRINDA INVESTMENTS INC, BLLiquor, LIC77600
57. THE NORMANDY KITCHEN, 405 8TH ST S Minneapolis, MN, (Ward 7) submitted by LANDMARC HOSPITALITY GROUP LLC, BLLiquor, LIC76228
58. The Prodigal Public House, 25 26TH ST E Minneapolis, MN, (Ward 10) submitted by The Prodigal Pub LLC, BLLiquor, LIC374199
59. THE SAMPLE ROOM, 2124 MARSHALL ST NE Minneapolis, MN, (Ward 3) submitted by DCJ LLC, BLLiquor, LIC76317
60. TINY DINER, 1024 38TH ST E Minneapolis, MN, (Ward 9) submitted by TINY DINER LLC, BLLiquor, LIC375466
61. TOWN HALL TAP, 4810 CHICAGO AVE Minneapolis, MN, (Ward 8) submitted by Town Hall Tap LLC, BLLiquor, LIC385677
62. Up-Down Minneapolis, 3012 LYNDAL AVE S Minneapolis, MN, (Ward 10) submitted by Up Down Minneapolis Inc, BLLiquor, LIC75704
63. UPTOWN TAVERN & ROOFTOP, 1400 LAGOON AVE Minneapolis, MN, (Ward 10) submitted by Uptown Drink LLC, BLLiquor, LIC75827
64. URBAN EATERY, 2730 LAKE ST W Minneapolis, MN, (Ward 7) submitted by VIEW RESTAURANT AND LOUNGE LLC, BLLiquor, LIC80271
65. Vivir, 1414 QUINCY ST NE Minneapolis, MN, (Ward 1) submitted by Popol Vuh LLC, BLLiquor, LIC351089
66. WEBBER MART, 1701 44TH AVE N Minneapolis, MN, (Ward 4) submitted by CAMDEN INC, BLBeerOff, LIC74849

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0372

The Minneapolis City Council hereby adopts the Business License Operating Conditions for Khaluna, 4000 Lyndale Ave S, negotiated between the City of Minneapolis and Khaluna, Inc, allowing the licensee to obtain the On Sale Liquor, No Live Entertainment License, LIC392764, subject to adherence with the conditions contained therein:

1. Approval is conditional upon completion of a Police financial review.
2. Should a recommendation to deny come forward following completion of the Police financial review, Applicant agrees that the Licensing Official has discretion to consider the above listed licenses withdrawn pending resolution of the Police review process.
3. Applicant further agrees to cease all licensed operations with immediate effect when notified by the Licensing Official of the recommendation to deny.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

On behalf of the Business, Inspections, Housing & Zoning Committee, Goodman offered Resolution 2021R-141 authorizing host approval for the issuance of Qualified 501(c)(3) Senior Health Care and Housing Facilities Revenue bonds for Benedictine Health System through the Minnesota Agricultural and Economic Development Board and Duluth Economic Development Authority.

The following is the complete text of the unpublished summarized resolution.

RESOLUTION 2021R-141

By Goodman

Consenting to the issuance of revenue bonds by the Duluth Economic Development Authority.

Be It Resolved by The City Council of The City of Minneapolis:

That the capitalized terms used in this resolution have the meanings assigned below:

2021 Bonds: means DEDA’s revenue bonds, proposed to be issued in one or more series in an aggregate maximum principal amount of \$150,000,000.

Authorized Officers: means the Mayor and City Clerk of the City.

Bond Counsel to DEDA: means Fryberger, Buchanan, Smith & Frederick, P.A.

Benedictine: means Benedictine Health System d/b/a Benedictine, as obligated group agent for the obligated group currently comprised of St. Gertrude’s Health Center, City of Lakes Care Center, Steeple Pointe Senior Living Community and Benedictine Care Centers, and the sole corporate member of the Owner/Operator.

City: means the City of Minneapolis, Minnesota.

City Council: means the governing body of the City.

DEDA: means the Duluth Economic Development Authority, Minnesota.

Host Municipalities: means the Cities of Ada, Byron, Crookston, Hastings, Minneapolis, New Brighton, Osseo, Owatonna, Red Wing, Rochester and Shakopee, Minnesota, DEDA and the Port Authority of Winona.

Owner/Operator: means City of Lakes Care Center, an affiliate of Benedictine.

Prior Bonds: means the City of Shakopee, Minnesota Health Care and Housing Facilities Revenue Refunding Notes (Benedictine Health System Obligated Group) Series 2013A and 2013B.

Prior Bonds Issuer: means the City of Shakopee, Minnesota.

Project: means the constructing, improving, renovating, furnishing and equipping of senior housing and health care facilities located at 618 East 17th Street, Minneapolis, Minnesota, by the Owner/Operator.

Be It Further Resolved that the Prior Bonds Issuer previously issued the Prior Bonds, in part, to finance or refinance, as applicable, the Project.

Be It Further Resolved that the Project is owned and operated by the Owner/Operator as a health care facility.

Be It Further Resolved that through its operation of the Project, the Owner/Operator provides health care services available to residents within the jurisdiction of the City and in the surrounding area.

Be It Further Resolved that we have been informed by Bond Counsel to DEDA that Benedictine has requested that DEDA issue the 2021 Bonds to refund the Prior Bonds and other outstanding obligations incurred by affiliates of Benedictine with respect to facilities located in the jurisdictions of the Host Municipalities.

Be It Further Resolved that Bond Counsel to DEDA has informed the City that since the Project is located within its jurisdiction, Minnesota Statutes, Section 471.656, subdivision 2(2) requires the City Council to consent by resolution to the issuance by DEDA of any portion of bonds financing or refinancing the Project.

Be It Further Resolved that the City consents to the issuance by DEDA of the 2021 Bonds to finance and/or refinance the Project.

Be It Further Resolved that the Authorized Officers and other officers of the City (individually or with one or more other officers of the City or their designees) are authorized and directed to (a) provide a certified copy of this resolution to DEDA or its representatives, along with all proceedings and records of the City relating to the subject matter of this resolution, and any other affidavits and certificates required by DEDA to show the facts relating to the City respecting the subject matter of this resolution, as the facts appear from the books and records in the City's custody and control or as otherwise known to them; and (b) in

connection with the Project, the issuance of the 2021 Bonds and the refunding of the Prior Bonds, and on any future date in connection with the 2021 Bonds, take any other action, including holding hearings, or execute other documents, including approvals, consents and certificates, required or deemed appropriate on the request of DEDA or its agents for performance of the City in connection with the subject matter of this resolution.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0373

The Minneapolis City Council hereby:

1. Approves an application submitted by Alliance Housing, Inc. to rezone (PLAN12295) the properties located at 3301 Nicollet Ave and 9 E 33rd St to add the Split Zoning Overlay District in order to construct a new six-story residential building with 64 dwelling units.
2. Passage of Ordinance 2021-022 amending Title 20, Chapter 521 of the Minneapolis Code of Ordinances relating to Zoning Code: Zoning Districts and Maps Generally.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

The following is the complete text of the unpublished summarized ordinance.

ORDINANCE 2021-022

By Goodman

Intro & 1st Reading: 1/8/2018

Ref to: BIHZ

2nd Reading: 5/14/2021

Amending Title 20, Chapter 521 of the Minneapolis Code of Ordinances relating to Zoning Code: Zoning Districts and Maps Generally.

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

Section 1. That Section 521.30 of the above-entitled ordinance be amended by changing the zoning district for the following parcels of land, pursuant to MS 462.357:

PID: 03-028-24-13-0092; PID 03-028-24-13-0093

DESCRIPTION OF PROPERTY SURVEYED

- Lot 25, Block 13, Baker's Second Addition to Minneapolis
- Lot 26, Block 13, Baker's Second Addition to Minneapolis

(9 33rd Street E; 3301 Nicollet Avenue – Plate #25) to add the Split Zoning Overlay District.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0374

The Minneapolis City Council hereby:

1. Approves an application submitted by the City of Minneapolis Public Works Department to vacate (VAC1745) a portion of turn-back right-of-way adjacent to 215 Washington Ave N, subject to the maintenance of a utility easement to provide access to City-owned storm sewer facilities in the adjacent alley.
2. Passage of Resolution 2021R-142 vacating a portion of turn-back right-of-way adjacent to 215 Washington Ave N (Vac-1745).

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

The following is the complete text of the unpublished summarized resolution.

RESOLUTION 2021R-142

By Goodman

Vacating portions of turn-back right-of-way located adjacent to 215 Washington Avenue North (Vacation File No. 1745).

Resolved by the City Council of the City of Minneapolis:

The area to be vacated is legally described as follows:

That part of Lot 9, Block 56, TOWN OF MINNEAPOLIS, according to the recorded plat thereof, Hennepin County, Minnesota lying south and easterly of the following described line:

Commencing at the most easterly corner of said Lot 9, thence northwesterly on an azimuth 314 degrees 38 minutes 44 seconds along the northeasterly line, a distance of 14.68 feet to the Point of Beginning of the line to be described; thence on an azimuth of 233 degrees 25 minutes 33 seconds, a distance of 111.16 feet; thence a distance of 26.40 feet along a tangential curve concave to the southeast having a radius of 44 feet and a central angle of 34 degrees 22 minutes 39 seconds; thence a distance of 34.13 feet along a compound curve having a radius of 65 feet, a central angle of 30 degrees 05 minutes 15 seconds to the southwesterly line of said Lot 9 and said line there terminating.

Subject to a sewer easement reservation:

A perpetual easement for storm sewer purposes over the following described property:

That part of Lot 9, Block 56, TOWN OF MINNEAPOLIS, according to the recorded plat thereof, Hennepin County, Minnesota. Commencing at the most easterly corner of said Lot 9, thence northwesterly on an azimuth 314 degrees 38 minutes 44 seconds along the northeasterly line, a distance of 14.68 feet to the Point of Beginning of the line to be described; thence on an azimuth of 233 degrees 25 minutes 33 seconds, a distance of 111.16 feet; thence a distance of 26.40 feet along a tangential curve concave to the southeast having a radius of 44.00 feet and a central angle of 34 degrees 22 minutes 39 seconds; thence a distance of 34.13 feet along a compound curve having a radius of 65 feet, a central angle of 30 degrees 05 minutes 15 seconds to the southwesterly line of said Lot 9 and said line there terminating.

Said easement is that part of the above described property lying west of the following described line:

Commencing at the most southerly corner of said Lot 9, thence northwesterly on an azimuth 314 degrees 51 minutes 06 seconds along the southwesterly line, a distance of 1.57 feet to the Point of Beginning; thence on an azimuth northeasterly 08 degrees 00 minutes 49 seconds, a distance of 51.66 feet and said line there terminating.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

On behalf of the Business, Inspections, Housing & Zoning Committee, Goodman offered Ordinance 2021-023 amending Title 20 of the Minneapolis Code of Ordinances relating to Zoning Code, amending regulations related to off-street parking and loading as well as travel demand management:

1. Chapter 525 Administration and Enforcement.
2. Chapter 527 Planned Unit Development.
3. Chapter 530 Site Plan Review.
4. Chapter 531 Nonconforming Uses and Structures.
5. Chapter 535 Regulations of General Applicability.
6. Chapter 536 Specific Development Standards.
7. Chapter 537 Accessory Uses and Structures.
8. Chapter 541 Off-Street Parking and Loading.
9. Chapter 546 Residence Districts.
10. Chapter 547 Office Residence Districts.
11. Chapter 548 Commercial Districts.
12. Chapter 549 Downtown Districts.
13. Chapter 550 Industrial Districts.
14. Chapter 551 Overlay Districts.

The following is the complete text of the unpublished summarized ordinance.

ORDINANCE 2021-023
By Gordon and Fletcher
Intro & 1st Reading: 7/17/2020
Ref to: BIHZ
2nd Reading: 5/14/2021

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

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

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

Table 525-1 Fees

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

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

| | |
|---|-----------------------|
| Site plan review, Administrative, for single-, two-, and three-family dwellings | 475 |
| Temporary uses | 140 |
| Transfer of development rights | 450 |
| Travel demand management plans <u>Major</u> <u>Minor</u> | 620 <u>325</u> |
| Variances 0—9,999 square feet of lot area 10,000—43,559 square feet of lot area 43,560 square feet of lot area or more | 525 780 1,000 |
| Variances involving residential uses on reverse corner lots or through lots having less than 10,000 square feet of lot area | 220 |
| Waiver of restrictions of interim ordinances | 450 |
| Zoning amendments 0—9,999 square feet of lot area 10,000—43,559 square feet of lot area 43,560 square feet of lot area or more | 840 1,110 1,400 |

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

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

(1) To vary the yard requirements, including permitting obstructions into required yards not allowed by the applicable regulations.

(2) To vary the lot area or lot width requirements up to thirty (30) percent, except for the following uses, where the maximum variance of thirty (30) percent shall not apply.

a. To vary the lot area or lot width requirements up to fifty (50) percent for schools, grades K-12, located in the OR2, OR3 and commercial districts.

(3) To vary the gross floor area, floor area ratio and seating requirements of a structure or use.

(4) Unless otherwise controlled by conditional use permit or an administrative height increase, to vary the height requirements for any structure, except signs.

(5) To permit an increase in the maximum height of a fence.

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

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

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

(9) ~~To increase by not more than five hundred (500) feet the maximum distance that required parking spaces are permitted to be located from the use served, and where off-site parking is prohibited, to allow off-site parking up to five hundred (500) feet away.~~ To vary the requirements for electrical vehicle charging infrastructure, as specific in Chapter 541, Off-Street Parking, Loading, and Mobility.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 527-3 Authorized Alternatives

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

| | | |
|--|--|--------------------------|
| Section 527.140. Maximum floor area of individual buildings. | To increase the maximum gross floor area of individual buildings within a planned unit development. | Yes |
| Section 527.150. Lot area requirements. | To allow reductions in the area of individual lots within the planned unit development from the required lot area of the zoning district. | Yes |
| Section 527.160. Yards. | 1) To allow a reduction or elimination of required yards within the planned unit development. | Yes |
| | 2) To allow a reduction or elimination of required yards along the periphery of the planned unit development, except along property lines abutting a side or rear lot line of a residential district or property lines abutting a side or rear lot line of a structure used for permitted or conditional residential purposes. | Yes |
| Section 527.165. Building placement. | To allow alternatives to the building placement requirements in the PO Pedestrian Oriented Overlay District, except where to allow parking between the principal structure and the front or corner side lot line. | Yes |
| Section 527.170. On-premises signs. | To allow alternatives to the sign standards. | Yes |
| Section 527.180. Off-street parking and loading. | To allow alternatives to the following: | |
| | 1) Minimum and maximum <u>Maximum</u> amount of required off-street parking and <u>minimum amount of required</u> loading. | No <u>Yes</u> |
| | 2) Minimum amount of required bicycle parking. | No <u>Yes</u> |
| | 3) Minimum width of parking aisles. | No <u>Yes</u> |
| | 4) Minimum and maximum width of driveways. | No <u>Yes</u> |

Section 4. That Chapter 530, Site Plan Review, of the Minneapolis Code of Ordinances be amended by adding thereto a new Section 530.155 to read as follows:

530.155. Residential developments without off-street parking or loading. Where a newly constructed development with four (4) or more residential units provides zero (0) off-street parking or loading spaces, at least one (1) temporary drop-off and pick-space shall be provided and shall be clearly labeled as such.

An accessible route shall be provided between the drop-off and pick-up space and the building. This provision shall not mandate a vehicle curb cut to a street where a curb cut wouldn't otherwise be provided.

Section 5. That Section 531.60 contained in Chapter 531, Nonconforming Uses and Structures, be amended to read as follows:

531.60. - Exceptions to enlargement limitations. (a) *In general.* The addition, alteration or enlargement of a deck, open balcony, open porch, ~~handicap~~ accessible ramp or entrance vestibule to any nonconforming residential use or structure with four (4) or fewer dwelling units shall be allowed and exempted from the provisions of section 531.50, provided the following conditions are met:

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

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

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

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

Section 6. That Section 531.80 contained in Chapter 531, Nonconforming Uses and Structures, be amended to read as follows:

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

(1) Hours of operation.

(2) Signage.

(3) Traffic generation.

~~(4) Off-street parking and loading.~~

(4) ~~(5)~~ Nature of business operations.

(5) ~~(6)~~ Number of employees.

~~(6) (7)~~ Building bulk.

~~(7) (8)~~ Aesthetic impacts on surrounding property.

~~(8) (9)~~ Lighting, noise, odor, heat, glare and vibration.

(b) *Process.* Any person having a legal or equitable interest in land may file an application for a change of nonconforming use on a form approved by the zoning administrator. Application procedures for a change of nonconforming use shall be as specified in Chapter 525, Administration and Enforcement. The city planning commission shall hold a public hearing on each complete application for a change of nonconforming use as specified in Chapter 525, Administration and Enforcement.

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

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

Section 7. That Section 535.140 contained in Chapter 535, Regulations of General Applicability, be and is hereby repealed.

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

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

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

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

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

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

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

Section 8. That Table 535-1 Permitted Obstructions in Required Yards contained in Section 535.280 of Chapter 535, Regulations of General Applicability, be amended to read as follows:

Table 535-1 Permitted Obstructions in Required Yards

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

| | | | |
|---|---|---|---|
| Balconies, decks and ground level patios not exceeding fifty (50) square feet in area and projecting not more than five (5) feet into the required yard of a multiple-family dwelling with four (4) or more units. Such balcony, deck, or ground level patio may project into a required interior side yard of a multiple-family dwelling of six (6) or more stories, provided such balcony, deck, or ground level patio shall be located no closer than ten (10) feet from the interior side lot line. | P | P | P |
| Bay windows not exceeding fifty (50) square feet in area and projecting not more than five (5) feet into the required yard | P | | |
| Bicycle racks installed to the manufacturer's specifications, including the minimum recommended distance from other structures and shall permit the locking of the bicycle frame and one (1) wheel to the rack and support a bicycle in a stable position without damage to the wheels, frame or components. Except for Institutional and Public Uses, no more than eight (8) bicycle parking spaces may be located in each required yard. | P | | P |
| Chimneys projecting not more than two (2) feet into the required yard | P | P | P |
| Compost containers, subject to the provisions of Chapter 244, Housing Maintenance Code, and not closer than twenty (20) feet from any adjacent dwelling | | | P |
| Containers for the removal of household refuse, subject to the provisions of Chapter 244, Housing Maintenance Code. In a required interior side yard, such containers shall be located in the rear forty (40) feet or rear twenty (20) percent of the lot, whichever is greater, and shall be located a minimum of ten (10) feet from the habitable portion of any dwelling on the adjoining lot. | | P | P |
| Driveways, subject to the provisions of Chapter 541, Off-Street Parking and Loading <u>Off-Street Parking, Loading, and Mobility</u> , Chapter 537, Accessory Uses and Structures, and section 535.280(g) | P | P | P |
| Eaves, including gutters, projecting not more than three (3) feet from the building in the required front, rear or corner side yard and not more than two (2) feet from the building in the required interior side yard | P | P | P |
| Egress window wells not exceeding sixteen (16) square feet in area. Such window wells shall be located at least three (3) feet apart and shall not be located closer than two (2) feet from an interior side property line. Not more than three (3) window wells shall be allowed to project closer than five (5) feet to each interior side lot line. | P | P | P |
| Fences including trellises, subject to Article VI of this chapter | P | P | P |
| Flagpoles, subject to section 535.110 | P | P | P |

| | | | |
|--|---|---|---|
| Handicap entrance landing not exceeding thirty-six (36) square feet in area and not more than the height of the level of the first floor or four (4) feet above the average level of the adjoining natural grade whichever is less, and handrails not more than three (3) feet in height and not more than fifty (50) percent opaque, not including permanently roofed porches | P | P | P |
| Handicap ramp not exceeding four (4) feet in width leading to an entrance landing and handrails not more than three (3) feet in height and not more than fifty (50) percent opaque. | P | P | P |
| Lighting fixtures and lampposts, subject to section 535.110 | P | | P |
| Lockers for package deliveries shall not exceed thirty-two (32) square feet and five (5) feet in height. Where lockers occupy more than twelve (12) square feet, the lockers shall be screened from adjacent streets and properties with screening that is at least sixty (60) percent opaque and shall be at least as tall as the locker it is intended to screen. | P | | |
| Open porches, projecting not more than eight (8) feet from the building. The porch shall be covered and may extend the width of the dwelling, provided it shall be no closer than three (3) feet from an interior side lot line and no closer than six (6) feet from a dwelling on an adjacent property. Such porch shall be no closer than ten (10) feet from the front lot line and no closer than five (5) feet from the corner side lot line. The porch shall not be enclosed with windows, screens or walls, but may include handrails not more than three (3) feet in height and not more than fifty (50) percent opaque. The finish of the porch shall match the finish of the dwelling or the trim on the dwelling. For the purpose of this section, raw or unfinished lumber shall not be permitted on an open porch. | P | | |
| Parking areas, subject to the provisions of Chapter 541, Off-Street Parking and Loading <u>Off-Street Parking, Loading, and Mobility</u> , Chapter 537 Accessory Uses and Structures, and section 535.280 (d), (e) and (f) | | P | P |
| Pergolas, subject to the provisions of Chapter 537, Accessory Uses and Structures, and section 535.280 (d), (e) and (f). In a front or corner side yard pergolas shall not exceed twenty (20) square feet in area, including eaves, and not more than eight (8) feet in height. | P | P | P |
| Public park accessory functions, including but not limited to athletic fields and courts, backstops, playgrounds, pool facilities, benches, bleachers, and skateboard parks. Buildings shall not be allowed as a permitted obstruction. | P | | |

| | | | |
|--|---|---|---|
| Rain barrels and cisterns accessory to single-, two-, or three-family dwellings shall be limited to a maximum height of four (4) feet and a maximum width of two and one-half (2.5) feet. Rain barrels and cisterns accessory to multiple-family dwellings of five (5) units or more and non-residential uses shall be limited to a maximum height of six (6) feet and a maximum width of three (3) feet. No more than two (2) rain barrels or cisterns may be located in each required yard. | | P | P |
| Raised planting beds, not exceeding three (3) feet in height. In a front or corner side yard raised planting beds shall not be closer than five (5) feet to a front or corner side property line. Raised planting beds shall be constructed of wood, brick, masonry, landscape timbers, metal, ceramic, or synthetic lumber and shall be compatible with the principal structure and adjacent residential properties. Raised planting beds constructed of wood shall be structurally sound and free of rot. In addition, prefabricated raised planting beds shall be permitted. Raised planting beds shall not be constructed of wire, chicken wire, rope, cable, railroad ties, utility poles, tires, plumbing fixtures or any other similar materials. | P | | P |
| Recreational playground equipment | | | P |
| Retaining walls, where natural grade is retained | P | P | P |
| Signs, subject to the provisions of Chapter 543, On Premises Signs | P | | |
| Stairs not exceeding four (4) feet in width, and entrance landings not exceeding sixteen (16) square feet in area and not more than the height of the level of the first floor or four (4) feet above the average level of the adjoining natural grade whichever is less, and handrails for such stairs not more than three (3) feet in height and not more than fifty (50) percent opaque, not including permanently roofed porches. In a front or corner side yard stairs shall not exceed eight (8) feet in width and entrance landings shall not exceed thirty-six (36) square feet in area. Stairs for Institutional and Public Uses shall not exceed twelve (12) feet in width and entrance landings shall not exceed ninety-six (96) square feet. | P | P | P |
| Storage of firewood, subject to the provisions of Chapter 244, Maintenance Code | | P | P |
| Utility meters projecting not more than two (2) feet into the required yard | P | P | P |
| Vestibules not exceeding seventy-five (75) square feet in area and projecting not more than seven (7) feet into the required yard. | P | | |
| Walkways, not exceeding four (4) feet in interior side and rear yards. Walkways, not exceeding six (6) feet in width in front and corner side yards. Walkways for institutional and public uses shall not exceed twelve (12) feet in width in front and corner side yards. Except for public recreational walkways and bicycle trails, walkways in required yards shall not be constructed of asphalt. | P | P | P |

Section 9. That Section 535.340 contained in Chapter 535, Regulations of General Applicability, be amended to read as follows:

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

(1) The temporary use shall not be detrimental to the public health, safety or welfare, and is compatible with the purpose and intent of this zoning ordinance and the specific zoning district in which it is located.

(2) The temporary use shall be compatible in intensity, characteristics and appearance with surrounding land uses. Factors such as location, access, traffic generation, noise, light, dust control and hours of operation shall be considered.

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

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

Section 10. That Section 535.450 contained in Chapter 535, Regulations of General Applicability, be amended to read as follows:

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

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

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

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

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

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

- a. Nature of the home occupation and its impacts of noise, light, odor, vibration and traffic.
- b. Conformance with applicable zoning requirements, including but not limited to, yards, gross floor area, and specific development standards.
- c. History of complaints related to the property.

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

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

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

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

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

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

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

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

- a. The characteristics of the neighborhood, including land uses, lot sizes and lot widths.
- b. Street type, width and traffic volumes.
- c. ~~The availability and location of off-street parking and the extent to which the home occupation contributes to on-street parking congestion.~~

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

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

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

Section 11. That the development standard for “Automobile repair, major,” “Automobile repair, minor,” “Child care center,” “Early childhood learning center,” “Preschool,” and “Theater, indoor” contained in Section 536.20 of Chapter 536, Specific Development Standards, be amended to read as follows:

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

Automobile repair, major.

(1) All vehicles waiting for repair or pick-up shall be stored on the site within an enclosed building or in parking spaces in compliance with Chapter 541, ~~Off-Street Parking and Loading~~ Off-Street Parking, Loading, and Mobility.

(2) Except in the I3 District, all repairs shall be performed within a completely enclosed building.

(3) All vehicles parked or stored on-site shall display a current license plate with a current license tab. Outside storage of automotive parts or storage of junk vehicles shall be prohibited.

(4) The sale of vehicles shall be prohibited.

(5) The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten (10) feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vaportight fittings to preclude the escape of gas vapors from the fill pipes.

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

(7) In the I1, Light Industrial District, the use shall be located at least three hundred (300) feet from a residence or office residence district.

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

Automobile repair, minor.

(1) All vehicles waiting for repair or pick-up shall be stored on the site in an enclosed building or in parking spaces in compliance with Chapter 541, ~~Off-Street Parking and Loading~~ Off-Street Parking, Loading, and Mobility.

- (2) Except in the I3 District, all repairs shall be performed within a completely enclosed building.
- (3) All vehicles parked or stored on-site shall display a current license plate with a current license tab. Outdoor storage of automotive parts or storage of junk vehicles is prohibited.
- (4) The sale of vehicles shall be prohibited.
- (5) In the C1, C2 and C3S Districts, all service vehicles associated with the establishment shall be parked or stored in an enclosed structure after business hours.
- (6) The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten (10) feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vaportight fittings to preclude the escape of gas vapors from the fill pipes.
- (7) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.
- (8) Unattended, automated dispensing of gasoline or other engine fuel shall be prohibited.

Child care center.

- (1) In the residence and OR1 Districts, the use shall be located in a nonresidential structure existing on the effective date of this ordinance, or nursing home.
- (2) The use shall provide a designated area for the short-term parking of vehicles engaged in loading and unloading children, as specified in Chapter 541, ~~Off-Street Parking and Loading~~ Off-Street Parking, Loading, and Mobility. The designated area shall be located as close as practical to the principal entrance of the building and shall be connected to the building by a sidewalk.
- (3) Play equipment shall not be located in required front, side or rear yards and shall be effectively screened from any adjacent residential use located in a residence or office residence district or from a ground floor permitted or conditional residential use, as specified in Chapter 530, Site Plan Review.
- (4) To the extent practical, all new construction or additions to existing buildings shall be compatible with the scale and character of the surroundings, and exterior building materials shall be harmonious with other buildings in the neighborhood.
- (5) An appropriate transition area between the use and adjacent property shall be provided by landscaping, screening and other site improvements consistent with the character of the neighborhood.

Early childhood learning center.

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

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

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

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

Preschool.

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

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

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

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

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

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

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

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

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

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

Section 12. That Section 537.20 contained in Chapter 537, Accessory Uses and Structures, be amended to read as follows:

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

- (1) The accessory use or structure shall be incidental to and customarily associated with the principal use or structure served.
- (2) The accessory use or structure shall be subordinate in area, extent and purpose to the principal use or structure served.
- (3) The accessory use or structure shall contribute to the comfort, convenience or necessity of the occupants of the principal use or structure served.
- (4) The accessory use or structure shall be located on the same zoning lot as the principal use or structure served, except for accessory off-street parking and loading facilities, subject to the provisions of Chapter 541, ~~Off-Street Parking and Loading~~ Off-Street Parking, Loading, and Mobility, and the applicable requirements of the district in which such facility is located.
- (5) The accessory use or structure shall not be injurious to the use and enjoyment of surrounding properties.

Section 13. That the development standard for “Parking and loading facility, off-street” contained in Section 537.110 contained in Chapter 537, Accessory Uses and Structures, be amended to read as follows:

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

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

Section 14. That Chapter 541, Sections 541.10 through 541.610, of the Minneapolis Code of Ordinances be and hereby is repealed in whole and replaced with a new Chapter 541, Sections 541.10 through 541.1250, to read as follows:

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

ARTICLE I. - GENERAL PROVISIONS

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

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

541.30. - Use of parking and loading facilities. Parking shall be solely for the parking of passenger automobiles for customers, occupants, employees and guests, and for the parking of vehicles necessary for the operation of the use, subject to district regulations governing the parking of commercial vehicles. Fees may be charged for the use of parking, however such accessory parking shall not be leased, subleased or rented to anyone who is not a customer, occupant, employee or guest, nor shall the parking and loading facilities in any other way be made unavailable for the use served, except as otherwise provided in this zoning ordinance. This section shall not be construed to prevent the sharing of accessory parking between multiple properties, subject to compliance with Article VI, Parking Location Requirements.

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

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

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

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

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

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

ARTICLE II. - COMPUTATION OF PARKING AND LOADING REQUIREMENTS

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

allowed parking, required bicycle parking, and required loading, except for office uses that include an individual principal entrance.

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

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

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

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

ARTICLE III. - SPECIFIC OFF-STREET PARKING REQUIREMENTS

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

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

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

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

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

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

Table 541-1 Specific Maximum Off-Street Parking Requirements

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

| | | | |
|---|---|--------------------------------|----------------------------------|
| Early childhood learning center | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Preschool | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| School, grades K—12 | 1 space per 1,000 sq. ft. of GFA | | |
| School, vocational or business | 1 space per 1,000 sq. ft. of GFA | | |
| Social, Cultural, Charitable and Recreational Facilities | | | |
| Athletic field, including stadiums and grandstands | As approved by C.U.P. where the use requires a C.U.P. otherwise, as determined by the zoning administrator. | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Cemetery | As approved by C.U.P. | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Club or lodge | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Community center | As determined by the zoning administrator based on the principal uses in the community center | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Community garden | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Community service facility | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Convention center | As determined by the zoning administrator | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Developmental achievement center | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Educational arts center | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |

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| Golf course, miniature golf, or driving range | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Library | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Mission | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Museum | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Park | As determined by the zoning administrator | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Theater, indoor, provided live performances only | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Religious Institutions | | | |
| Convent, monastery or religious retreat center | 1 space per bed | | |
| Place of assembly | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| COMMERCIAL USES | | | |
| Retail Sales and Services | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |
| General retail sales and services | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |
| Alternative financial establishment | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |
| Animal Boarding | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |
| Antiques and collectibles store | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |
| Art gallery | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |
| Art studio | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |
| Bank or financial institution | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |

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| Bed and breakfast home | 1 space per guest room + 1 space for the primary dwelling unit | |
| Bookstore, new or used | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Building material sales | 1 space per 200 sq. ft. of GFA + 1 space per 500 sq. ft. of outdoor sales, display | 1 space per 500 sq. ft. of GFA |
| Child care center | 1 space per 200 sq. ft. of GFA + up to 4 drop off spaces (either off-street or on-street by permission of the city engineer) | 1 space per 500 sq. ft. of GFA |
| Consignment clothing store | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Contractor's office | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Day labor agency | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Exterminating shop | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Farmer's market | 1 space per 200 sq. ft. of GFA + 1 space per 500 sq. ft. of outdoor sales or display area | 1 space per 500 sq. ft. of GFA |
| Firearms dealer | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Funeral home | 20 spaces per chapel | 1 space per 500 sq. ft. of GFA |

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| Greenhouse, lawn and garden supply store | 1 space per 200 sq. ft. of GFA + 1 space per 500 sq. ft. outdoor sales or display area | 1 space per 500 sq. ft. of GFA |
| Grocery store | 1 space per 300 sq. ft. of GFA | |
| Laundry, self-service | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Market garden | 1 space per 2,500 sq. ft. of growing or storage area or as determined by Chapter 536 Specific Development Standards. | 1 space per 500 sq. ft. of GFA |
| Office supply sales and service | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Pawnshop | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Performing, visual or martial arts school | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Pet store | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Photocopying | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Rental of household goods and equipment | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Secondhand goods store | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Shopping center | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Small engine repair | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Tattoo and body piercing parlor | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |
| Tobacco shop | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA |

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| Veterinary clinic | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |
| Video store | 1 space per 300 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | |
| Offices | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Automobile Services | | | |
| Automobile convenience facility | 1 space per 300 sq. ft. of GFA + 2 spaces per service bay or 2 spaces per 20 ft. of washing line | | |
| Automobile rental | 1 space per 300 sq. ft. of GFA + 2 spaces per service bay or 2 spaces per 20 ft. of washing line | | |
| Automobile repair, major | 1 space per 300 sq. ft. of GFA + 2 spaces per service bay or 2 spaces per 20 ft. of washing line | | |
| Automobile repair, minor | 1 space per 300 sq. ft. of GFA + 2 spaces per service bay or 2 spaces per 20 ft. of washing line | | |
| Automobile sales | 1 space per 300 sq. ft. of GFA + 2 spaces per service bay or 2 spaces per 20 ft. of washing line | | |
| Car wash | 1 space per 300 sq. ft. of GFA + 2 spaces per service bay or 2 spaces per 20 ft. of washing line | | |
| Food and Beverages | | | |
| Catering | 1 space per 200 sq. ft. of GFA | 1 space per 200 sq. ft. of GFA | 1 space per 300 sq. ft. of GFA |
| Coffee shop | 1 space per 75 sq. ft. of GFA | 1 space per 200 sq. ft. of GFA | 1 space per 300 sq. ft. of GFA |
| Liquor store, off-sale | 1 space per 200 sq. ft. of GFA | 1 space per 200 sq. ft. of GFA | 1 space per 300 sq. ft. of GFA |
| Nightclub | 1 space per 75 sq. ft. of GFA | 1 space per 200 sq. ft. of GFA | 1 space per 300 sq. ft. of GFA |
| Restaurant, delicatessen | 1 space per 75 sq. ft. of GFA | 1 space per 200 sq. ft. of GFA | 1 space per 300 sq. ft. of GFA |
| Restaurant, fast food | 1 space per 75 sq. ft. of GFA | 1 space per 200 sq. ft. of GFA | 1 space per 300 sq. ft. of GFA |
| Restaurant, sit down | 1 space per 75 sq. ft. of GFA | 1 space per 200 sq. ft. of GFA | 1 space per 300 sq. ft. of GFA |

| Commercial Recreation, Entertainment and Lodging | | | |
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| Hotel | 1 space per guest room + Parking equal to 30% of the capacity of persons for affiliated uses such as dining or meeting rooms | | |
| Indoor recreation area | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Outdoor recreation area | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Radio or television station | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Reception or meeting hall | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Regional sports stadium or arena | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Sports and health facility | 1 space per 300 sq. ft. of GFA | | |
| Theater, indoor | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Medical Facilities | | | |
| Birth center | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Blood plasma collection facility | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Clinic, medical or dental | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Hospital | As approved by C.U.P. based on a parking study of the institution, but not more than 1 space per 2 beds | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Laboratory, medical or dental | 1 space per 300 sq. ft. of GFA | 1 space per 600 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |

| Transportation | | | |
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| Ambulance service | 1 space per 200 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Bus garage or maintenance facility | 1 space per 200 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Horse and carriage assembly/transfer site | 1 space per 200 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Intermodal containerized freight facility | 1 space per 200 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Limousine service | 1 space per 200 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Motor freight terminal | 1 space per 200 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Motor vehicle storage lot | 1 space per 200 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Package delivery service | 1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 1,000 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. GFA of warehousing over 30,000 sq. ft. or for any outdoor storage, sales, or display | 1 space per 1,000 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. GFA of warehousing over 30,000 sq. ft. | 1 space per 1,000 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 5,000 sq. ft. GFA of warehousing over 30,000 sq. ft. |
| Railroad switching yards and freight terminal | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Taxicab service | 1 space per 200 sq. ft. of GFA excluding service bays + 1 space per service bays | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |

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| Towing service | 1 space per 200 sq. ft. of GFA + 1 space per 2,000 sq. ft. of motor vehicle storage area | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Truck, trailer, boat, recreational vehicle or mobile home sales, service or rental | 1 space per 200 sq. ft. of GFA + 1 space per 1,000 sq. ft. of outdoor sales, display or storage area | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Waste hauler | 1 space per 200 sq. ft. of GFA + 1 space per service bays | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| INDUSTRIAL USES | | | |
| General Use Categories | | | |
| Light industrial | 1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft. | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,500 sq. ft. of GFA |
| Medium industrial | 1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft. + 1 space per 2,500 sq. ft. of outdoor sales, display, or storage area | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,500 sq. ft. of GFA |

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

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| Food and beverage products | 1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft. | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,500 sq. ft. of GFA |
| Furniture moving and storage | 1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. of GFA of warehousing over 30,000 sq. ft. | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,500 sq. ft. of GFA |
| Grain elevator or mill | As approved by C.U.P. | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,500 sq. ft. of GFA |
| Greenhouse, wholesale | 1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 2,500 sq. ft. of growing or storage area | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,500 sq. ft. of GFA |
| Industrial machinery and equipment sales, service and rental | 1 space per 200 sq. ft. of GFA + 1 space per 1,000 sq. ft. of outdoor sales, display, or storage area | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,500 sq. ft. of GFA |
| Laundry, commercial | 1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft. | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,500 sq. ft. of GFA |

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

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| Urban farm | 1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 2,500 sq. ft. of growing or storage area | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,500 sq. ft. of GFA |
| Wholesaling, warehousing and distribution | 1 space per 200 sq. ft. of GFA of office, sales, or display area + 1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. GFA of warehousing over 30,000 sq. ft. or for any outdoor storage, sales, or display | 1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 2,500 sq. ft. GFA of warehousing over 30,000 sq. ft. | 1 space per 1,500 sq. ft. of GFA of warehousing up to 30,000 sq. ft. + 1 space per 5,000 sq. ft. GFA of warehousing over 30,000 sq. ft. |
| PUBLIC SERVICES AND UTILITIES | | | |
| Animal shelter | 1 space per 500 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Bus turnaround | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Electric or gas substation | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Electricity generation plant, hydroelectric or non-nuclear | As approved by C.U.P., but not more than 1 space per 200 sq. ft. of GFA up to 20,000 sq. ft. + 1 space per 1,000 sq. ft. of GFA in excess of 20,000 sq. ft. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Fire station | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |

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| Garage for public vehicles | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Heating or cooling facility | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Mounted patrol stable | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Passenger transit station | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Police station | 1 space per 200 sq. ft. of GFA + 1 space per official police vehicle based on the maximum number of such vehicles at the site at one time | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Post office | 1 space per 200 sq. ft. + 1 space per official postal vehicle based on the maximum number of such vehicles at the site at one time | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Pretrial detention facility | 1 space per 200 sq. ft. of GFA | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Railroad switching yards and freight terminal | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Regional financial service center | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| River freight terminal | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Stormwater retention pond | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Street and equipment maintenance facility | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |

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| Telephone exchange | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Vehicle emission testing station | 1 space per 200 sq. ft. of GFA excluding service bays + 1 space per service bay | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Waste disposal or transfer facility | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |
| Water pumping and filtration facility | As approved by C.U.P. | 1 space per 500 sq. ft. of GFA | 1 space per 1,000 sq. ft. of GFA |

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

(1) The number one (1) shall mean that not less than fifty (50) percent of the required bicycle parking shall meet the standards for short-term bicycle parking.

(2) The number two (2) shall mean that not less than fifty (50) percent of the required bicycle parking shall meet the standards for long-term bicycle parking, and not less than five (5) percent of the required bicycle parking shall meet the standards for short-term parking.

(3) The number three (3) shall mean that not less than ninety (90) percent of the required bicycle parking shall meet the standards for long-term bicycle parking.

(b) *Bicycle parking standards.* Each required bicycle parking space must meet the following standards:

(1) Bicycle parking spaces must be accessible without moving another bicycle and its placement shall not result in a bicycle obstructing a required walkway.

(2) Bicycle racks shall be installed to the manufacturer's recommended specifications, including the recommended distance from obstructions. Accommodation of varied bicycle sizes and styles, including electric bicycles and cargo bicycles, is encouraged through provision of racks installed with greater clearance from obstructions, walkways, and other bicycle parking spaces.

(3) Bicycle parking spaces shall include a bicycle rack that permits the locking of the bicycle frame and one (1) wheel to the rack, and that supports the bicycle in a stable position without damage to wheels, frame or components.

(4) No more than seventy-five (75) percent of required bicycle parking spaces may be provided in wall mounted racks that require the user to lift a bicycle into place.

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

(6) Required long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck or patio areas accessory to dwelling units. Not less than fifty (50) percent of required long-term spaces shall be accessible without requiring the use of stairs or an elevator. Residential bicycle rooms shall include access to electricity. With permission of the zoning administrator, long-term bicycle parking spaces for non-residential uses may be located off-site within three hundred (300) feet of the site.

Table 541-2 Bicycle Parking Requirements

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

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|---|---|---|
| Convention center | 1 space per 50,000 sq. ft. of GFA | 1 |
| Library | 1 space per 5,000 sq. ft. of GFA | 1 |
| Museum | 1 space per 10,000 sq. ft. of GFA | 2 |
| Theater, indoor, provided live performances only | 3 spaces, 1 space per 2,000 sq. ft. of GFA, whichever is greater | 2 |
| COMMERCIAL USES | All commercial uses having 1,000 sq. ft. or more shall provide 3 short-term spaces or the amount listed below, whichever is greater | |
| General retail sales and services | 1 space per 5,000 sq. ft. of GFA | 1 |
| Farmer's market | 1 space per 2,000 sq. ft. of sales area, except where approved as a temporary use | 1 |
| Grocery store | 1 space per 2,000 sq. ft. of GFA | 1 |
| Performing, visual or martial arts school | 1 space per 1,000 sq. ft. of GFA | 1 |
| Shopping center | 1 space per 5,000 sq. ft. of GFA | 1 |
| Offices | 1 space per 4,000 sq. ft. of GFA | 2 |
| Commercial Recreation, Entertainment and Lodging | | |
| Regional sports arena | 1 space per 5,000 sq. ft. of GFA | 1 |
| Sports and health facility | 1 space per 10,000 sq. ft. of GFA | 1 |
| Medical facilities | | |
| Hospital | As approved by C.U.P. | 2 |
| INDUSTRIAL USES | No requirement unless otherwise noted below. | |
| General Use Categories | | |
| Light industrial | 2 spaces or 1 space per 20,000 sq. ft. of GFA, whichever is greater, excluding GFA devoted to bulk storage of materials | 2 |

| | | |
|---|---|---|
| Medium industrial | 2 spaces or 1 space per 30,000 sq. ft. of GFA, whichever is greater, excluding GFA devoted to bulk storage of materials | 2 |
| General industrial | 2 spaces or 1 space per 40,000 sq. ft. of GFA, whichever is greater, excluding GFA devoted to bulk storage of materials | 2 |
| Specific Industrial Uses | | |
| Urban farm | 3 spaces | 1 |
| PARKING FACILITIES | No requirement. | |
| PRODUCTION, PROCESSING AND STORAGE | No requirement unless otherwise noted in this table. | |
| PUBLIC SERVICES AND UTILITIES | No requirement unless otherwise noted below. | |
| Limited production and processing | 3 spaces | 2 |
| Passenger transit station | As approved by C.U.P. | 1 |
| Post office | 3 spaces | 1 |

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

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

Table 541-3 Required Bicycle Facilities

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

ARTICLE IV. ELECTRIC VEHICLE CHARGING

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

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

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

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

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

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

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

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

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

(b) *Mixed use development.* For mixed use development or where accessory parking facilities are shared by residential and non-residential uses, the zoning administrator shall determine the required level of electric vehicle charging infrastructure to comply with the intent of Table 541-4, Required Electric Vehicle Charging Infrastructure.

(c) *Phased implementation.* The effective date of Article IV, Electric Vehicle Charging, of this chapter, shall be January 1, 2022. In addition, until January 1, 2024, a development subject to a requirement to provide electric vehicle charging stations may, as an alternative, provide electric vehicle readiness to not less than seventy-five (75) percent of the parking spaces provided in the development. A development submitting its land use application after January 1, 2024, is subject to full compliance with the requirements of Table 541-4, Required Electric Vehicle Charging Infrastructure.

Table 541-4 Required Electric Vehicle Charging Infrastructure

| Use | Electric Vehicle Charging Stations | Electric Vehicle Ready Spaces | Notes |
|--|--|--|--|
| Any building or use with up to 3 residential units | None | Minimum of one (1) L2 level space if parking is provided. All remaining enclosed accessory parking spaces shall support L1 charging. | Congregate living uses shall be exempt. |
| Any building or use with 4 to nine 9 residential units | None | Minimum of one (1) L2 level space if parking is provided. All remaining enclosed accessory parking spaces shall support L1 charging. | Congregate living uses shall be exempt. |
| Any building or use with 10 residential units or more | 10% of provided parking spaces capable of L2 charging. Installation of electric vehicle charging stations is not required when fewer than 10 parking spaces are provided. | Additional 20% of provided spaces at L2 charging level | Adequate electrical service is required to allow for simultaneous charging of 20% of provided parking spaces at an L2 level. Congregate living uses shall be exempt except that congregate living uses with 20 or more parking spaces shall be subject to the same electric vehicle infrastructure standard as a non-residential use with 20 or more parking spaces |
| Hotel | 10% of provided parking spaces capable of L2 charging | Additional 20% of provided spaces at L2 charging level | Adequate electrical service is required to allow for simultaneous charging of 20% of provided parking spaces at an L2 level. |
| Office | 10% of provided parking spaces capable of L2 charging | Additional 20% of provided spaces at L2 charging level | Adequate electrical service is required to allow for simultaneous charging of 20% of provided parking spaces at an L2 level. |

| | | | |
|--|--|---|--|
| All other non-residential uses where 20 off-street parking spaces or more are provided | 5% of provided parking spaces capable of L2 charging | Additional 5% of provided spaces at L2 charging level | |
|--|--|---|--|

ARTICLE V. - ACCESS TO PARKING AND LOADING

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

(1) In general, the number of curb cuts shall be minimized to prioritize pedestrian, bicycle, and transit user and other traffic safety, and the objectives of this ordinance. Before a new curb cut is authorized, other available access to and from the site and access points needed for the proper functioning of the use shall be considered. Curb cuts shall not be located on a primary frontage unless an alternative access point is impractical. For existing development, the consolidation of curb cuts is encouraged.

(2) Where a residential use is served by an alley, direct access to the street through a curb cut shall be discouraged. Direct access to the street through a curb cut shall not be allowed where an alley serves a single- and two-family dwelling or multiple-family dwelling having three (3) dwelling units.

(3) The use shall not substantially impede the safe and efficient movement of pedestrian, bicycle, transit, and other traffic.

(4) The space allocated to the use shall be adequate to keep vehicles clear of sidewalks, alleys and similar areas.

(5) The location of driveways relative to other existing uses is such that street traffic shall not be seriously disrupted and no unnecessary hazards shall be established for pedestrians, cyclists, or transit users. In no instance shall a driveway be allowed on a limited access roadway ramp or combined limited access roadway ramp frontage road.

541.510. - Specific district regulations for access to parking and loading. (a) *Residence and OR1 Districts.* No driveway or curb cut in a residence or OR1 District shall exceed a width of twenty-five (25) feet, nor be narrower than ten (10) feet, except that driveways accessory to a single-, two-, or three-family dwelling shall not be narrower than eight (8) feet.

(b) *OR2 and OR3 Districts.* No driveway or curb cut in an OR2 or OR3 District shall exceed a width of twenty-five (25) feet, nor be narrower than twelve (12) feet.

(c) *All other districts.* No driveway or curb cut in a district other than a residence or office residence district shall exceed a width of twenty-five (25) feet except where determined necessary by the city engineer, but not to exceed thirty-five (35) feet, nor be narrower than a width of twelve (12) feet.

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

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

ARTICLE VI. - PARKING LOCATION REQUIREMENTS

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

(b) *Off-site parking.* In cases where parking facilities are permitted elsewhere than the zoning lot on which the use served is located, such facilities shall be under the same ownership or control as the building or use served. Such ownership or control shall be evidenced either by deed or by long-term lease, the term of such lease to be approved by the zoning administrator, or by special parking assessment certificate, where applicable. Said lease shall be filed and recorded in the Office of the Hennepin County Recorder or Registrar of Titles, and evidence of proper filing shall be submitted to the zoning administrator prior to the issuance of any permits or licenses.

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

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

Table 541-5 Location of Off-Site Parking

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

| | |
|---------------|-------------------------------|
| C4 | C4, I1, I2, I3 |
| I1 | C4, I1, I2, I3 |
| I2 | I1, I2, I3 |
| I3 | I2, I3 |
| B4 | B4, B4S, B4C, B4N, I1, I2, I3 |
| B4S, B4C, B4N | B4S, B4C, B4N, I1, I2, I3 |

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

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

(1) *Driveways.*

a. *Front and corner side yards.*

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

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

b. *Interior side yards.*

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

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

c. *Rear yards.*

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

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

(2) *Parking areas.*

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

b. *Interior side yards.*

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

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

c. *Rear yards.*

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

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

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

ARTICLE VII. - PARKING AREA DESIGN AND MAINTENANCE

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

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

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

(2) Tandem parking spaces for residential uses.

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

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

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

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

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

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

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

c. One hundred (100) percent of the parking spaces that use an alley for maneuvering shall comply with the minimum dimensions for standard spaces.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 541-6 Minimum Parking Space and Aisle Dimensions

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

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

Figure 541-1 Parking Dimension Diagram

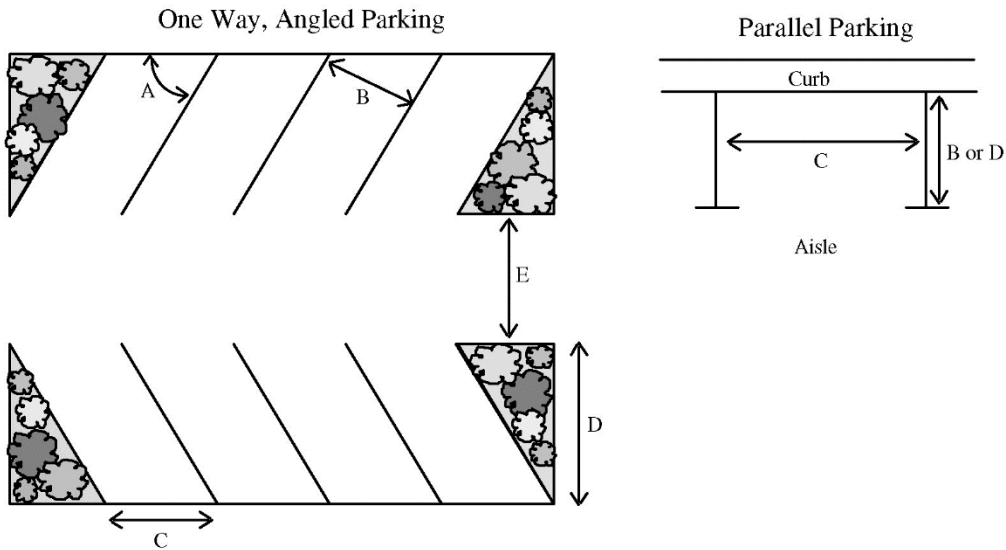


Figure 541-1 Parking Dimension Diagram

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

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

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

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

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

541.840. - Stacking spaces. (a) *Number required for drive-through facilities.* A car wash or any establishment with a drive-through facility shall provide a minimum number of stacking spaces for each washing line or drive-through station as specified in Table 541-7, Minimum Stacking Spaces.

Table 541-7 Minimum Stacking Spaces

| <i>Use</i> | <i>Minimum spaces</i> | <i>Measured from</i> |
|------------------|-----------------------|----------------------|
| Bank teller lane | 4 | Teller or window |

| | | |
|---|--|----------------|
| Automated teller machine | 3 | Teller |
| Restaurant or coffee shop drive-through | 4 | Pick-up window |
| Car wash | 2 per 20 ft. of washing line or area for principal use car wash; 1 per 20 ft. of washing line or area for accessory use car wash | Entrance |
| Drug store | 3 | Pick-up window |
| Other | As determined by the zoning administrator | |

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE IX. - SPECIFIC OFF-STREET LOADING REQUIREMENTS

541.1000. - Specific off-street loading requirements. (a) *In general.* Accessory off-street loading shall be provided for principal uses as specified in Table 541-8, Specific Off-Street Loading Requirements, except as otherwise specified in Article XII, Special Loading Provisions for Specific Zoning Districts. Uses not specifically listed in Table 541-8, Specific Off-Street Loading Requirements shall have no minimum loading requirement. All uses listed in Table 541-8, Specific Off-Street Loading Requirements are assigned a rating of low, medium, high, or none. The loading requirement for such rating is based on the size of the use, as specified in Table 541-8, Loading Requirements for Assigned Ratings. When a development includes more than one (1) non-residential use with a low, medium, or high loading requirement, the square footage of uses within the same rating category shall be added together in order to determine the number of required loading spaces. The loading requirement for planned unit developments shall be as approved by conditional use permit. For purposes of Table 541-7, Loading Requirements for Assigned Ratings, "GFA" shall mean gross floor area, and "sq. ft." shall mean square feet.

(b) *Reducing minimum off-street loading requirements.* Requests to reduce minimum off-street loading requirements shall be considered using one (1) of the following two (2) options selected by any person with a legal or equitable interest in the property:

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

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

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

- (1) A travel demand management plan is not required for the use.
- (2) The nature of the use.
- (3) Existing site constraints.

Table 541-7 Loading Requirements for Assigned Ratings

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

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

Table 541-8 Specific Off-Street Loading Requirements

| Use | Minimum Loading Requirement |
|--|--|
| RESIDENTIAL USES | |
| Dwellings | None, except multiple-family dwellings of 100 to 250 units: one small space; multiple-family dwellings of more than 250 units: two small spaces or one large space |
| Congregate living | |
| Board and care home/ Nursing home/ Assisted living | Low |
| Dormitory | Low |
| Hospitality residence | Low |
| Inebriate housing | None, except over 50 beds — low |

| INSTITUTIONAL AND PUBLIC USES | |
|---|-----------------------|
| Educational Facilities | |
| College or university | As approved by C.U.P. |
| School, grades K—12 | Low |
| School, vocational or business | Low |
| Social, Cultural, Charitable and Recreational Facilities | |
| Club or lodge | Low |
| Community center | Low |
| Convention center | High |
| Museum | Low |
| Theater, indoor, provided live performances only | Low |
| Religious Institutions | |
| Place of assembly | Low |
| COMMERCIAL USES | |
| Retail Sales and Services | |
| General retail sales and services | Low |
| Building material sales | High |
| Consignment clothing store | Low |
| Contractor's office | Medium |
| Funeral home | Low |
| Greenhouse, lawn and garden supply store | High |
| Grocery store | Medium |
| Office supply sales and service | Low |
| Pawnshop | Low |
| Pet store | Low |
| Rental of household goods and equipment | Medium |
| Secondhand goods store | Medium |
| Shopping center | As approved by C.U.P. |
| Small engine repair | Low |
| Offices | Medium |
| Automobile Services | |
| Automobile convenience facility | Medium |
| Automobile rental | Low |

| | |
|--|-----------------------|
| Automobile repair, major | Medium |
| Automobile repair, minor | Medium |
| Automobile sales | Medium |
| Food and Beverages | |
| Catering | Medium |
| Liquor store, off-sale | Medium |
| Nightclub | Low |
| Restaurant, delicatessen | Low |
| Restaurant, fast food | Low |
| Restaurant, sit down | Low |
| Commercial Recreation, Entertainment and Lodging | |
| Hotel | Medium |
| Radio or television station | Low |
| Reception or meeting hall | Medium |
| Regional sports arena | Medium |
| Sports and health facility | Low |
| Theater, indoor | Low |
| Medical Facilities | |
| Clinic, medical or dental | Low |
| Hospital | Medium |
| Laboratory, medical or dental | Low |
| Transportation | |
| Bus garage or maintenance facility | Low |
| Horse and carriage assembly/transfer site | As approved by C.U.P. |
| Intermodal containerized freight facility | As approved by C.U.P. |
| Motor freight terminal | High |
| Package delivery service | High |
| Railroad switching yards and freight terminal | As approved by C.U.P. |
| Truck, trailer, boat or recreational vehicle, sales, service or rental | Medium |
| INDUSTRIAL USES | |
| General Use Categories | |
| Light industrial | High |
| Medium industrial | High |

| | |
|--|-----------------------|
| General industrial | High |
| Limited production and processing | Low |
| Specific Industrial Uses | |
| Concrete, asphalt and rock crushing | High |
| Contractor showroom | Medium |
| Contractor yard | High |
| Dry cleaning establishment | High |
| Film, video and audio production | Medium |
| Food and beverage products | High |
| Furniture moving and storage | High |
| Grain elevator or mill | High |
| Greenhouse, wholesale | High |
| Industrial machinery and equipment sales, service and rental | High |
| Laundry, commercial | High |
| Packaging of finished goods | High |
| Printing and publishing, including distribution | High |
| Recycling facility | High |
| Research, development and testing laboratory | Medium |
| Scrap/salvage yard, metal milling facility | As approved by C.U.P. |
| Self-service storage | High |
| Wholesaling, warehousing and distribution | High |
| PUBLIC SERVICES AND UTILITIES | |
| Animal shelter | Low |
| Electricity generation plant, hydroelectric or non-nuclear | High |
| Garage for public vehicles | Low |
| Mounted patrol stable | As approved by C.U.P. |
| Post office | High |
| Pretrial detention facility | Medium |
| Regional financial service center | Low |
| River freight terminal | High |
| Street and equipment maintenance facility | Low |

| | |
|---------------------------------------|------|
| Waste disposal or transfer facility | High |
| Water pumping and filtration facility | High |

ARTICLE X. - LOADING LOCATION REQUIREMENTS

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

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

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

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

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

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

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

ARTICLE XI. - LOADING AREA DESIGN AND MAINTENANCE

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

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

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

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

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

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

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

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

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

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

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

ARTICLE XII. – TRAVEL DEMAND MANAGEMENT

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

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

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

(c) *Travel demand management plan, major.* In addition to review for compliance with the minimum number of points required by this article, a major travel demand management plan shall include a report containing a traffic study prepared consistent with industry standards and certified by a licensed engineer.

(d) *Travel demand management plan, discretionary.* The planning director, in consultation with the city engineer, may mandate a travel demand management plan that includes a report containing a traffic study prepared consistent with industry standards and certified by a licensed engineer for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined by the planning director that the proposal presents unique transportation challenges due to the nature of the use or location. The required travel demand management strategies shall be determined based on the findings of the report.

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

| <i>Buildings and Uses</i> | <i>Minor, Major, or Discretionary Travel Demand Management Plan Required</i> | <i>Minimum Points Required</i> |
|--|---|---------------------------------------|
| Any building or use containing fifty (50) or more and less than two-hundred fifty (250) new or additional dwelling units or rooming units. | Minor | 4 |
| Any non-residential development containing more than twenty-five thousand (25,000) square feet and less than two-hundred thousand (200,000) square feet of new or additional gross floor area. | Minor | 6 |
| Any building or use containing two-hundred fifty (250) or more new or additional dwelling units or rooming units. | Major | 6 |
| Any non-residential development containing two-hundred thousand (200,000) square feet or more of new or additional gross floor area. | Major | 8 |
| Establishment or expansion of a reception or meeting hall containing five-thousand (5,000) square feet of new or additional gross floor area. | Major | 4 |

| | | |
|--|---------------|--|
| Establishment or expansion of a shopping center containing ten-thousand (10,000) square feet of new or additional gross floor area. | Major | 4 |
| The planning director, in consultation with the city engineer, may mandate a travel demand management plan that includes a report containing a traffic study prepared consistent with industry standards and certified by a licensed engineer for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined by the planning director that the proposal presents unique transportation challenges due to the nature of the use or location. | Discretionary | As determined by the planning director |

(e) *Mixed use and multiple use development.* Mixed use development is subject to a minor or major travel demand management plan only when either the residential or non-residential use is subject to such requirement in Table 541-10, Buildings and Uses Subject to a Travel Demand Management Plan, provided that a discretionary travel demand management plan may be required for any building or use. When a development includes more than one (1) use subject to a minor or major travel demand management plan, the minimum required point total shall be based on only the use with the highest requirement rather than the sum of the point total for all applicable buildings or uses.

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

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

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

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

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

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

541.1250. Compliance with requirements of travel demand management strategies. Points shall be awarded for travel demand strategies listed in Table 541-11, Travel Demand Management Strategies. All applicable standards shall be met in order to qualify for the points for each strategy. The required strategies shall be maintained in good order for the life of the structure or use. A list and description of the approved travel demand strategies for a given site shall be posted in a conspicuous common area of the development.

Table 541-11 Travel Demand Management Strategies

| Strategy | Points | Standards |
|------------------------|---------------|--|
| Transit fare provision | 6 | a. The building owner or management company shall provide unlimited-ride transit passes to residents and employees utilizing a program administered through the regional transit agency. b. For single-tenant non-residential uses, all full-time employees shall be provided unlimited-ride transit passes. For multi-tenant non-residential uses, not less than seventy-five (75) percent of the full-time employees within the development shall be provided unlimited-ride transit passes. c. For residential uses, unlimited-ride transit passes shall be provided to all units within the development at a rate not less than one (1) pass per unit. |
| Zero vehicle parking | 6 | a. No off-street parking spaces for motor vehicles shall be provided for the development. b. Accessible spaces, spaces for shared vehicles, and up to three (3) temporary drop-off and pick-up spaces shall be exempt from this requirement. |
| Transit fare subsidy | 3 | a. The building owner or management company shall provide a transit fare subsidy for unlimited-ride transit passes not less than thirty (30) percent of the cost of the transit pass to residents and employees utilizing a program administered through the regional transit agency. b. For single-tenant non-residential uses, all full-time employees shall be offered unlimited-ride transit passes at a reduced rate. For multi-tenant non-residential uses, not less than seventy-five (75) percent of the full-time employees within the development shall qualify for unlimited-ride transit passes at a reduced rate. |

| | | |
|---|---|---|
| | | c. For residential uses, unlimited-ride transit passes shall be made available to all units within the development at a rate not less than one (1) pass per unit. |
| Limited vehicle parking | 3 | <p>a. No more than one-half (0.5) space per residential unit shall be provided when the residential use requires a travel demand management plan.</p> <p>b. Off-street parking less than or equal to thirty (30) percent of the maximum parking requirement for the development shall be provided when the non-residential use requires a travel demand management plan.</p> <p>c. A development shall not qualify for points for both the zero vehicle parking strategy and the limited parking strategy.</p> |
| Pedestrian realm improvements | 3 | <p>a. Improvements shall be implemented in the public right-of-way that support pedestrian activity and exceed minimum requirements, as approved by the planning director in consultation with the city engineer. In addition to any additional improvements determined by the planning director or city engineer, the development shall provide a minimum of two (2) of the following three (3) enhancements:</p> <p>1) A widened sidewalk that brings a substandard pedestrian space into compliance with the City of Minneapolis Street Design Guide. Sidewalks must be paved with materials that meet or exceed city standards for sidewalk finishes.</p> <p>2) Street trees and landscaping installed in an enhanced planting bed.</p> <p>3) Street furniture appropriate for the site’s context, not disrupting the pedestrian thoroughway.</p> |
| Shower, locker, and long-term bicycle storage | 2 | <p>a. The development shall provide shower and locker facilities, and long-term bicycle parking at a fifty (50) percent greater rate than otherwise required by this zoning ordinance.</p> <p>b. Points for this strategy shall only be awarded for uses that are required by this chapter to provide shower and locker facilities.</p> |
| Shared vehicles | 2 | <p>a. Non-residential uses shall provide one (1) shared vehicle per one-hundred thousand (100,000) square feet of non-residential space, but not less than one (1) vehicle, when the non-residential use requires a travel demand management plan.</p> <p>b. Residential uses shall provide a minimum of one (1) shared vehicle per one-hundred (100) dwelling units when the non-residential use requires a travel demand management plan, but not less than one (1) vehicle, when the non-residential use requires a travel demand management plan.</p> |
| Unbundling and pricing of parking | 1 | <p>a. In a residential use subject to a travel demand management plan, parking spaces for residential units shall be leased or sold separately from the rental or purchase price of the housing units.</p> <p>b. In a non-residential use subject to a travel demand management plan, a fee shall typically be charged for long-term customer and employee parking.</p> <p>c. Points for this strategy shall not be awarded for both this strategy and the Zero Vehicle Parking strategy.</p> |

| | | |
|-------------------------------|--|---|
| Real-time transit information | 1 | The development shall post real-time transit information in a public space near or at the entrance to the development. |
| Proposed by the applicant | As determined by the planning director | The property owner or representative may propose a travel demand management strategy not detailed in this table such as valet parking, mobility hubs, or other items as appropriate for the use and location. Points awarded shall be determined by the planning director in consultation with the city engineer. |

Section 15. That Section 546.70 contained in Chapter 546, Residence Districts, be amended to read as follows:

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

Section 16. That Section 547.70 contained in Chapter 547, Office Residence Districts, be amended to read as follows:

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

Section 17. That Section 548.70 contained in Chapter 548, Commercial Districts, be amended to read as follows:

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

Section 18. That Section 549.70 contained in Chapter 549, Downtown Districts, be amended to read as follows:

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

Section 19. That Section 549.170 contained in Chapter 549, Downtown Districts, be and is hereby repealed.

~~**549.170. — Bicycle facilities in new developments.** (a) *In general.* All developments containing five hundred thousand (500,000) square feet or more of new or additional gross floor area shall include secure bicycle parking spaces, shower facilities and clothing storage areas as provided in Table 549-3, Required Bicycle Facilities. Such facilities shall be for the use of the employees and occupants of the building. Where a development includes automobile parking spaces that are monitored or are covered or weather protected, bicycle parking spaces required by this section shall be provided on the same basis. For the purposes of this section, a secure bicycle parking space shall include a bicycle rack that permits the locking of the bicycle frame and one (1) wheel to the rack, and that supports the bicycle in a stable position without damage to wheels, frame or components.~~

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

Table 549-3 Required Bicycle Facilities

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

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

Section 20. That Section 550.100 contained in Chapter 550, Industrial Districts, be amended to read as follows:

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

Section 21. That Section 551.140 contained in Chapter 551, Overlay Districts, be amended to read as follows:

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

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

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

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

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

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

Section 22. That Section 551.150 contained in Chapter 551, Overlay Districts, be amended to read as follows:

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

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

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

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

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

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

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

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

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

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

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

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

Section 23. That Section 551.160 contained in Chapter 551, Overlay Districts, be and is hereby repealed.

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

~~(1) *Off-street parking.* Nonresidential uses shall not be required to provide accessory off-street parking facilities. The minimum off-street parking requirement for multiple family dwellings shall be seventy (70) percent of the number specified in the UA University Area Overlay District.~~

Section 24. That Section 551.155 contained in Chapter 551, Overlay Districts, be amended and renumbered to read as follows:

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

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

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

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

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

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

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

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

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

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

~~(10) (6) Site plan review requirements.~~ The minimum landscaping requirement for all uses subject to site plan review under Chapter 530, Site Plan Review, shall be increased to not less than thirty (30) percent of the site not occupied by buildings. The city planning commission may approve exceptions to this requirement upon finding that the proposal will allow a site plan of exceptional design that includes amenities such as public seating, public art, green walls, an outdoor plaza or transit shelter, that will enhance the area or that is more consistent with the character of the area or where the planning commission finds that strict adherence to the requirements is impractical because of site location or conditions.

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

Section 25. That Section 551.165 contained in Chapter 551, Overlay Districts, be and is hereby repealed.

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

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

Section 26. That Section 551.180 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.180. - Transit station areas. ~~(a)~~ The following additional regulations shall govern development within PO Overlay Districts in and around the following existing or proposed transit stations, as shown on the official zoning maps:

- Cedar-Riverside LRT Station
- Franklin Avenue LRT Station
- Lake Street/Midtown LRT Station
- 38th Street LRT Station
- 46th Street LRT Station
- 50th Street/Minnehaha Park LRT Station

VA Medical Center LRT Station
West Bank LRT Station
Stadium Village LRT Station
Prospect Park LRT Station

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

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

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

~~(3) *Off-street parking.*~~

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

Section 27. That Section 551.400 contained in Chapter 551, Overlay Districts, be amended to read as follows:

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

Section 28. That Section 551.430 contained in Chapter 551, Overlay Districts, be amended to read as follows:

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

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

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

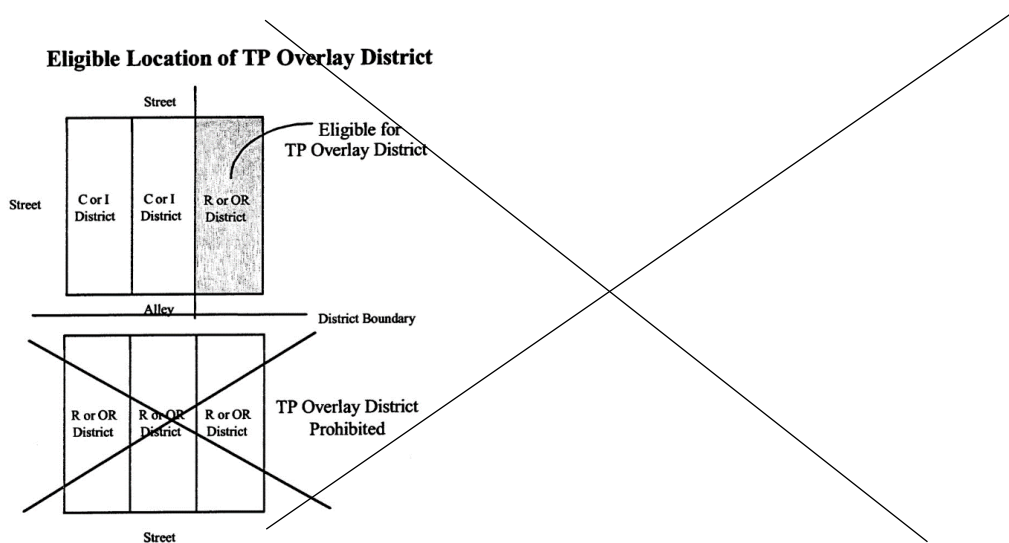


Figure 551-1 Eligible Location of TP Overlay District

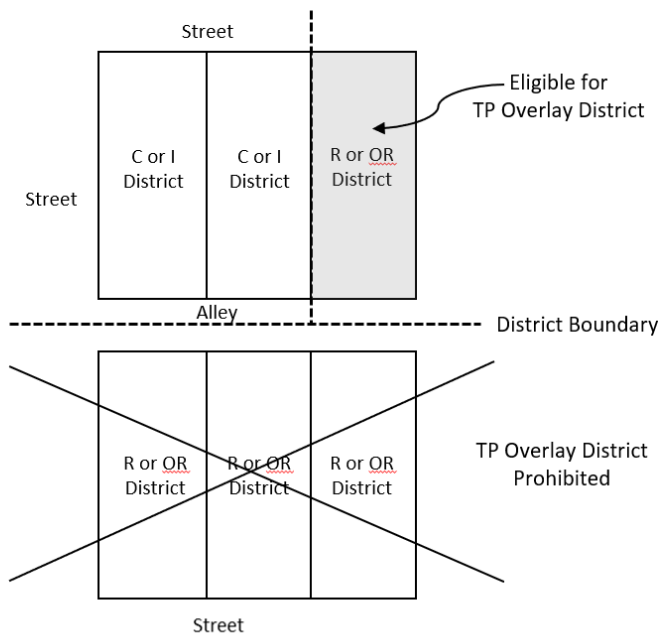


Figure 551-1 Eligible Location of TP Overlay District

- b. The width of the parking lot shall not exceed seventy-five (75) feet.
- c. The use of the parking lot shall be restricted to the parking of passenger automobiles only. No commercial vehicles shall be parked or stored.
- d. The parking lot shall be closed with a secured gate or other appropriate mechanism between the hours of 10:00 p.m. and 6:00 a.m., except as specifically authorized by the conditional use permit.

- e. The parking lot shall at no time be used for outdoor sales, display or storage.
- f. Each entrance to and exit from such parking lot shall be located at least twenty (20) feet from any adjacent property located in a residence or office residence district.
- g. The parking lot shall be landscaped and screened pursuant to the provisions of Chapter 530, Site Plan Review.

(2) Access to commercial or industrial districts. Driveways, walkways or other access to land in a commercial or industrial district may be located in the TP Overlay District, subject to Chapter 541, ~~Off-Street Parking and Loading~~ Off-Street Parking, Loading, and Mobility, and the following:

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

Section 29. That Section 551.730 contained in Chapter 551, Overlay Districts, be amended to read as follows:

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

Section 30. That Section 551.765 contained in Chapter 551, Overlay Districts, be and is hereby repealed.

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

~~(1) *Residential uses.* Development projects with ten (10) or more dwelling units or rooming units shall provide no more than one and seven-tenths (1.7) spaces per unit. Development projects with fewer than ten (10) dwelling units or rooming units shall provide no more than two (2) spaces per unit. Accessible spaces required for residential uses by the Minnesota State Building Code and visitor parking spaces required by this chapter shall not count toward the maximum parking requirement. Off-site parking up to~~

~~five hundred (500) feet away shall be permitted, subject to the off-site parking provisions of Chapter 541, Off Street Parking and Loading.~~

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

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

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

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

Section 31. That the definition for “Bedroom” contained in Section 551.1310 of Chapter 551, Overlay Districts, be amended to read as follows:

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

Bedroom. For the purpose of the UA University Area Overlay District, a bedroom shall be defined as any space that can operate as a sleeping area within a dwelling unit that is separated from open areas of the dwelling unit by interior walls, is greater than seventy (70) square feet, and is located along an exterior wall. Areas dedicated to other functions may be classified as bedrooms as determined by the zoning administrator. Studio and efficiency units, which have no internal walls separating living and sleeping spaces, will be considered to have one (1) bedroom. In single-, two-, and three-family dwellings and cluster developments located in the Interior 1 and Interior 2 built form overlay districts, a bedroom greater than one hundred fifty (150) square feet shall be counted as two (2) bedrooms and every additional one hundred (100) square feet or fraction thereof shall count as an additional bedroom.

Section 32. That Chapter 551, Overlay Districts, of the Minneapolis Code of Ordinances be amended by adding thereto a new Section 551.1315 to read as follows:

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

Section 33. That Section 551.1320 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.1320. - Off-street parking location. ~~(a) *Minimum number of off street parking spaces.* The minimum off-street parking requirement for residential uses shall be one half (½) parking space per bedroom. For the purpose of this ordinance, an efficiency dwelling unit shall be considered equivalent to a one (1)~~

~~bedroom dwelling unit in calculating the minimum parking requirement. Parking reductions allowed in the PO Pedestrian Oriented Overlay District shall be applied after calculating parking based on this provision. Accessory dwelling units shall not have a minimum off street parking requirement.~~

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

~~(c) Dimensions. Off street parking for single and two family dwellings, multiple family dwellings having three (3) or four (4) dwelling units, and intentional communities shall comply with the following standards:~~

~~(1) One hundred (100) percent of the required parking spaces may be provided as compact spaces.~~

~~(2) Parking lots of one (1) or more spaces that encroach into the required interior side yard shall provide landscaping and screening not less than three (3) feet in height consistent with the provisions of section 530.170 of this ordinance.~~

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

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

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

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

Off-street parking for residential uses with up to three (3) units, when located in a surface lot, shall be located entirely within the rear twenty-five (25) feet of the lot when an alley is present. When no alley is present, surface parking shall be limited to the rear forty (40) feet of the lot.

Section 34. That Section 551.1330 contained in Chapter 551, Overlay Districts, be amended to read as follows:

551.1330. - Bicycle and motorized scooter parking. ~~(a) In general.~~ Residential uses shall provide at least one (1) bicycle or motorized scooter parking space per one (1) bedroom. At least ninety (90) percent of the required parking shall comply with the standards for long-term bicycle parking in Chapter 541, Off-Street Parking, Loading, and Mobility. Such bicycle or motorized scooter parking space shall not be located in any required yard or between the principal building and a public street, except as allowed in Table 535-1, Permitted Obstructions in Required Yards.

~~(b) Bicycle and motorized scooter parking incentive. A multiple-family dwelling having three (3) or four (4) dwelling units that provides an enhanced shelter with space dedicated solely for bicycle or motorized scooter parking shall be granted a reduction in the off street parking requirement of no more than one (1) space if the shelter complies with the following standards:~~

~~(1) Notwithstanding Chapter 537, Accessory Uses and Structures, the enhanced shelter shall not be located in any required yard.~~

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

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

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

Section 35. That Section 551.1340 contained in Chapter 551, Overlay Districts, be and is hereby repealed.

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

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

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

Section 36. That Section 551.1380 contained in Chapter 551, Overlay Districts, be amended to read as follows:

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

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

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

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

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

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

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

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

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

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

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

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

The POLICY & GOVERNMENT OVERSIGHT Committee submitted the following report:

On behalf of the Policy & Government Oversight Committee, Jenkins offered Ordinance 2021R-024 amending Title 2, Chapter 20 of the Minneapolis Code of Ordinances relating to Administration: Personnel, amending Article V to add a Juneteenth holiday for City employees.

The following is the complete text of the unpublished summarized ordinance.

ORDINANCE 2021-024
By Jenkins
Intro & 1st Reading: 4/30/2021
Ref to: POGO
2nd Reading: 5/14/2021

Amending Title 2, Chapter 20 of the Minneapolis Code of Ordinances relating to Administration: Personnel.

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

Section 1. That Section 20.340 of the above-entitled ordinance be amended to read as follows:

20.340. – Holidays specified; pay required. ~~All officers and permanent employees of the city under the jurisdiction of the city council shall be granted pay for any legal holiday established by statute when such day falls on any work day. "Legal holiday" includes New Year's Day, January 1; effective January 1, 1986, Martin Luther King's birthday, the third Monday in January; Washington's and Lincoln's birthdays, the third Monday in February; Memorial Day, the last Monday in May; Independence Day, July 4; Labor Day, the first Monday in September; Christopher Columbus day, the second Monday in October; effective January 1, 1986, Christopher Columbus day is not a holiday for employees represented by the Minneapolis Professional Employees Association; Veterans Day, November 11; Thanksgiving Day, the fourth Thursday in November; the Friday after Thanksgiving; and Christmas Day, December 25; provided, when New Year's Day, January 1; or Independence Day, July 4; or Veterans Day, November 11; or Christmas Day, December 25; falls on Sunday, the following day shall be a holiday; and provided when New Year's Day, January 1;~~

~~or Independence Day, July 4; or Veterans Day, November 11; or Christmas Day, December 25; falls on Saturday, the preceding day shall be a holiday.~~

All officers and permanent employees of the city under the jurisdiction of the city council shall be granted pay for the following holidays when such day falls on any work day:

- (1) New Year's Day, January 1;
- (2) Martin Luther King's birthday, the third Monday in January;
- (3) Washington's and Lincoln's birthdays, the third Monday in February;
- (4) Memorial Day, the last Monday in May;
- (5) Juneteenth, June 19 (effective June 1, 2021);
- (6) Independence Day, July 4;
- (7) Labor Day, the first Monday in September;
- (8) Indigenous Peoples day, the second Monday in October;
- (9) Veterans Day, November 11;
- (10) Thanksgiving Day, the fourth Thursday in November;
- (11) The Friday after Thanksgiving; and
- (12) Christmas Day, December 25.

When New Year's Day, January 1; or Juneteenth, June 19; or Independence Day, July 4; or Veterans Day, November 11; or Christmas Day, December 25; falls on Sunday, the following day shall be a holiday. When New Year's Day, January 1; or Juneteenth, June 19; or Independence Day, July 4; or Veterans Day, November 11; or Christmas Day, December 25; falls on Saturday, the preceding day shall be a holiday.

Section 2. That Section 20.350 of the above-entitled ordinance be amended to read as follows:

20.350. - Applicability to daily and hourly personnel. This article shall also apply to all such employees paid upon a daily or hourly basis who have been duly and regularly certified for permanent or temporary appointment prior to any such holiday and who would be required or permitted to work upon any such day if the same were not a public holiday, except as may be otherwise agreed to through collective bargaining agreements.

Section 3. That Section 20.360 of the above-entitled ordinance be amended to read as follows:

20.360. - Restrictions. Except as is provided in sections 20.370, 20.380 and 20.390, no employee shall be entitled to pay for any holiday unless:

- (1) That employee has worked ~~at least~~ two (2) hours on the last working day immediately before and the next working day immediately after such holiday.
- (2) That employee is on regular vacation, sick leave, budgetary leave, or furlough properly granted.

If the employee is entitled to pay for a holiday under the provisions hereof and is an employee entitled to overtime compensation in accordance with sections 20.260 and 20.280 of this Code, who is required to work on a holiday as defined herein, that employee shall receive additional compensation for such holiday work computed at one and one-half (1½) times the regular hourly rate; provided, that if the employee is required to work on New Year's Day, Independence Day or Christmas Day, or on the day before or after

such holiday when it falls on a Saturday or Sunday, then the employee shall receive such additional compensation for such holiday work for that day; but in the event that the employee is required to work on both such days, the employee shall receive additional compensation for only one of such days.

Section 4. That Section 20.370 of the above-entitled ordinance be amended to read as follows:

20.370. - Compensatory time off for employees on shifts.

In those divisions of departments under the jurisdiction of the city council where the nature of the employment is one in the interest of public safety, health, convenience or utility, and service is normally required to be carried out on a shift basis, in eight (8) hour shifts or split shifts, and on a forty (40) hour work week basis, except the police and fire departments, any officer or employee required to work on any such shift on any ~~statutory~~ holiday shall be entitled to an equal amount of time off at such time as the department head may approve.

Special law reference—Special act relating to authority to pay an employee for accumulated compensatory time off, Laws 1963, Ch. 826.

Section 5. That Section 20.380 of the above-entitled ordinance be amended to read as follows:

20.380. - Police officers. Each officer in the police department who is subject to call for duty whenever deemed necessary, shall be entitled to ~~twelve (12)~~ thirteen (13) days leave per year in lieu of holiday leave. These ~~twelve (12)~~ thirteen (13) days will be used as directed by the chief of police in the current year.

Section 6. That Section 20.390 of the above-entitled ordinance be amended to read as follows:

20.390. - Fire personnel. In those divisions of the fire department where employment is normally on a ~~twenty-four hour~~ twenty-four (24) hour shift basis, the days off and workweek hours shall be as established by the labor agreement in force between the city and International Association of Firefighters Local 82, and the Minneapolis Association of Fire Chiefs, and shall be construed to include the equivalent leaves of absence with pay for all ~~statutory~~ holidays.

~~All employees in classifications covered by the labor agreement in force between the city and International Association of Firefighters Local 82, and the Minneapolis Association of Fire Chiefs, whose employment is normally on an eight hour or ten hour workday basis, shall be granted pay for the following holidays when such day falls on any work day: New Year's Day, January 1; Washington's and Lincoln's Birthdays, the third Monday in February; Memorial Day, the last Monday in May; Independence Day, July 4; Labor Day, the first Monday in September; Christopher Columbus Day, the second Monday in October; Veterans Day, November 11; Thanksgiving Day, the fourth Thursday in November; and Christmas Day, December 25; provided, when New Year's Day, January 1; or Independence Day, July 4; or Veterans Day, November 11; or Christmas Day, December 25; falls on Sunday, the following day shall be a holiday; and provided when New Year's Day, January 1; or Independence Day, July 4; or Veterans Day, November 11; or Christmas Day, December 25; falls on Saturday, the preceding day shall be a holiday.~~

All employees in classifications covered by the labor agreement in force between the city and International Association of Firefighters Local 82, and the Minneapolis Association of Fire Chiefs, whose employment is normally on an eight (8) hour or ten (10) hour workday basis, shall be granted pay for the following holidays when such day falls on any work day:

- (1) New Year's Day, January 1;
- (2) Washington's and Lincoln's Birthdays, the third Monday in February;
- (3) Memorial Day, the last Monday in May;

(4) Juneteenth, June 19;

(5) Independence Day, July 4;

(6) Labor Day, the first Monday in September;

(7) Indigenous Peoples Day, the second Monday in October;

(8) Veterans Day, November 11;

(9) Thanksgiving Day, the fourth Thursday in November; and

(10) Christmas Day, December 25.

When New Year's Day, January 1; or Juneteenth, June 19; or Independence Day, July 4; or Veterans Day, November 11; or Christmas Day, December 25; falls on Sunday, the following day shall be a holiday. When New Year's Day, January 1; or Independence Day, July 4; or Veterans Day, November 11; or Christmas Day, December 25; falls on Saturday, the preceding day shall be a holiday.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

(Published 5/18/2021)

COUNCIL ACTION 2021A-0375

The Minneapolis City Council hereby adopts the findings of fact and conclusions of law set forth in the Recommendation and Order on Cross Motions for Summary Disposition issued by Administrative Law Judge Kimberly Middendorf in the Office of Administrative Hearings matter 21-6010-36948 and denying defense and indemnification for Robert Kroll in the matters of *Nekima Levy Armstrong v. City of Minneapolis, et al.*, *Jared Goyette v. City of Minneapolis, et al.*, *Linda Tirado v. City of Minneapolis, et al.*, and *Samantha Wright v. City of Minneapolis, et al.*, in accordance with Minnesota Statutes, Section 466.07.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0376

The Minneapolis City Council hereby authorizes an extension to Contract No. C-40471 with Perceptyx, Inc. to December 31, 2021, to continue the employee engagement survey needs.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0377

The Minneapolis City Council hereby approves initial authorization to submit all current and ongoing medical bills relating to the no-fault claim of Ronald Olson to the City Finance Officer for payment from Fund/Org No. 06940-1500100-602013, following review by the City Attorney or his designee, pursuant to Minneapolis Code of Ordinances 16.1120.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0378

The Minneapolis City Council hereby approves the Workers' Compensation claim of Luke Eckert by payment of \$175,000 over three years to Mr. Eckert and his attorneys, Meuser Law Firm, and authorizes the City Attorney's Office to execute any documents necessary to effectuate the settlement.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0379

The Minneapolis City Council hereby approves the Workers' Compensation claim of Andrew Hegseth by payment of \$90,000 to Mr. Hegseth and his attorneys, Mesuer Law Firm, and authorizes the City Attorney's Office to execute any documents necessary to effectuate the settlement.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0380

The Minneapolis City Council hereby approves the Workers' Compensation claim of Jared Roettjer by payment of \$190,000 over three years to Mr. Roettjer and his attorneys, Meuser Law Firm, and authorizes the City Attorney's Office to execute any documents necessary to effectuate the settlement.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0381

The Minneapolis City Council hereby approves the Workers' Compensation claim of Gene Suker by payment of \$200,000 over three years to Mr. Gene Suker and his attorneys, Meuser Law Firm, and authorizes the City Attorney's Office to execute any documents necessary to effectuate the settlement.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0382

The Minneapolis City Council hereby approves the Workers' Compensation claim of Lindsay Herron by payment of \$250,000 over four years to Ms. Lindsay Herron and her attorneys, Meuser Law Firm, and authorizes the City Attorney's Office to execute any documents necessary to effectuate the settlement.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0383

The Minneapolis City Council hereby approves the Workers' Compensation claim of David Robins by payment of \$125,000 over two years to Mr. Robins and his attorneys, Meuser Law Firm, and authorizes the City Attorney's Office to execute any documents necessary to effectuate the settlement.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0384

The Minneapolis City Council hereby approves the Workers' Compensation claim of Sokham Klann by payment of \$180,000 over three years to Mr. Klann and his attorneys, Meuser Law Firm, and authorizes the City Attorney's Office to execute any documents necessary to effectuate the settlement.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

On behalf of the Policy & Government Oversight Committee, Jenkins offered Resolution 2021R-143 confirming renewal and new name of the Lake Street – Greenway Partnership to integrate policies and mobilize investments for Lake Street and the Greenway.

The following is the complete text of the unpublished summarized resolution.

RESOLUTION 2021R-143
By Cano, Osman, and Jenkins

Confirming renewal and new name of the Lake Street – Greenway Partnership to integrate policies and mobilize investments for Lake Street and the Greenway.

Whereas, Hennepin County, the City of Minneapolis, the Metropolitan Council, Lake Street Council, Midtown Greenway Coalition, Allina Health, Wells Fargo, and other public and private partners have worked together since 1998 under the banner of the Midtown Community Works Partnership to integrate policy, mobilize resources, and promote community engagement in the Greenway – Lake Street Corridor; and

Whereas, in the past 22 years, the Partnership has contributed to the completion of the Greenway, reconstruction of Lake Street, major transportation improvements including I-35W Transit/Access, Bus Rapid Transit and plans for future rail transit in the Greenway, redevelopment of the former Sears property to become Midtown Exchange and headquarters for Allina Health and the Global Market, redevelopment of the former Honeywell property to become headquarters for Wells Fargo Home Mortgage, projects bringing over 7,000 new jobs to the Corridor, the development of over 4,000 new units of housing in the Corridor, while witnessing hundreds of new businesses emerge along Lake Street in a vibrant cultural district; and

Whereas, Hennepin County has led collaborative studies underscoring the unmet potential of the Midtown Greenway – Lake Street Corridor, including *Making the Connection: Midtown Greenway to Lake Street*, which identifies specific improvements needed within the Corridor to make connections to the transportation network, neighborhoods and key destinations, improved wayfinding and safety for pedestrians and bicyclists; and a community safety design study which offers a menu of landscape design, maintenance, and operations recommendations to improve safety and create a welcoming environment for all community members; the Minneapolis Park and Recreation Board, in partnership with Hennepin County and the City of Minneapolis successfully secured regional trail designation of the Greenway in the Regional Parks and Trails System through the update to the Regional Parks Policy Plan by the Metropolitan Parks and Open Space Commission and the Metropolitan Council; and

Whereas, the City of Minneapolis has adopted a Cultural District Policy, defining a cultural district as a contiguous area with a rich sense of cultural and/or linguistic identity rooted in communities significantly populated by people of color, Indigenous people, and/or immigrants, and designated Lake Street as one of the City's cultural districts; and

Whereas, the Greenway – Lake Street Corridor has experienced new challenges in 2020 presented by civil unrest following the tragic death of George Floyd, and the need to rebuild local businesses along Lake Street; a persistent increase in unhoused people seeking shelter, and an increase in safety concerns throughout the Corridor, all of which underscore a pressing need for broader coordination to integrate policies, mobilize resources, and promote community engagement to address these challenges successfully; and

Whereas, Hennepin County’s longstanding Midtown Community Works capital project was closed out in 2017; and

Whereas, Hennepin County, City of Minneapolis, the Minneapolis Park and Recreation Board, and other public and private partners have determined a need to renew the charge, revitalize the membership and sharpen the focus of the Partnership in order to meet these challenges; and

Whereas, each of the partners has their own funding and resource constraints, but every partner recognizes the imperative of recovery and reinvestment in the Lake Street – Greenway Corridor and the power of working together through sincere collaboration and open communication so that each partner’s resources are utilized most efficiently and others are inspired to contribute to this cause; and

Whereas, the name Lake Street – Greenway Partnership will better reflect the mission of the Partnership;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis hereby supports the renewal of the Partnership under the new name of the Lake Street – Greenway Partnership and designates a representative seat for the Mayor and Council Wards 10, 8, 9, and 6, understanding that they have no authority to bind the decisions of the City of Minneapolis or other public body, with the further understanding that the Partnership is a forum for communication, coordination, and development of valuable and well-informed recommendations for the reinvestment in and recovery of the Lake Street – Greenway Corridor.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

On behalf of the Policy & Government Oversight Committee, Jenkins offered Resolution 2021R-144 approving the equalization of assessed valuations of real and personal property as recommended by the 2021 Local Board of Appeal and Equalization.

The following is the complete text of the unpublished summarized resolution.

RESOLUTION 2021R-144

By Jenkins

Approving the equalization of assessed valuations of real and personal property as recommended by the 2021 Local Board of Appeal and Equalization.

Whereas, the City Council established the 2021 Local Board of Appeal and Equalization by enactment of Resolution 2021R-044; and

Whereas, the Local Board of Appeal and Equalization was convened and conducted hearings on April 19, 21, 22, and 23, 2021, to consider appeals to the classification and/or market value assessment of properties within the City of Minneapolis; and

Whereas, following the completion of its hearings, the Board fixed the assessment to each property considered and submitted the assessment rolls to the City Clerk;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the report of the 2021 Minneapolis Board of Appeal and Equalization Special Board of Review is hereby approved, as set forth in Legislative File No. 2021-00533, on file in the Office of City Clerk.

Be It Further Resolved that the City Assessor be directed to transmit the 2021 finalized City assessment rolls to the Hennepin County Board of Appeal and Equalization and the Minnesota Department of Revenue with requests to take lawful action to give full effect to the same.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

The PUBLIC HEALTH & SAFETY Committee submitted the following report:

COUNCIL ACTION 2021A-0385

The Minneapolis City Council hereby approves the Neighborhood Revitalization Program (NRP) plan modification process, as recommended by the NRP Policy Board, and as set forth in Legislative File No. 2021-00521 on file the Office of the City Clerk.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0386

The Minneapolis City Council hereby authorizes the submittal of a grant application to the Minnesota Department of Commerce, in the amount of \$1,344,552, for the prevention of motor vehicle thefts in Minneapolis and to serve as fiscal agent to the Minnesota Auto Theft Prevention Board to reimburse Minnesota law enforcement agencies for vehicle theft programs.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0387

The Minneapolis City Council hereby authorizes an amendment to increase to Minneapolis Police contract COM0001580 with Department of Public Safety, Bureau of Criminal Apprehension (BCA), in the amount of \$30,000 for a new not to exceed total of \$45,000, for continued state and federal fingerprint-based background checks using the BCA's amendment form.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0388

The Minneapolis City Council hereby:

1. Accepts a grant from Minnesota Homeland Security and Emergency Management, in the amount of \$156,000, for Police Bomb Disposal Unit equipment and training for the year 2021.
2. Authorizes an agreement with Homeland Security and Emergency Management for Police Bomb Disposal Unit equipment and training for the year 2021.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0389

The Minneapolis City Council hereby authorizes the submittal of a grant application to the United States Department of Health and Human Services, in the amount of \$4,000,000, for a two-year period, for Advancing Health Literacy to Enhance Equitable Community Response to COVID-19.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0390

The Minneapolis City Council hereby authorizes a contract with the Minnesota Bureau of Criminal Apprehension (BCA), in the not to-exceed amount of \$880,000, for providing investigative forensic DNA analysis on Police Department case evidence for two years.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0391

The Minneapolis City Council hereby authorizes contracts with the following organizations for a total amount not to exceed amount \$350,000 for violence prevention in Minneapolis: Somali Community Resettlement Services: \$43,750; Sewa-AIFW: \$43,750; Worldwide Outreach for Christ: \$43,750; Northside Residents Redevelopment: \$43,750; Hennepin Theatre Trust: \$20,833; Webber Camden Neighborhood: \$20,833; The Sanctuary Covenant Church: \$20,833; Art Is My Weapon: \$20,833; HIRED: \$20,833; Phumulani MN African Women: \$20,833; Lutheran Social Services of MN: \$10,000; Restorative Justice Community Action: \$10,000; Dynamic Family Solutions: \$10,000; Lateshia Carter: \$10,000; and Kente Circle Training Institute: \$10,000.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0392

The Minneapolis City Council hereby directs staff in the City Coordinator's Office of Performance and Innovation to collaborate with Public Works, Regulatory Services, the City Attorney's Office, and the Police Department to combine various ongoing efforts to design and develop recommendations for the creation of an unarmed Traffic Safety Division to be housed in a department outside of the Police Department. This new division is to be responsible for enforcement, education, and other activities that increase traffic safety.

Goals:

1. Maximize the traffic safety benefits of traffic enforcement
2. Eliminate racial disparities in traffic enforcement
3. Educate the public on safe driving behaviors and traffic laws
4. Earn the trust of communities who have been harmed by previous traffic enforcement practices

An inclusive design process should be used to inform the design and function of an alternative to police response for traffic enforcement; the process should be community-informed, and center Black, Indigenous and People of Color (BIPOC) voices and residents disproportionately impacted by unsafe driving behaviors.

Building on the Vision Zero Plan and Safety for All Budget Plan, community engagement should be used to identify and solve the root cause of different dangerous driving behaviors. The final recommendations related to developing an unarmed Traffic Safety Division should be focused on problem-solving traffic safety issues, in addition to creating a new response system. The staff direction related to traffic enforcement included in the 2020 Budget Appropriation Resolution should also be resolved in this process.

Like the inclusive design process for creating the Mobile Mental Health Teams, this traffic enforcement work should include prototyping multiple alternatives to gather data and the necessary insights for policymakers to make informed decisions on how to best to increase traffic safety in Minneapolis through unarmed enforcement.

Recommendations should also include:

- a. The budget for both the pilot phase and full implementation.
- b. Any relevant existing work in other departments that should be consolidated within the new division to achieve the aforementioned goals.

Staff from the Office of Performance and Innovation are expected to report back to the Public Health & Safety Committee with a project timeline by the end of Quarter 2, 2021.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

State of Minnesota }
County of Hennepin } ss.
City of Minneapolis }

I, Casey Joe Carl, City Clerk of the City of Minneapolis, in the County of Hennepin, and State of Minnesota, hereby certify Council Action 2021A-0392 was duly presented to Mayor Jacob Frey on May 14, 2021, and was returned without his signature.

Therefore, in accordance with the provisions of Article 4, Section 4.4(c) of the City Charter, the action has become and is valid, and I hereby certify that it has the same force and effect as if approved by said Mayor.

COUNCIL ACTION 2021A-0393

The Minneapolis City Council hereby:

1. Authorizes the City of Minneapolis to become a community collaborator with the Growing Up In Cities Project, to identify disparities in health and well-being outcomes for young people across the city and to engage youth as local change agents.
2. Authorizes a no-cost Memorandum of Understanding with the Growing Up in Cities Project.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

The TRANSPORTATION & PUBLIC WORKS Committee submitted the following report:

On behalf of the Transportation & Public Works Committee, Reich offered Resolution 2021R-145 ordering the work to proceed and adopting special assessments for the Washburn Alley Construction Project No. 2332 as part of the 2021 Unpaved Alley Program (PV063).

The following is the complete text of the unpublished summarized resolution.

RESOLUTION 2021R-145

By Reich

Ordering the work to proceed and adopting special assessments for the Washburn Alley Construction Project No. 2332 as part of the 2021 Unpaved Alley Program (PV063).

Whereas, a public hearing was held on May 5, 2021, in accordance with Minneapolis City Charter, Article IX, Section 9.6(c), and Minneapolis Code of Ordinances, Section 24.110, to consider the proposed improvements as designated in Resolution 2021R-095, passed March 26, 2021, to consider the proposed special assessments as on file in the Public Works Special Assessment Office, and to consider all written and oral objections and statements regarding the proposed improvements and the proposed special assessments;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City Engineer is hereby ordered to proceed and do the work as designated in said Resolution 2021R-095, passed March 26, 2021.

Be It Further Resolved that the proposed special assessments in the total amount of \$27,740.82 for the Washburn Alley Construction Project No. 2332 (Levy 01014, Project 2322C), as on file in the Public Works Special Assessment Office, are hereby adopted and assessed against the benefited properties.

Be It Further Resolved that the number of successive equal annual principal installments by which the special assessments of more than \$150 may be paid shall be fixed at ten (10) and that the interest be charged at an interest rate of 2.9%, with collection of the special assessments to begin on the 2022 real estate tax statements.

Be It Further Resolved that the number of installments by which the special assessments of \$150 or less may be paid shall be fixed at one (1) and that the interest be charged at an interest rate of 2.1%, with collection of the special assessments to begin on the 2022 real estate tax statements.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

On behalf of the Transportation & Public Works Committee, Reich offered Resolution 2021R-146 requesting the Board of Estimate and Taxation authorize the City's issuance and sale of assessment bonds in the amount of \$27,740.82 for the purpose of paying the assessed cost of street improvements in the Washburn Alley Construction Project No. 2332.

The following is the complete text of the unpublished summarized resolution.

RESOLUTION 2021R-146

By Fletcher

Requesting the Board of Estimate and Taxation authorize the City's issuance and sale of assessment bonds in the amount of \$27,740.82 for certain purposes other than the purchase of public utilities.

Resolved by The City Council of The City of Minneapolis:

That the Board of Estimate and Taxation be requested to authorize the City to incur indebtedness and issue and sell City of Minneapolis bonds for the purpose of paying the assessed cost of street improvements in the Washburn Alley Construction Project No. 2332, to be assessed against benefited properties as estimated by the City Council, which assessments shall be collectible in ten (10) successive annual installments payable in the same manner as real estate taxes.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0394

The Minneapolis City Council hereby authorizes an increase to Contract No. COM0003614 with Minnesota Department of Transportation (MnDOT), in the amount of \$4,000 for a total amount not to exceed \$10,000, for additional landscaping materials needed for the Bryn Mawr Hedge Landscaping Project.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

(Published 5/18/2021)

COUNCIL ACTION 2021A-0395

The Minneapolis City Council hereby authorizes an increase to Contract No. COM0001414 with AAA Building Maintenance Company LLC, in the amount of \$313,000 for a total amount not to exceed \$457,000, for alley snow plowing services.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0396

The Minneapolis City Council hereby authorizes an increase to Contract No. COM0001409 with Stonepros LLC, in the amount of \$55,000 for a total amount not to exceed \$226,000, for alley snow plowing services.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0397

The Minneapolis City Council hereby authorizes an increase to Contract No. COM0001410 with Kevitt Excavating LLC, in the amount of \$737,840 for a total amount not to exceed \$1,322,840, for alley snow plowing services.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0398

The Minneapolis City Council hereby authorizes an increase to Contract No. COM0002292 with BlueSky Electric Co., in the amount of \$8,695 for a total amount not to exceed \$422,295, for additional lights for the Vineland and Riverfront Parking Ramps Lighting Retrofit Project.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0399

The Minneapolis City Council hereby authorizes an increase to Contract No. COM0002348 with VEIT & Company, Inc., in the amount of \$122,867 for a total amount not to exceed \$2,469,429.58, for additional project work and costs associated with unforeseen conditions on the Hoyer Heights Street Reconstruction Project, all in accordance with City specifications.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0400

The Minneapolis City Council hereby authorizes a license agreement with the Met Council for a secure bicycle facility located in Ramp B, as further set forth in Legislative File No. 2021-00508 on file in the Office of the City Clerk.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0401

The Minneapolis City Council hereby approves an amendment to the Minneapolis Transportation Action Plan to amend the All Ages & Abilities (AAA) Network to add an existing low stress bikeway on 3rd Ave NE from Main St NE to Central Ave NE.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0402

The Minneapolis City Council hereby approves an amendment to the Minneapolis Street Lighting Plan, Figure 2 Map, to re-classify the following roadway segments to Pedestrian Street Light Corridors:

1. 42nd St E, from 46th Ave S to W River Pkwy.
2. 10th Ave S, from Washington Ave S to 3rd St S.
3. 12th Ave S, from Washington Ave S to 3rd St S.
4. 3rd St S, from 10th Ave S to 12th Ave S.
5. Grand Ave S, from Lake St W to 48th St W.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0403

The Minneapolis City Council hereby approves City of Minneapolis comments on the Manual on Uniform Traffic Control Devices for Streets and Highways, as further set forth in Legislative File No. 2021-00519 on file in the Office of the City Clerk, and directs submittal of the comments to the Federal Highway Administration.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

Reich moved to delete from the agenda consideration of the low bid of Egan Company, submitted on Event No. 1411, in the amount of \$10,278,300, to provide all materials, labor, equipment, and incidentals necessary for the Fridley Campus Electrical Rehabilitation Construction Project, and the associated contract for the project.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0404

The Minneapolis City Council hereby accepts the low bid of Aggregate Industries, Inc., submitted on Event No. 1482, in the amount of \$183,300, to provide all materials, labor, equipment, and incidentals necessary for providing Class 1 Rip Rap to the Public Works Department, and authorizes a contact for providing this material, all in accordance with City specifications.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

COUNCIL ACTION 2021A-0405

The Minneapolis City Council hereby accepts the low bid of Landbridge Ecological, Inc., submitted on Event No. 1367, in the amount of \$649,545, to furnish and deliver all labor, materials, and incidentals for performing stormwater facilities specialty vegetation management, and authorizes a three-year contract for the service with the option to extend for two additional 12-month periods, all in accordance with City specifications.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

REPORTS OF SPECIAL COMMITTEES

The EXECUTIVE Committee submitted the following report:

Jenkins moved to refer to the Policy & Government Oversight Committee the following proposed appointed positions in the City Coordinator's Office, along with the accompanying salary ordinance for the positions, effective May 11, 2021: Race and Equity Director; and Service Center Director.

On roll call, the result was:

Ayes: Reich, Gordon, Fletcher, Cunningham, Ellison, Osman, Goodman, Jenkins, Cano, Bender, Schroeder, Johnson, Palmisano (13)

Noes: (0)

Absent: (0)

Adopted.

ADJOURNMENT

The meeting was adjourned at 11:16 a.m.

Casey Joe Carl,
City Clerk