



Wayzata Planning Commission

Meeting Agenda

Thursday, March 10, 2016

Community Room,
600 Rice Street East,
Wayzata, Minnesota

- 7:00 p.m.**
- 1. Call to Order, Roll Call, and Approval of Minutes**
 - a. Approval of the February 1, 2016 Planning Commission Minutes
 - b. Approval of the February 22, 2016 Planning Commission Minutes
 - 2. Regular Agenda Public Hearing Items:**
 - a. Amendment to the City of Wayzata Zoning Ordinance related to Off-Street Parking and Loading (City Code Section 801.20)
 - 3. Regular Agenda Old Business Items:**
 - a. None
 - 4. Other Items:**
 - a. Review of Development Activities
 - b. Other items
 - 5. Adjournment**

NOTES:

¹ Time(s) are estimated and provided for informational purposes only.

² Members of the Planning Commission and some staff may gather at the Wayzata Bar and Grill immediately after the meeting for a purely social event. All members of the public are welcome.

1 Mr. Thomson clarified the Zoning Ordinance states that a property has only one (1) front
2 property line. For the proposed Lot 2, the front property line would be Circle Drive E, and would
3 meet the minimum lot width requirement.
4

5 Commissioner Gonzalez asked if the lot coverage would meet the requirement for the Zoning
6 District with the construction of the new house, driveway, garage and swimming pool, and if the
7 hard surface coverage of 33.7% included credit for the pavers on the sidewalk.
8

9 Mr. Thomson stated the Applicant is not showing any credits for pervious pavers in the
10 application. He stated the City's practice has been to not count the water surface area of a pool
11 as hardcover. The apron and patio around the pool would be counted towards hardcover.
12

13 Chair Iverson stated the Commission should request more detailed information on the patio
14 around the swimming pool, so that the hard surface calculation can accurately reflect the total
15 hard coverage proposed.
16

17 Mr. Bruno Silikowski, 36150 Zircon Lane North, Plymouth, the Applicant, explained why he
18 would like to move to Wayzata. He stated the pool is a ribbon pool design that he intends to turn
19 into a fountain look, and there would be only enough hard surface around the pool to walk
20 safely. Mr. Silikowski's architect had assured him that the hard surface coverage would still be
21 under the maximum allowed in the zoning district.
22

23 Commissioner Gruber stated the proposed home needs to meet the character of the neighborhood
24 in size, mass, and scale. Commissioner Gruber asked what the square footage of the proposed
25 home on Lot 1 would be.
26

27 Mr. Silikowski stated he was not sure of the square footage but he was working on making the
28 home smaller. Mr. Silikowski stated that the footprint of the proposed home on Lot 1 is 1,800
29 square feet.
30

31 Commissioner Gonzalez asked if the Applicant had discussed saving the largest oak tree on the
32 property with the architect.
33

34 Mr. Silikowski stated they will be adding trees to the property but the tree Commissioner
35 Gonzalez is referring to is in an unfortunate location.
36

37 Chair Iverson asked for a landscape plan.
38

39 Mr. Silikowski stated they were currently working on this.
40

41 Commissioner Gonzalez stated one of the requirements of the Zoning Ordinance is that the home
42 cannot exceed 32-feet in height.
43

44 Mr. Silikowski stated his architect had contacted Mr. Thomson and explained to him that they
45 would be able to meet the 32-foot maximum height requirement.
46

1 Commissioner Flannigan stated the proposed home does fit the character, mass, and size for the
2 neighborhood. Commissioner Flannigan asked what the second lot would sell for.

3
4 Mr. Silikowski stated he has had interest in this parcel, and there is room for a building pad on
5 this parcel to build a similar home to what he is proposing on Lot 1.

6
7 Commissioner Gruber stated there are 5-6 oak trees in the tree inventory for the property. She
8 asked what lot these trees were located on. Commissioner Gruber asked that the Applicant take
9 care during the building process to try and save as many of these trees as possible.

10
11 Commissioner Flannigan explained where each of the oak trees was located and stated that
12 several of the trees had not been maintained in several years.

13
14 Mr. Silikowski pointed out that this proposal would remove a non-conforming home and replace
15 it with two (2) conforming homes.

16
17 Commissioner Flannigan asked if Mr. Silikowski would consider fixing the lot line between Lot
18 1 and the property to the north.

19
20 Mr. Silikowski explained he would work with his neighbor to the north on addressing the
21 northern lot line.

22
23 Commissioner Flannigan expressed concerns with the amount of fill that would be required on
24 Lot 2. He asked how the Commission could obtain additional information on the fill that would
25 be required for this property.

26
27 Mr. Silikowski explained the topography of Lot 2 would allow the home to be built more into the
28 ground without a lot of fill being brought to the site. He stated this had been reviewed and
29 discussed with the previous City Planner, Bryan Gadow, when he was working with the City.

30
31 Chair Iverson opened the public hearing at 7:35 p.m.

32
33 There being no one wishing to address the Planning Commission, Chair Iverson closed the
34 public hearing at 7:36 p.m.

35
36 Mr. Thomson stated the City does not have plans for Lot 2 to review, but there are ways to
37 design the home that would minimize the grading and fill required. He explained the
38 Commission could add a condition of approval that the home design for Lot 2 must be submitted
39 to the Planning Commission and City Council for approval of the design, grading, and fill.

40
41 Chair Iverson asked what would happen if there was not a suitable design that could be brought
42 to the City, that would not require a lot of grading and fill and changes to the topography of the
43 lot.

44

1 City Attorney Schelzel stated it is unlikely that an architect could not develop a design that
2 would work with this lot and meet the City's Zoning Ordinance, and conditions pertaining to the
3 grading, fill and changes to the topography.
4

5 Commissioner Gonzalez expressed concerns that the subdivision does not preserve sensitive
6 areas, as outlined in City Code Section 805.14.E.2. She stated she would like to see a building
7 that would work with the natural environment trying to preserve the best trees on the property
8 and minimize the fill and grading. She stated it is a problem that the Commission does not have
9 any information on how much fill and grading would be required for Lot 2. Commissioner
10 Gonzalez stated that City Code Section 805.14.E.2 states existing stands of significant trees shall
11 be retained where possible, and that the plans presented for Lot 1 do not preserve the most
12 significant tree on the property. Commissioner Gonzalez further stated that the proposed home
13 does not conform to the City's Zoning Ordinance for maximum height, and the Planning
14 Commission would have to be sure that the home presented at this meeting with the excessive
15 height is not the home that would be approved.
16

17 Commissioner Flannigan explained the pad for the home proposed on Lot 1 could not be moved
18 forward on the lot because of the existing grading.
19

20 Commissioner Gonzalez stated she would like to see a water management plan for Lot 2.
21

22 Chair Iverson suggested adding a condition to any approval recommendation that a water
23 management plan for Lot 2 must be provided.
24

25 Commissioner Gruber stated she appreciates the Applicant cleaning up the property. Based on
26 the lot division, she stated she does not see a way that the one large oak tree can be preserved,
27 but the Applicant stated he would be planting additional desirable trees. Commissioner Gruber
28 stated that the proposed home on Lot 1 is in character with the neighborhood and what is being
29 built in that area. She stated that Lot 2 could have some problems but plans for this lot have not
30 been presented at this time.
31

32 Commissioner Gnos stated this is an upgrade to the existing lot, and that it would be nice to be
33 able to save the one tree, but shifting the home to do that could create additional problem and the
34 need for variances. Commissioner Gnos stated the Applicant stated he would be planting
35 additional high quality trees on the site, and the Planning Commission could make this a
36 condition of approval. Commissioner Gnos stated that Lot 2 does have some unknowns but the
37 Planning Commission can add a condition to ensure the plans are brought to the Planning
38 Commission and City Council for review and approval, and the Planning Commission's
39 concerns are addressed.
40

41 Commissioner Flannigan stated the proposal is a good solution for this property and the hard
42 cover for Lot 1 is not a large increase. He asked if the Planning Commission could request the
43 Applicant to provide a home design for Lot 2 along with information on the amount of fill and
44 grading that would need to be done.
45

1 Mr. Thomson stated the Planning Commission could request this but this would not be a final
2 grading plan because there is no house design for this parcel. Mr. Thomson stated that the
3 preliminary grading plan would be subject to change based on the home design submitted.
4

5 Mr. Thomson stated if the Planning Commission recommends a condition for the plans for Lot 2
6 to be submitted for review by the Planning Commission and review and approval by the City
7 Council, it could be included in the Planning Commission Report and Recommendation and City
8 Council resolution, which would be recorded against the property and anyone looking at the
9 parcel will be made aware of the condition.
10

11 Commissioner Murray stated the Applicant has done due diligence and this would be a welcome
12 improvement to the property.
13

14 Chair Iverson stated the existing home on the property is quaint, and she does have concerns
15 with the trees that will be removed from the property. She stated the proposed home does not
16 look like the homes that used to be in this neighborhood because those homes are set back
17 further than they are today. Chair Iverson stated that the plan presented does not fit with the
18 rhythm and character of the neighborhood because there are still some smaller homes in this
19 neighborhood. She would like to add a condition that the Planning Commission gets a chance to
20 verify that the height of the house has been modified to meet the 32-foot height restriction, and
21 that City Staff will check this during construction. She asked what the City could legally do if a
22 building is approved at a set height and is constructed taller.
23

24 Mr. Thomson stated the City does regular inspections as part of the building process and if the
25 construction does not meet what was approved, than the City would not issue a Certificate of
26 Occupancy. Mr. Thomson stated that the Applicant would have to make a modification to
27 conform to the City Code, or submit an application to the City requesting a variance.
28

29 Mr. Silikowski stated this would not be an overly large house, and the plan submitted with the
30 excessive was an error that was not intentional and has since been fixed.
31

32 Commissioner Gonzalez recommended that a Landscape Plan be submitted by the Applicant to
33 the Planning Commission or be included when the application goes to the City Council for
34 review. She would also like to see some calculations on the hardcover added by the swimming
35 pool or add a condition that requires the Applicant comply with the requirements of the Zoning
36 Ordinance for hard cover, including the swimming pool. She asked who takes care of the alley.
37

38 Mr. Thomson stated this is a public alley and is maintained by the City. There are plans to do
39 some repair work but the City is waiting until all of the construction in the area is completed.
40

41 Commissioner Gonzalez asked if the Commission could add a condition that limits the hours
42 they can work on the house so the neighbors are not disrupted.
43

44 Mr. Schelzel stated the City can add any reasonable conditions, and in order to add a condition
45 regarding hours of construction, the City would need to know what is standard and reasonable
46 for this type of work.

1
2 Commissioner Flannigan stated the City does have a procedure in place that residents can follow
3 to mitigate this problem. He stated that it is not the Planning Commission's job to put
4 restrictions on when people can work or have work done.

5
6 Commissioner Gonzalez stated she would like the Applicant to be aware of the concerns that
7 have come forward about construction noise. She asked if the Applicant was aware of the Park
8 Dedication Fees required under the Subdivision Ordinances.

9
10 Mr. Thomson stated the Applicant is aware of this. He clarified the Commission is requesting to
11 review a Landscape Plan for Lot 1 at the next meeting, rather than adding a condition that one be
12 included for approval.

13
14 Chair Iverson stated there is generally a Landscape Plan included in these applications. She
15 stated this is something that should be included in the application that is presented to the City
16 Council for approval.

17
18 Commissioner Murray asked if a Landscape Plan is binding.

19
20 Mr. Schelzel stated the Commission can ask for or recommend the Landscape Plan be included
21 for the City Council's review of the Application, but he would not recommend making it a
22 condition of approval because the City Code does not require it as part of a Subdivision
23 application.

24
25 Mr. Silikowski stated he had done his due diligence with respect to the trees and hired an arborist
26 to identify the trees that could be kept and how to lay out the home to protect as many trees as
27 possible.

28
29 Commissioner Gruber asked if Staff had the information they needed to conclude that this is not
30 a premature subdivision.

31
32 Mr. Thomson stated the City has received the required information.

33
34 Commissioner Gonzalez made a motion to direct Staff to prepare a draft Report and
35 Recommendation recommending approval of the concurrent preliminary and final plat for a two
36 (2) lot subdivision at 173 Huntington Ave S with the additional conditions and recommendations
37 of: conformance with the hard cover requirements, conformance with the height requirements,
38 payment of the park dedication fee, and submission of house plans for Lot 2 when they are
39 developed for City approval and a recommendation for the Applicant to include a Landscape
40 Plan for review.

41
42 Chair Iverson asked Staff to ensure the wording for the requirement for Lot 2 is clear that this
43 would be a requirement for the owner of Lot 2, and not the Applicant for the proposal being
44 considered at this time.

45
46 The motion was seconded by Commissioner Flannigan. The motion carried unanimously.

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2
3 **AGENDA ITEM 3. Regular Agenda Old Business Items:**

4 a) None.
5
6

7 **AGENDA ITEM 4. Other Items:**
8

9 **a.) Review of Development Activities**

10
11 Mr. Thomson stated a summary of the work done by the Lake Effect Steering Committee has
12 been sent to the Commissioners.

13
14 Commissioner Gruber recommended the Commissioners review the power point that had been
15 presented.

16
17 Mr. Thomson stated there is a Lake Effect Steering Committee meeting and Open House on
18 February 23. He stated the City Council would meet on February 2 to discuss the trolley and
19 review the house plans for Circle A Drive. He provided the Commission with a draft schedule
20 for Commissioners to attend the Heritage Preservation Board meetings. The next Planning
21 Commission meeting is scheduled for February 22.
22

23 **b.) Other Items**

24
25 None.
26
27

28 **AGENDA ITEM 4. Adjournment.**
29

30 Commissioner Gruber made a motion, seconded by Commissioner Murray, to adjourn the
31 meeting. The motion passed unanimously.

32
33 The meeting was adjourned at 8:21 p.m.
34

35 Respectfully submitted,
36

37 Tina Borg
38 *TimeSaver Off Site Secretarial, Inc.*

1
2 Commissioner Flannigan stated he would like to see this boundary cleaned up as part of this
3 project.

4
5 Mr. Thomson stated the applicant and neighbor would have to jointly apply for a minor
6 subdivision approval. This would be a lot line adjustment that could be reviewed and approved
7 by the City administratively.

8
9 Commissioner Flannigan asked for clarification on the easement that is included in the
10 conditions of approval. Mr. Thomson stated the property line of the subject property is currently
11 in the existing public alley on the west side of the property. Condition D of the draft Report and
12 Recommendation would require the owner of Lot 2 to dedicate a public right-of-way easement to
13 the City prior to the City releasing the final plat for recording at Hennepin County.

14
15 Commissioner Murray made a motion, Seconded by Commissioner Flannigan, to adopt the
16 Planning Commission Report and Recommendation for approval of the Concurrent Preliminary
17 and Final Plat for subdivision at 173 Huntington Ave S., with conditins, as presented. The
18 motion carried unanimously.

19
20
21 **AGENDA ITEM 4. Other Items:**

22
23 **a.) Review of Development Activities**

24
25 Mr. Thomson stated the City Council had established a Steering Committee for the Mill Street
26 Ramp project. They will be meeting with the Council to review their pre-design
27 recommendation. There will be a public open house on March 16. He stated the Lake Effect
28 design team will be having a public meeting on February 23 to present the draft schematic design
29 for the Lake Effect project. He stated the March 7 Planning Commission meeting would need to
30 be rescheduled to March 10. He will follow up to see if this date will work for a quorum of
31 Commissioners.

32
33 **b.) Other Items**

34
35 Vice Chair Gruber provided an update on the City Council February 16 meeting, including the
36 4th Quarter Financial Report, and the establishment of a Selection Committee to provide a plan
37 for public art on Lake Street.

38
39
40 **AGENDA ITEM 4. Adjournment.**

41
42 Commissioner Flannigan made a motion, seconded by Commissioner Murray, to adjourn the
43 meeting. The motion passed unanimously.

44
45 The meeting was adjourned at 7:23 p.m.

46

- 1 Respectfully submitted,
- 2 Tina Borg, *TimeSaver Off Site Secretarial, Inc.*

DRAFT



**Planning Report
Wayzata City Council
March 10, 2016**

File Case No: PR 2016-01
Applicant: City of Wayzata
Prepared By: Jeff Thomson, Director of Planning and Building
Project Summary: Amendment to the City of Wayzata Zoning Ordinance relating to Off-Street Parking and Loading (City Code § 801.20)

Background Information

On December 15, 2015 the City Council accepted the Downtown Parking Study, and directed City Staff to move forward with the parking ordinance amendments and the establishment of the downtown parking and mobility district. The parking ordinance amendment is an implementation component of the Downtown Parking Project. The Downtown Parking Project included the following tasks:

1. Plan of Finance
2. Parking and Mobility District, Parking Ordinance, and Management Tools
3. Pilot Projects
4. Carisch Ramp Renovation Feasibility
5. Mill Street Parking Ramp Programming and Pre-Design
6. Wayfinding Signage Concepts

The proposed ordinance amendment is a result of Task #2 pertaining to updating the City's Off-Street Parking and Loading Ordinance, (City Code Section 801.20). The Downtown Parking Project completed the following tasks related to the parking ordinance:

- Review of the City's parking regulations and case studies
- Draft revisions to parking regulations, including shared parking standards

Parking Ratios

The Downtown Parking Study conducted a review of the City's minimum parking requirements, or parking ratios. The City's current standards were compared to other

similarly situated communities – Edina, Minnesota and Downers Grove, Illinois – and to the Institute for Transportation Engineers (ITE) parking generation manual.

The findings indicate that the City’s minimum parking requirements are greater than the parking requirements of each of the three case studies. The Downtown Parking Study specifically studied the existing conditions in the east part of downtown, and found that by the City’s current ordinance requirements there is a shortage of 414 parking stalls in the area. The case studies indicate that there is a shortage of 63 to 393 parking stalls. It is important to note that these parking calculations are on an individual business or land use basis, and do not account for the shared parking that is occurring with the eastern part of downtown. Therefore, the case studies illustrate the impacts of the different minimum parking requirements, and not the actual parking demand that is experienced.

The Downtown Parking Study recommends that the City utilize the average parking ratios determined in the case study. The resulting minimum parking requirements are:

	Edina, MN	Downers Grove, IL	ITE	Wayzata	Proposed
Office	5.0	3.0	2.8	4.0	3.7
Restaurant	8.6	12.5	17.3	22.3	15.2
Retail	5.0	3.5	2.9	4.0	3.9

*minimum parking requirements represent number of parking stalls required per 1,000 sq. ft. of net floor area

The proposed minimum parking requirements would reduce the parking requirements for the office, retail, and restaurant uses.

Shared Parking

In addition to determining the updated parking ratios, the Downtown Parking Project also reviewed best practices for administering shared parking arrangements. The downtown area contains a mix of uses that have varying peak hours of parking demand. Therefore, calculating parking on an individual basis within a mixed use area creates surplus parking that is not needed to meet the actual parking demand.

Existing Ordinance

The City’s existing ordinance contains standards for joint parking, but does include a minimum parking requirement for mixed use areas. The current ordinance provides the following language:

Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more businesses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each business should they provide them separately.

The existing ordinance does allow for parking reductions for specific types of land uses:

- Entertainment Uses (theaters, bowling alleys or bars)
- Night Time or Sunday Uses
- Schools, Auditoriums, and Church Uses

In addition, the existing ordinance provides criteria for joint parking arrangements:

- *Proximity.* The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.
- *Conflict in Hours.* The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
- *Written Consent and Agreement.* A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.

Proposed Ordinance

The proposed shared parking requirements would be based on the Urban Land Institute’s (ULI) shared parking standard, which is an updated and widely used model. The parking requirement for two or more different land uses would be determined by the following calculation:

- Multiply the minimum parking required for each individual use, by the appropriate percentage for each of the six (6) designated time periods.
- Add the resulting sums for each of the six (6) columns.
- The minimum parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.
- Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

Land Use	Weekday			Weekend		
	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight
Office	5%	100%	5%	0%	10%	0%
Restaurant	10%	70%	100%	20%	70%	100%
Retail	0%	90%	80%	0%	100%	60%
Government	0%	100%	40%	0%	40%	25%

As an example, for a mixed use building with retail and restaurant on the first level and office on the second level, the shared parking standard would be applied as follows:

Without Shared Parking Standard

Land Use	Size	Required Parking
Office	10,000 sq. ft.	37 stalls
Restaurant	3,000 sq. ft.	46 stalls
Retail	7,000 sq. ft.	28 stalls
Total	20,000 sq. ft.	111 stalls

With Shared Parking Standard

Land Use	Weekday			Weekend		
	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight
Office	2 stalls	37 stalls	2 stalls	0 stalls	4 stalls	0 stalls
Restaurant	5 stalls	33 stalls	46 stalls	10 stalls	33 stalls	46 stalls
Retail	0 stalls	26 stalls	23 stalls	0 stalls	28 stalls	17 stalls
Total	7 stalls	96 stalls	71 stalls	10 stalls	65 stalls	63 stalls

The peak parking demand would occur on weekdays between 7:00 a.m. and 6:00 p.m., and the parking requirement would be reduced from 111 stalls to 96 stalls due to the mix of uses in the building.

The Downtown Parking Study recommends that the parking ordinance be updated to include the ULI’s shared parking standard in the downtown area. City Staff believes that there may be a benefit to applying the shared parking standard city-wide, rather than just in the downtown area. There are other commercial areas in the City that have joint or shared parking. For example, the City’s recent review of the medical office development at 1120 Wayzata Blvd East included a joint parking arrangement with the adjacent retail building, Jimmy John’s/BMO Harris Bank. The proposed shared parking standard would also be effective in regulating such joint parking arrangements. City Staff is reviewing with the City’s consultant, SRF Consulting, whether additional land uses could be incorporated into the shared parking standards that would be applicable in other commercial areas in the City.

Parking and Mobility District

The Downtown Parking Study also recommends that the City implement a mobility management district in the downtown area. The City Council has directed staff to initiate the implementation of the mobility management district. There is a specific process in State law for the implementation of the mobility management district, and the City Council will be reviewing the Ordinance at a future meeting. The mobility management district is separate from the parking ordinance updates, and would not be within the City’s zoning ordinance. Therefore, the mobility management district does not require review by the Planning Commission.

Planning Commission Workshop

The Planning Commission held a workshop on January 25, 2016 to discuss the proposed changes to the ordinance. The Planning Commission generally expressed support for reducing the minimum parking requirements for office, retail, and restaurant uses, and for providing a shared parking standard for projects that include office, retail, restaurant and government uses. The Planning Commission also stated that these changes should be implemented city wide, and not just in the downtown district. The Planning Commission noted that there are multiple factors that impact parking demand, including seasonal uses, business changes such as reduced office space sizes and telecommuting, and alternative modes of transportation such as transit, bicycle and walking.

Proposed Changes

City Staff has drafted an amendment to the City's parking ordinance. The draft ordinance is based on the Downtown Parking Study and the feedback received from the Planning Commission. The draft ordinance amendment would reduce the minimum parking requirements for office, retail, and restaurant uses, and would provide a new shared parking model for office, retail, restaurant, and government uses. In addition, the draft ordinance amendment includes the following changes:

- 801.20.3.B: This section has been clarified to better reflect the intent of the section. If there is a change in use of a property or building that increases the parking requirement, the site must comply with the minimum parking requirements in the ordinance.
- 801.20.7 has been removed as this section will be addressed in the mobility management district.
- 801.20.9.D: The floor area references have been updated to include the definitions of floor area that already exist in the definitions section of the zoning ordinance.
- 801.20.10.C: This standard has been clarified that there is also a setback requirement from the edge of the street, in addition to the setback requirement from the property line.

Next Steps

The Public Hearing is scheduled for the March 10th Planning Commission meeting. The Planning Commission should hold the public hearing, discuss the draft ordinance amendment and provide feedback to City Staff.

Attachments:

Attachment A: Existing Off-Street Parking and Loading Ordinance

Attachment B: Draft Off-Street Parking and Loading Ordinance (Red-lined copy)

Attachment C: Draft Off-Street Parking and Loading Ordinance (Clean copy)

Attachment D: Planning Commission Workshop Meeting Minutes – January 25, 2016

SECTION 20

OFF-STREET PARKING AND LOADING

Section 801.20

801.20.1:	Purpose
801.20.2:	Scope of Regulations
801.20.3:	General Provisions
801.20.4:	Conformity of Damaged Structures
801.20.5:	Off-Street Parking Facilities Provided on a Site Elsewhere Than the Principal Use
801.20.6:	Screening and Landscaping
801.20.7:	Credits Toward Parking Requirements
801.20.8:	Off-Street Parking Restrictions
801.20.9:	Parking Area Design and Maintenance
801.20.10:	Location
801.20.11:	Sidewalks
801.20.12:	Maintenance
801.20.13:	Joint Facilities
801.20.14:	Truck Loading Areas, Design and Maintenance
801.20.15:	Off-Street Parking and Loading Requirements
801.20.16:	Non-Specified Uses
801.20.17:	C-4, C-4A and C-4B Parking Requirements
801.20.18:	Space Reductions

801.20.1: PURPOSE:

The regulation of off-street parking spaces in these zoning regulations is intended to alleviate or prevent congestion of the public right-of-way and to promote the safety and general welfare of the public, by establishing minimum requirements for off-street parking of motor vehicles in accordance with the intensity of utilization of the various parcels of land or structures.

801.20.2: SCOPE OF REGULATIONS:

The off-street parking requirements of this ordinance shall apply within all zoning districts for uses and structures, except as hereinafter provided.

801.20.3: GENERAL PROVISIONS:

- A. Site Plans: All site plans submitted for a structure requiring parking spaces and/or loading facilities shall show or designate the parking and/or loading area(s), number of parking spaces, and type of surfacing, screening, drainage, curbing, sidewalks and other improvements which may be required to be installed. Said plan shall be a part of the Building Permit for any such structure, and no Certificate of Occupancy shall be issued until all items shown on the plan for parking and loading facilities have been completed, unless an agreement supported by a cash deposit or bond provides for the completion of said plan.
- B. Change in Land Use. When the site intensity or use of a building is increased with consequent effect upon the parking requirements as prescribed in this Section, the

parking requirements as prescribed herein shall be used to provide for such increase in the site intensity and/or use.

- C. Reduction of Existing Off-Street Parking Space or Lot Area. Off-street parking spaces and loading spaces or lot area existing upon the effective date of this Ordinance shall not be reduced in number or size unless said number or size exceeds the requirements set forth herein for a similar new use.

801.20.4: CONFORMITY OF DAMAGED STRUCTURES:

When a non-conforming building is damaged by fire and explosion, act of God, or the public enemy to the extent that replacement costs of the structure are more than fifty (50) percent of its actual market value, based upon an independent current appraisal, it shall be made to fully comply with all requirements of this article.

801.20.5: OFF-STREET PARKING FACILITIES PROVIDED ON A SITE ELSEWHERE THAN THE PRINCIPAL USE:

When parking is provided on a site other than the lot or tract upon which a principal use is located, said parking area shall be in the ownership of and remain in the possession of the owner of the principal use for which it is designated. No authorization for separate parking facilities shall be given until such time as the City Council is reasonably certain that the ownership and use of the parking area will continue and that the site will be well maintained. Off site parking facilities may only be allowed by conditional use permit and shall be subject to the following conditions:

- A. Ordinance Compliance. Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.
- B. Access. Reasonable improved access from off-street parking facilities to the use being serviced shall be provided.
- C. Proximity to Multiple Residence. Off-site parking for multiple family dwellings shall not be located more than one hundred (100) feet from any normally used entrance of the principal use serviced.
- D. Proximity for Non-Residential Uses. Off-site parking for non-residential uses shall not be located more than three hundred (300) feet from the main entrance of the principal use being served. No more than one (1) main entrance shall be recognized for each principal building.

801.20.6: LANDSCAPING:

All exposed parking areas of four (4) or more required spaces shall be landscaped on all sides. Such screening shall be in conformance with Section 801.18 of this Ordinance and be approved in advance by the City. Landscaping shall consist of a wall or fence and plantings or surfacing material shall be provided in all areas bordering the parking area. No landscaping or screening shall interfere with the drive or pedestrian visibility for vehicles entering or exiting the premises.

801.20.7: CREDITS TOWARD PARKING REQUIREMENTS:

Establishments which pay or have paid an assessment for the provision of an off-street municipal parking lot shall receive parking space credits determined by their dollar contribution to the municipal lot divided by the total cost per parking space of said lot. Said credit shall expire ten (10) years from the date of construction of the parking facility.

801.20.8: OFF-STREET PARKING RESTRICTIONS:

- A. Boats, fish houses, school buses, house trailers, camping trailers, farm tractors, utility trailers and motor homes may not be parked, stored or otherwise continued on residential property for a period greater than seventy-two (72) hours, unless placed completely in the rear yard or side yard of said property and are screened from view of abutting properties and the public right-of-way.
- B. Except where otherwise allowed in a zoning district, trucks of more than twelve thousand (12,000) GVW or greater than thirty (30) feet in length, and contracting or excavating equipment may not be parked, stored or otherwise continued on any property within the City unless being used in conjunction with a temporary service benefiting the residential or commercial premises.
- C. Junked or inoperable vehicles may not be parked, stored or otherwise continued on any property within the City for a period greater than seventy-two (72) hours unless placed completely within an enclosed building or garage or screened in accordance with the provisions of Section 801.18 of this Ordinance. Said regulations shall also apply to race cars.
- D. No motor vehicle repair work of any kind shall be permitted in conjunction with exposed off-street parking facilities, except for minor repairs of vehicles owned by the occupant or resident of the principal use for which the parking space is intended. No exterior storage of car parts are allowed at any time.
- E. Except where otherwise allowed by zoning district, contractor's supplies and equipment or machinery kept for eventual sale, commercial repair, rental or other commercial purposes may not be stored, kept or otherwise continued on any property within the City. The keeping, storage or otherwise continuing of such materials within the City is prohibited and shall be considered to be a non-conforming use if in existence at the effective date of this Ordinance.

801.20.9: PARKING AREA DESIGN AND MAINTENANCE:

- A. Construction. All exposed parking areas and driveways shall be surfaced with an all-weather, durable and dust-free surfacing material to be approved by the City Engineer, shall be well drained and landscaped, and shall be maintained in a slightly and well kept condition.
- B. Striping and Curbing. All parking areas where four (4) or more spaces are required shall be marked by durable painted stripes designating the parking spaces unless excepted by the City Engineer. A continuous curb shall be provided around the periphery of the paved parking area of the lot, including drives.
- C. Setbacks.
 - 1. Front, side and rear setbacks of at least ten (10) feet from property lines shall be maintained from parking areas in all zoning districts, except C-4, C-4A and C-4B Districts. Setbacks of five (5) feet in the C-4, C-4A, and C-4B Districts shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
 - 2. No area used by motor vehicles other than driveways for ingress to and egress from the site shall be located within the public street right-of-way.
- D. Calculating Space.

1. Floor Area. The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined on the basis of the exterior floor area dimensions of the buildings, structure or use times the number of floors, minus ten (10) percent except as may be hereinafter modified.
 2. Computation. When in the process of determining the required number of off-street parking spaces, there occurs a fraction of a space, such fraction shall be deemed as the requirement for an additional parking space. Parking spaces shall not be counted toward meeting a parking requirement when, in the Council's opinion, they are sufficiently inconvenient to be of questionable use.
 3. Places of Public Assembly. In stadiums, sports arenas, churches and other places of public assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each eighteen (18) inches of such seating facilities shall be counted as one (1) seat for the purpose of determining requirements.
 4. More than One Use. Except for a shopping center, should a structure contain two (2) or more types of uses, the gross floor area of each use shall be calculated and a ten (10) percent reduction shall be made for non-productive space. The resulting net usable floor space figure shall be utilized to determine the off-street parking requirement.
 5. Snow Storage in Parking Stalls. Provision shall be made in the parking area for adequate snow storage or removal in order to ensure that the required number of spaces are available at all times during the year.
 6. Use of Required Area. Required accessory off-street parking spaces in any district shall not be utilized for open storage, sale or rental of goods, or storage, of inoperable vehicles.
- E. Design.
1. Vehicular traffic generated by a use shall be channeled and controlled in a manner which will avoid congestion or interference with other vehicular transportation systems or pedestrian traffic and which will avoid creating traffic hazards or excessive traffic through residential areas. The adequacy of any proposed traffic circulation system to accomplish these objectives shall be determined by the City, which may require such additional measures for traffic control as it may deem necessary, including but not limited to the following: directional signalization, channelization, standby turn lanes, sidewalks illumination and other facilities within the site to prevent a backup of vehicles on public streets.
 2. Parking Stalls.
 - a. All parking spaces, except for parallel spaces and compact car stalls, shall be a minimum of nine (9) feet in width and twenty (20) feet in length, except a parking stall eighteen (18) feet in length with a two (2) foot overhang beyond the parking surface may be allowed upon approval of the City Engineer.
 - b. Up to twenty (20) percent of the parking spaces in a parking lot of forty (40) spaces or more may be permanently marked for compact cars only. A compact space shall be a minimum of eight (8) feet in width and sixteen (16) feet in length.

- c. In areas such as parking ramps or similar facilities size requirements may be determined by the City Engineer.
 - d. Parallel parking spaces shall be twenty-three (23) feet in length.
3. Driveway Standards. Except in the case of single family, two-family, townhouse, quadraminium, and manor home dwellings minimum driveway and traffic lane widths shall be developed in compliance with the following standards:

Angle of Pkg.	Traffic Flow	Min. Width
90 Degree	Two Way	24 ft.
60 Degree	One Way	18 ft.
45 Degree	One Way	14 ft.

- 4. Within Structure. The off-street parking requirement may be furnished by providing fee free space so designed within the principal building or structures attached thereto; however, unless provisions are made, no building permit shall be issued to convert said parking structure into a dwelling unit or living area or other activity until other adequate provisions are made to comply with the required off-street parking provisions of this Code. In creating other provisions on-street parking shall not be used.
- 5. Streets Not Used. Except in the case of single, two-family and townhouse dwellings, parking areas shall be designed so that circulation between parking bays or aisles occurs within the designated parking lot and does not depend upon a public street or alley. Except in the case of single, two-family and townhouse dwellings, parking area design which requires backing into the public street is prohibited. Parking spaces in a public right-of-way cannot be utilized in meeting required off-street parking standards.
- 6. Curb Cut Proximity to Intersection. No curb cut or other driveway access shall be located less than forty (40) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the intersection of lot lines, not curb lines.
- 7. Curb Cut Maximum. No curb cut access shall exceed twenty-four (24) feet in width except upon approval by the City Engineer.
- 8. Curb Cut Spacing Minimum. Curb cut openings shall be located at a minimum of ten (10) feet from the side yard lot line in all districts, except for the C-4, C-4A and C-4B Districts where such setbacks shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
- 9. Curb Cut Separation. Driveway access curb openings on a public street except for single, two-family and townhouse dwellings shall not be located less than forty (40) feet from one another except on approval by the City Engineer.
- 10. Parking Area Grades. The grade elevation of any parking area or portion thereof shall not exceed five (5) percent.
- 11. Driveway Access Minimum. Each property shall be allowed one (1) driveway access for each one hundred twenty-five (125) feet of street frontage. All property shall be entitled to at least one (1) driveway access. Single family uses shall be limited to one (1) driveway access per lot, except when the property exceeds the required street frontage per zoning district requirements a second

driveway access may be allowed by approval of the City Engineer. The access of driveways onto arterial and collector streets is discouraged. However, when such a use is necessary or approved by the City, a minimum number of driveways shall be promoted by encouraging joint access through the use of shared curb cuts and access easements.

12. Street Access. Except in the case of a planned unit development, each lot shall have access directly onto an abutting, improved and City accepted public street. Exception to this access requirement may be allowed as a conditional use permit.
13. Lighting. Any lighting used to illuminate an off-street parking area shall be so arranged as to reflect the light away from adjoining property, abutting residential uses and public rights-of-way and be in compliance with Section 801.16.6 of this Code.
14. Signs. No sign shall be so located as to restrict the sight lines and orderly operation and traffic movement within any parking lot. All signs shall be in conformance with Section 801.27 of this Ordinance.

801.20.10: LOCATION:

- A. Required accessory off-street parking shall be on the same lot under the same ownership as the principal use being served, except as provided for under the provisions of Sections 801.20.5 and 801.20.13.
- B. Except for single, two family, townhouse, quadraminium and manor home dwellings, head-in parking, directly off of and adjacent to a public street, with each stall having its own direct access to the public street, shall be prohibited.
- C. There shall be no off-street parking within fifteen (15) feet of any street surface.
- D. The boulevard portion of the street right-of-way shall not be used for parking.
- E. In the case of single family, two family, townhouse quadraminium and manor home dwellings parking shall be prohibited in any portion of the front yard except designated driveways leading directly into a garage or one (1) open, surfaced spaced located on the side of a driveway, away from the principal use. Said extra space shall be surfaced with concrete or bituminous material.

801.20.11: SIDEWALKS:

Sidewalks shall be provided from apartment parking areas, and loading zones to the entrance of the building.

801.20.12: MAINTENANCE:

It shall be joint and several responsibility of the owner of the principal use (or Lessee, if there is one), to use and to maintain in a neat and adequate manner, the parking space, access way, striping, landscaping, required fences and snow removal.

801.20.13: JOINT FACILITIES:

- A. Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more businesses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each business should they provide them separately. When

considering a request for such a permit, the Planning Commission shall not recommend that such permit be granted except when the following conditions are found to exist.

1. Entertainment Uses. Up to fifty (50) percent of the parking facilities required for a theatre, bowling alley, or bar may be supplied by the off-street parking facilities provided by types of uses specified as primarily daytime uses in Section 801.20.13, Subd.A.4. below.
2. Night Time or Sunday Uses. Up to fifty (50) percent of the off-street parking facilities required for any use specified under (801.20.13, Subd.A.4.) below as primarily day time uses may be supplied by the parking facilities provided by the following night time or Sunday uses; auditoriums incidental to a public or parochial school, churches, bowling alleys, theatres, bars, excluding ones with restaurants or food services, or apartments.
3. Schools, Auditorium and Church Uses. Up to eighty (80) percent of the parking facilities required by this section for a church or an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses specified under (801.20.13, Subd.A.4.) below as primarily day time uses.
4. Daytime Uses. For the purpose of this section the following uses are considered as primarily day time uses: banks, business offices, retail stores, personal service shops, restaurants, service shops, manufacturing, wholesale and similar uses.
5. Additional Criteria for Joint Parking. In addition to the preceding requirements, the following conditions are required for joint parking usage:
 - a. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.
 - b. Conflict in Hours. The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
 - c. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.

801.20.14: TRUCK LOADING AREAS, DESIGN AND MAINTENANCE:

- A. Design. Fifty (50) percent of the required number of truck berths shall be fifty (50) feet in length. All berths shall be no less than twelve (12) feet in width and fourteen (14) feet in length, exclusive of aisle and maneuvering space. All loading areas shall consist of a maneuvering area in addition to the berth and shall not use any of that portion of the site containing parking stalls. Maneuvering areas shall be of such size as to permit the backing of truck tractors and coupled trailers into a berth, without blocking the use of other berths, drives or maneuvering areas or on public right-of-way. The construction and setback standards listed in Section 801.20.9.A and 801.20.9.C also shall apply to all loading areas.

- B. Landscaping and Screening of Loading Berths. Loading berths shall be screened from all property lines. Said screening shall be accomplished by a solid wall or fence and shall be so designed as to be architecturally harmonious with the principal structure and in conformance with Section 801.18 of this Ordinance. Screening plantings may be substituted, provided such plantings are in conformance with Section 801.18 of this Ordinance.
- C. Location.
1. Off-Street. All required loading berths for a non-residential use shall be off-street and located on the same lot as the building or use to be served.
 2. Distance from Intersection. All loading berth curb cuts shall be located at minimum fifty (50) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the property line.
 3. Distance from Residential Use. No loading berth for a non-residential use shall be located closer than one hundred (100) feet from a residential district unless completely within a structure, except on approval by the City Council.
 - a. Pedestrians. Loading berths shall not conflict with pedestrian movement.
 - b. Visibility. Loading berths shall not obstruct the view of the public right-of-way from off-street parking access.
 - c. General Compliance. Loading berths shall comply with all other requirements of this section.
 4. Traffic Interference. Each loading berth shall be located with appropriate means of vehicular access to a street or public alley in a manner which will cause the least interference with traffic.
 5. Accessory Use; Parking and Storage. Any space allocated as a required loading berth or access drive so as to comply with the terms of these zoning regulations shall not be used for the storage of goods, inoperable vehicles or snow and shall not be included as part of the space requirements to meet off-street parking requirements.

801.20.15: OFF-STREET PARKING AND LOADING REQUIREMENTS:

	Number of Parking Use _____ Spaces Required	Off-St. Loading Spaces Required
A. Animal Hospitals or Kennels	Six (6) spaces plus one (1) for each 200 sq.ft. of gross floor area over 10,000 sq.ft.	One (1) space space per structure
B. Auditoriums, Theaters, Religious	One (1) space for each three (3) permanent seats	One (1) space for each structure with

	Institutions	based on the design capacity of the main assembly hall. Facilities as may be provided in conjunction with such buildings or uses shall be subject to additional requirements which are imposed by this Code.	over 100,000 sq.ft. of gross floor area
C.	Automobile Car Washes	Shall be determined by the type of car wash plus recommended stacking spaces as determined under 801.20.15.D of this Section.	One (1) space per facility
D.	Automatic Drive Through Service	Two (2) spaces for each bay plus stacking equivalent to five (5) spaces for each bay.	One (1) space per facility
E.	Self-Service Car Wash	Four (4) spaces per bay.	One (1) space per facility
F.	Motor Fuel Station Car Wash	One (1) space in addition to that required for the station.	N.A. in addition to that required for the station.

G.	Automobile Service Stations	Five (5) spaces plus three (3) spaces for each service stall. Those facilities designed for sale of other items than strictly automobile products, parts or service shall be required to provide additional parking in compliance with other applicable sections of this Code.	One (1) space
H.	Beauty or Barber Shops	Two (2) spaces for each working station, plus two (2) spaces for each three (3) employees.	N.A.
I.	Boat and Marine Sales	One (1) space for each 400 sq.ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq.ft. thereafter.	One (1) space, plus one (1) additional space for each 25,000 sq.ft. of gross floor area.
J.	Boating Marinas and Yacht Clubs	Seven (7) spaces for each ten (10) boat or mooring spaces.	One (1) space for each 20,000 square feet.

sq.ft. of	K. Bowling Alleys	Five (5) spaces for each lane or alley, plus additional spaces as may be required herein for related uses contained within the principal structure.	One (1) space for each structure with over 20,000 gross floor area.
	L. Community Center, Physical Culture Studio, Libraries, Museums	Ten (10) spaces plus one (1) for each one hundred fifty (150) feet in excess of 2,000 sq.ft. of floor area in the principal structure.	One (1) space for each structure with over 100,000 sq.ft. of gross floor area.
	M. Drive-in Convenience Food Establishment	One (1) space for each fifteen (15) sq. ft. of gross service area, one (1) space for each eighty (80) sq. ft of gross kitchen area and one (1) space for each forty (40) sq. ft. of seating area, but not less than fifteen (15) spaces, plus two (2) spaces per drive-thru window.	One (1) space.
	N. Drive-in	One (1) space for	One (1) space

	Banks	every 350 sq.ft. of gross usable floor area plus stacking requirements determined under 715.31 of this section.	for buildings between 30,000 sq.ft. and 100,000 sq.ft. in gross floor area, plus one (1) space for each additional 100,000 sq.ft.
O.	Furniture Sales	One (1) space for each 400 sq.ft. of floor area for the first 25,000 sq.ft., plus one (1) space for each 600 sq.ft. thereafter.	One (1) space plus one (1) additional space for each 25,000 sq.ft. of gross floor area.
P.	Group Day Care Centers	One (1) space for each employee, plus one (1) space for each four (4) children.	One (1) space
Q.	Housing for the Elderly	One (1) space for each one and one-half (1.5) dwelling units.	One (1) space
R.	Manufacturing	One (1) space for each employee on the major shift or one (1) space for each 300 sq.	One (1) space space for each 50,000 sq.ft. of gross floor area.

ft., whichever is greater.

S.	Medical or Dental Offices or Clinics	Six (6) spaces for each doctor or dentist.	One (1) space per building
T.	Motels, Hotels, Lodging or Boarding Houses	One (1) space per Lodging unit, plus spaces equal to 25% of the capacity of any club or lodge.	One (1) space per building
U.	Multiple Family Dwellings, Townhouses	Two (2) fee free spaces for each living unit, of which one (1) is to be enclosed.	One (1) space for each multiple family building over four (4) units.
V.	Nursing Homes, Rest Homes	One (1) space for each four (4) beds.	One (1) space plus one (1) additional space each 100,000 sq.ft. of gross floor area.
W.	Office Buildings and Pro- fessional Offices, Other Than Any Area For Doctors Or Dentists;	One (1) space for each 250 sq.ft. of floor area.	One (1) space for buildings between 10,000 sq.ft. and 100,000 sq.ft. in gross floor area, plus one (1) space for each additional

	Banks, Public Administration Offices.		100,000 sq.ft.
X.	Private or Private Non-Profit Baseball Fields, Stadiums	One (1) space for each eight (8) seats of design capacity.	One (1) space for each structure with over 100,000 sq.ft. of gross floor area.
Y.	Restaurants, Private Clubs, Lodges, Food Dispensing Establishments (Except Drive-In Restaurants)	One (1) space for each forty (40) sq.ft. of gross floor area of dining and bar area and one (1) space for each eighty (80) sq.ft. of kitchen area.	One (1) space for each 10,000 sq.ft. of gross floor area.
Z.	Retail Commercial Uses, Except as Prescribed Herein.	One (1) space for each two hundred and fifty (250) sq.ft. of floor area.	One (1) space for the first 10,000 sq.ft. of gross floor area, plus one (1) space for each additional 50,000 sq.ft.

AA.	Retail Sales and Service Business With Fifty Percent or More of Gross Floor Area Devoted to Storage, Warehouses and/or Industry	Eight (8) spaces or one (1) space for each two hundred (200) sq.ft. devoted to public sales or service plus one (1) space for each five hundred (500) sq.ft. of storage area.	One (1) space for the first 10,000 sq.ft. of gross floor area, plus (1) space for each additional 50,000 sq.ft.
BB.	School, Elementary and Junior High, (Public or Private)	One (1) space for each classroom plus one (1) space for each fifty (50) student capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq.ft. of gross floor area.

CC.	School, High School (Public or Private)	One (1) space for each five (5) students based on design capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq.ft. of gross floor area.
DD.	Shopping Center	One (1) space for each one hundred fifty (150) sq. ft. of gross leasable area.	One (1) space or the first ten thousand (10,000) sq. ft. of gross leasable area plus one (1) space for each additional fifty thousand (50,000) sq. ft. or part thereof.
EE.	Single Family, Two-Family dwellings	Two (2) spaces per family unit.	N.A.
FF.	Warehousing	One (1) space for each 1,000 sq.ft. of gross floor area. That space which is solely used as	Determined by the Zoning Administrator

office shall
comply with the
office use.

- GG. Micro-production Facility: One (1) space for each 1,000 sq. ft. of floor area.
- HH. Taproom/Tasting Room: One (1) space for each forty (40) sq. ft. of floor area.
- II. Brewpub: One (1) space for each 1,000 sq. ft. of Micro-brewery production floor area; one (1) space for each forty (40) sq. ft. of floor area of dining and bar area; and one (1) space for each eighty (80) sq. ft. of kitchen area.

801.20.16: NON-SPECIFIED USES:

For uses not specifically listed above, off-street parking and loading requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. (N.A. = Not Applicable).

801.20.17: C-4, C-4A AND C-4B PARKING REQUIREMENTS:

- A. Within the C-4, C-4A and C-4B Zoning Districts, the City may approve development and uses which do not comply with the required number of parking spaces as a conditional use permit, provided that:
 - 1. A development agreement running with the land is completed in which it is agreed that the property in question is financially responsible for its proportionate share of the City sponsored and provided parking space construction, maintenance, and parking site acquisition for new on-street, lot and/or ramp parking. Said responsibility shall be determined on the basis of the property's parking space shortage based upon ordinance requirements, in relationship to the total parking space shortage, as defined by Section 801.20 for a defined service and benefit area. The "service and benefit area" shall include all properties which benefit from the available public parking serving a particular retail and commercial neighborhood or district.
 - 2. The amount of parking provided on the property in question is the maximum amount possible, taking into account the use and design objectives of the C-4, C-4A and C-4B Districts as outlined by this Ordinance and the Comprehensive Plan.
 - 3. The parking shortages created by the development are not premature or in excess of the supply which can be provided by the City through a public parking system on a long term basis.
 - 4. The provisions of Section 801.04.2.F of this Ordinance are considered and satisfactorily met.

801.20.18: SPACE REDUCTIONS.

Subject to the review and processing of a conditional use permit as regulated by Section 801.04 of this Ordinance, the City may reduce the number of required off-street parking spaces and/or loading spaces when the use can demonstrate in documented form a need

which is less than required. In such situations, the City may require land to be reserved for parking development should use or needs change.

SECTION 20

OFF-STREET PARKING AND LOADING

Section 801.20

801.20.1:	Purpose
801.20.2:	Scope of Regulations
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801.20.143:	Truck Loading Areas, Design and Maintenance
801.20.154:	Off-Street Parking and Loading Requirements
801.20.165:	Non-Specified Uses
801.20.176:	C-4, C-4A and C-4B Parking Requirements
801.20.187:	Space Reductions

801.20.1: PURPOSE:

The regulation of off-street parking spaces in these zoning regulations is intended to alleviate or prevent congestion of the public right-of-way and to promote the safety and general welfare of the public, by establishing minimum requirements for off-street parking of motor vehicles in accordance with the intensity of utilization of the various parcels of land or structures.

801.20.2: SCOPE OF REGULATIONS:

The off-street parking requirements of this ordinance shall apply within all zoning districts for uses and structures, except as hereinafter provided.

801.20.3: GENERAL PROVISIONS:

- A. Site Plans: All site plans submitted for a structure requiring parking spaces and/or loading facilities shall show or designate the parking and/or loading area(s), number of parking spaces, and type of surfacing, screening, drainage, curbing, sidewalks and other improvements which may be required to be installed. Said plan shall be a part of the Building Permit for any such structure, and no Certificate of Occupancy shall be issued until all items shown on the plan for parking and loading facilities have been completed, unless an agreement supported by a cash deposit or bond provides for the completion of said plan.
- B. Change in Land-Use. When ~~the site intensity or use of a building is increased with consequent effect upon the parking requirements~~ there is a change of use, tenancy, or

occupancy of a parcel of land or building which requires additional parking or loading spaces, as prescribed in this Section, the minimum parking requirements as prescribed herein shall ~~be met~~ ~~be used to provide~~ for such ~~increase in the site intensity and/or use, tenant, or occupant~~.

- C. Reduction of Existing Off-Street Parking Space or Parking Lot Area. Off-street parking spaces and loading spaces or parking lot area existing upon the effective date of this Ordinance shall not be reduced in number or size unless said number or size exceeds the requirements set forth herein for a similar new use.

801.20.4: CONFORMITY OF DAMAGED STRUCTURES:

When a non-conforming building is damaged by fire and explosion, act of God, or the public enemy to the extent that replacement costs of the structure are more than fifty (50) percent of its actual market value, based upon an independent current appraisal, it shall be made to fully comply with all requirements of this article.

801.20.5: OFF-STREET PARKING FACILITIES PROVIDED ON A SITE ELSEWHERE THAN THE PRINCIPAL USE:

When parking is provided on a site other than the lot or tract upon which a principal use is located, said parking area shall be in the ownership of and remain in the possession of the owner of the principal use for which it is designated. No authorization for separate parking facilities shall be given until such time as the City Council is reasonably certain that the ownership and use of the parking area will continue and that the site will be well maintained. Off site parking facilities may only be allowed by conditional use permit and shall be subject to the following conditions:

- A. Ordinance Compliance. Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.
- B. Access. Reasonable improved access from off-street parking facilities to the use being serviced shall be provided.
- C. Proximity to Multiple Residence. Off-site parking for multiple family dwellings shall not be located more than one hundred (100) feet from any normally used entrance of the principal use serviced.
- D. Proximity for Non-Residential Uses. Off-site parking for non-residential uses shall not be located more than three hundred (300) feet from the main entrance of the principal use being served. No more than one (1) main entrance shall be recognized for each principal building.

801.20.6: LANDSCAPING:

All exposed parking areas of four (4) or more required spaces shall be landscaped on all sides. Such screening shall be in conformance with Section 801.18 of this Ordinance and be approved in advance by the City. Landscaping shall consist of a wall or fence and plantings or surfacing material shall be provided in all areas bordering the parking area. No landscaping or screening shall interfere with the drive or pedestrian visibility for vehicles entering or exiting the premises.

~~801.20.7: CREDITS TOWARD PARKING REQUIREMENTS:~~

~~Establishments which pay or have paid an assessment for the provision of an off-street municipal parking lot shall receive parking space credits determined by their dollar contribution to the municipal lot divided by the total cost per parking space of said lot. Said credit shall expire ten (10) years from the date of construction of the parking facility.~~

801.20.87: OFF-STREET PARKING RESTRICTIONS:

- A. Boats, fish houses, school buses, house trailers, camping trailers, farm tractors, utility trailers and motor homes may not be parked, stored or otherwise continued on residential property for a period greater than seventy-two (72) hours, unless placed completely in the rear yard or side yard of said property and are screened from view of abutting properties and the public right-of-way.
- B. Except where otherwise allowed in a zoning district, trucks of more than twelve thousand (12,000) GVW or greater than thirty (30) feet in length, and contracting or excavating equipment may not be parked, stored or otherwise continued on any property within the City unless being used in conjunction with a temporary service benefiting the residential or commercial premises.
- C. Junked or inoperable vehicles may not be parked, stored or otherwise continued on any property within the City for a period greater than seventy-two (72) hours unless placed completely within an enclosed building or garage or screened in accordance with the provisions of Section 801.18 of this Ordinance. Said regulations shall also apply to race cars.
- D. No motor vehicle repair work of any kind shall be permitted in conjunction with exposed off-street parking facilities, except for minor repairs of vehicles owned by the occupant or resident of the principal use for which the parking space is intended. No exterior storage of car parts are allowed at any time.
- E. Except where otherwise allowed by zoning district, contractor's supplies and equipment or machinery kept for eventual sale, commercial repair, rental or other commercial purposes may not be stored, kept or otherwise continued on any property within the City. The keeping, storage or otherwise continuing of such materials within the City is prohibited and shall be considered to be a non-conforming use if in existence at the effective date of this Ordinance.

801.20.98: PARKING AREA DESIGN AND MAINTENANCE:

- A. Construction. All exposed parking areas and driveways shall be surfaced with an all-weather, durable and dust-free surfacing material to be approved by the City Engineer, shall be well drained and landscaped, and shall be maintained in a slightly and well kept condition.
- B. Striping and Curbing. All parking areas where four (4) or more spaces are required shall be marked by durable painted stripes designating the parking spaces unless excepted by the City Engineer. A continuous curb shall be provided around the periphery of the paved parking area of the lot, including drives.
- C. Setbacks.
 - 1. Front, side and rear setbacks of at least ten (10) feet from property lines shall be maintained from parking areas in all zoning districts, except C-4, C-4A and C-4B Districts. Setbacks of five (5) feet in the C-4, C-4A, and C-4B Districts shall

apply only to those parking areas adjacent to residentially zoned or residentially used property.

2. No area used by motor vehicles other than driveways for ingress to and egress from the site shall be located within the public street right-of-way.

D. Calculating Space.

1. Floor Area. The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined ~~on the basis of the exterior floor area dimensions of the buildings, structure or use times the number of floors, based on the Gross Floor Area~~ minus ten (10) percent, except as may be hereinafter modified.
2. Computation. When in the process of determining the required number of off-street parking spaces, there occurs a fraction of a space, such fraction shall be deemed as the requirement for an additional parking space. Parking spaces shall not be counted toward meeting a parking requirement when, in the Council's opinion, they are sufficiently inconvenient to be of questionable use.
3. Places of Public Assembly. In stadiums, sports arenas, churches and other places of public assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each eighteen (18) inches of such seating facilities shall be counted as one (1) seat for the purpose of determining requirements.
4. More than One Use. Except for a shopping center, should a structure contain two (2) or more types of uses, the ~~g~~Gross ~~f~~Floor ~~a~~Area of each use shall be calculated and a ten (10) percent reduction shall be made for non-productive space. The resulting net usable floor space figure shall be utilized to determine the off-street parking requirement.
5. Snow Storage in Parking Stalls. Provision shall be made in the parking area for adequate snow storage or removal in order to ensure that the required number of spaces are available at all times during the year.
6. Use of Required Area. Required accessory off-street parking spaces in any district shall not be utilized for open storage, sale or rental of goods, or storage, of inoperable vehicles.

E. Design.

1. Vehicular traffic generated by a use shall be channeled and controlled in a manner which will avoid congestion or interference with other vehicular transportation systems or pedestrian traffic and which will avoid creating traffic hazards or excessive traffic through residential areas. The adequacy of any proposed traffic circulation system to accomplish these objectives shall be determined by the City, which may require such additional measures for traffic control as it may deem necessary, including but not limited to the following: directional signalization, channelization, standby turn lanes, sidewalks illumination and other facilities within the site to prevent a backup of vehicles on public streets.
2. Parking Stalls.
 - a. All parking spaces, except for parallel spaces and compact car stalls, shall be a minimum of nine (9) feet in width and twenty (20) feet in length, except a parking stall eighteen (18) feet in length with a two (2)

foot overhang beyond the parking surface may be allowed upon approval of the City Engineer.

- b. Up to twenty (20) percent of the parking spaces in a parking lot of forty (40) spaces or more may be permanently marked for compact cars only. A compact space shall be a minimum of eight (8) feet in width and sixteen (16) feet in length.
 - c. In areas such as parking ramps or similar facilities size requirements may be determined by the City Engineer.
 - d. Parallel parking spaces shall be twenty-three (23) feet in length.
3. Driveway Standards. Except in the case of single family, two-family, townhouse, quadraminium, and manor home dwellings minimum driveway and traffic lane widths shall be developed in compliance with the following standards:

Angle of Pkg.	Traffic Flow	Min. Width
90 Degree	Two Way	24 ft.
60 Degree	One Way	18 ft.
45 Degree	One Way	14 ft.

- 4. Within Structure. The off-street parking requirement may be furnished by providing fee free space so designed within the principal building or structures attached thereto; however, unless provisions are made, no building permit shall be issued to convert said parking structure into a dwelling unit or living area or other activity until other adequate provisions are made to comply with the required off-street parking provisions of this Code. In creating other provisions on-street parking shall not be used.
- 5. Streets Not Used. Except in the case of single, two-family and townhouse dwellings, parking areas shall be designed so that circulation between parking bays or aisles occurs within the designated parking lot and does not depend upon a public street or alley. Except in the case of single, two-family and townhouse dwellings, parking area design which requires backing into the public street is prohibited. Parking spaces in a public right-of-way cannot be utilized in meeting required off-street parking standards.
- 6. Curb Cut Proximity to Intersection. No curb cut or other driveway access shall be located less than forty (40) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the intersection of lot lines, not curb lines.
- 7. Curb Cut Maximum. No curb cut access shall exceed twenty-four (24) feet in width except upon approval by the City Engineer.
- 8. Curb Cut Spacing Minimum. Curb cut openings shall be located at a minimum of ten (10) feet from the side yard lot line in all districts, except for the C-4, C-4A and C-4B Districts where such setbacks shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
- 9. Curb Cut Separation. Driveway access curb openings on a public street except for single, two-family and townhouse dwellings shall not be located less than forty (40) feet from one another except on approval by the City Engineer.

10. Parking Area Grades. The grade elevation of any parking area or portion thereof shall not exceed five (5) percent.
11. Driveway Access Minimum. Each property shall be allowed one (1) driveway access for each one hundred twenty-five (125) feet of street frontage. All property shall be entitled to at least one (1) driveway access. Single family uses shall be limited to one (1) driveway access per lot, except when the property exceeds the required street frontage per zoning district requirements a second driveway access may be allowed by approval of the City Engineer. The access of driveways onto arterial and collector streets is discouraged. However, when such a use is necessary or approved by the City, a minimum number of driveways shall be promoted by encouraging joint access through the use of shared curb cuts and access easements.
12. Street Access. Except in the case of a planned unit development, each lot shall have access directly onto an abutting, improved and City accepted public street. Exception to this access requirement may be allowed as a conditional use permit.
13. Lighting. Any lighting used to illuminate an off-street parking area shall be so arranged as to reflect the light away from adjoining property, abutting residential uses and public rights-of-way and be in compliance with Section 801.16.6 of this Code.
14. Signs. No sign shall be so located as to restrict the sight lines and orderly operation and traffic movement within any parking lot. All signs shall be in conformance with Section 801.27 of this Ordinance.

801.20.109: LOCATION:

- A. Required accessory off-street parking shall be on the same lot under the same ownership as the principal use being served, except as provided for under the provisions of Sections 801.20.5 and 801.20.13.
- B. Except for single, two family, townhouse, quadraminium and manor home dwellings, head-in parking, directly off of and adjacent to a public street, with each stall having its own direct access to the public street, shall be prohibited.
- C. In addition to the setback requirements in Section 801.20.8.C, There shall be no off-street parking within must be set back fifteen (15) feet of from any street surface.
- D. The boulevard portion of the street right-of-way shall not be used for parking.
- E. In the case of single family, two family, townhouse quadraminium and manor home dwellings parking shall be prohibited in any portion of the front yard except designated driveways leading directly into a garage or one (1) open, surfaced spaced located on the side of a driveway, away from the principal use. Said extra space shall be surfaced with concrete or bituminous material.

801.20.110: SIDEWALKS:

Sidewalks shall be provided from apartment parking areas, and loading zones to the entrance of the building.

801.20.121: MAINTENANCE:

It shall be joint and several responsibility of the owner of the principal use (or Lessee, if there is one), to use and to maintain in a neat and adequate manner, the parking space, access way, striping, landscaping, required fences and snow removal.

801.20.132: JOINT FACILITIES:

A. Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more businesses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each business should they provide them separately. When considering a request for such a permit, the Planning Commission shall not recommend that such permit be granted except when the following conditions are found to exist.

1. Entertainment Uses. Up to fifty (50) percent of the parking facilities required for a theatre, bowling alley, or bar may be supplied by the off-street parking facilities provided by types of uses specified as primarily daytime uses in Section 801.20.13, Subd.A.4. below.
2. Night Time or Sunday Uses. Up to fifty (50) percent of the off-street parking facilities required for any use specified under (801.20.13, Subd.A.4.) below as primarily day time uses may be supplied by the parking facilities provided by the following night time or Sunday uses; auditoriums incidental to a public or parochial school, churches, bowling alleys, theatres, bars, excluding ones with restaurants or food services, or apartments.
3. Schools, Auditorium and Church Uses. Up to eighty (80) percent of the parking facilities required by this section for a church or an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses specified under (801.20.13, Subd.A.4.) below as primarily day time uses.
4. Daytime Uses. For the purpose of this section the following uses are considered as primarily day time uses: banks, business offices, retail stores, personal service shops, restaurants, service shops, manufacturing, wholesale and similar uses.

5. Office, Restaurant, Retail and Government Uses. The minimum parking requirement for joint facilities that include office, restaurant, retail, and/or government uses are determined by the following calculation:

a. Multiply the minimum parking required for each individual use, by the appropriate percentage for each of the six (6) designated time periods, as outlined in the following table:

<u>Land Use</u>	<u>Weekday</u>			<u>Weekend</u>		
	<u>Midnight – 7:00 am</u>	<u>7:00 am – 6:00 pm</u>	<u>6:00 pm – Midnight</u>	<u>Midnight – 7:00 am</u>	<u>7:00 am – 6:00 pm</u>	<u>6:00 pm – Midnight</u>
<u>Office</u>	<u>5%</u>	<u>100%</u>	<u>5%</u>	<u>0%</u>	<u>10%</u>	<u>0%</u>
<u>Restaurant</u>	<u>10%</u>	<u>70%</u>	<u>100%</u>	<u>20%</u>	<u>70%</u>	<u>100%</u>
<u>Retail</u>	<u>0%</u>	<u>90%</u>	<u>80%</u>	<u>0%</u>	<u>100%</u>	<u>60%</u>
<u>Government</u>	<u>0%</u>	<u>100%</u>	<u>40%</u>	<u>0%</u>	<u>40%</u>	<u>25%</u>

b. Add the resulting sums for each of the six (6) designated time periods.

c. The minimum parking requirement shall be the highest sum among the six (6) designated time periods.

65. Additional Criteria for Joint Parking. In addition to the preceding requirements, the following conditions are required for joint parking usage:

- a. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.
- b. Conflict in Hours. The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
- c. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.

801.20.134: TRUCK LOADING AREAS, DESIGN AND MAINTENANCE:

- A. Design. Fifty (50) percent of the required number of truck berths shall be fifty (50) feet in length. All berths shall be no less than twelve (12) feet in width and fourteen (14) feet in length, exclusive of aisle and maneuvering space. All loading areas shall consist of a maneuvering area in addition to the berth and shall not use any of that portion of the site containing parking stalls. Maneuvering areas shall be of such size as to permit the backing of truck tractors and coupled trailers into a berth, without blocking the use of other berths, drives or maneuvering areas or on public right-of-way. The construction and setback standards listed in Section 801.20.9.A and 801.20.9.C also shall apply to all loading areas.
- B. Landscaping and Screening of Loading Berths. Loading berths shall be screened from all property lines. Said screening shall be accomplished by a solid wall or fence and shall be so designed as to be architecturally harmonious with the principal structure and in conformance with Section 801.18 of this Ordinance. Screening plantings may be substituted, provided such plantings are in conformance with Section 801.18 of this Ordinance.
- C. Location.
 1. Off-Street. All required loading berths for a non-residential use shall be off-street and located on the same lot as the building or use to be served.
 2. Distance from Intersection. All loading berth curb cuts shall be located at minimum fifty (50) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the property line.

3. Distance from Residential Use. No loading berth for a non-residential use shall be located closer than one hundred (100) feet from a residential district unless completely within a structure, except on approval by the City Council.
 - a. Pedestrians. Loading berths shall not conflict with pedestrian movement.
 - b. Visibility. Loading berths shall not obstruct the view of the public right-of-way from off-street parking access.
 - c. General Compliance. Loading berths shall comply with all other requirements of this section.
4. Traffic Interference. Each loading berth shall be located with appropriate means of vehicular access to a street or public alley in a manner which will cause the least interference with traffic.
5. Accessory Use; Parking and Storage. Any space allocated as a required loading berth or access drive so as to comply with the terms of these zoning regulations shall not be used for the storage of goods, inoperable vehicles or snow and shall not be included as part of the space requirements to meet off-street parking requirements.

801.20.154: OFF-STREET PARKING AND LOADING REQUIREMENTS:

	Use	Number of Parking Spaces Required	Off-St. Loading Spaces Required
A.	Animal Hospitals or Kennels	Six (6) spaces plus one (1) for each 200 sq. ft. of gross floor area over 10,000 sq. ft.	One (1) space per structure
B.	Auditoriums, Theaters, Religious Institutions	One (1) space for each three (3) permanent seats based on the design capacity of the main assembly hall. Facilities as may be provided in conjunction with such buildings or uses shall be subject to additional requirements which are imposed by this Code.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area
C.	Automobile Car Washes	Shall be determined by the type of car wash plus recommended stacking spaces as determined under 801.20.15.D of this Section	One (1) space per facility
D.	Automatic Drive Through Service	Two (2) spaces for each bay plus stacking equivalent to five (5) spaces for each bay.	One (1) space per facility
E.	Self-Service Car Wash	Four (4) spaces per bay.	One (1) space per facility
F.	Motor Fuel Station Car Wash	One (1) space in addition to that required for the station.	N.A. in addition to that required for the station.
G.	Automobile Service Stations	Five (5) spaces plus three (3) spaces for each service stall. Those facilities designed for sale of other items than strictly	One (1) space

		automobile products, parts or service shall be required to provide additional parking in compliance with other applicable sections of this Code.	
H.	Beauty of Barber Shops	Two (2) spaces for each working station, plus two (2) spaces for each (3) employees.	N.A.
I.	Boat and Marine Sales	One (1) space for each 400 sq. ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq. ft. thereafter.	One (1) space, plus one (1) additional space for each 25,000 sq. ft. of gross floor area
J	Boating Marinas and Yacht Clubs	Seven (7) spaces for each ten (10) boat or mooring spaces.	One (1) space for each 20,000 square feet.
K.	Bowling Alleys	Five (5) spaces for each lane or alley, plus additional spaces as may be required herein for related uses contained within the principal structure.	One (1) space for each structure with over 20,000 sq. ft. of gross floor area
L.	Community Center, Physical Culture Studio, Libraries, Museums	Ten (10) spaces plus one (1) for each one hundred fifty (150) feet in excess of 2,000 sq. ft. of floor area in the principal structure.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
M.	Drive-in Convenience Food Establishment	One (1) space for each fifteen (15) sq. ft. of gross service area, one (1) space for each eighty (80) sq. ft. of gross kitchen area and one (1) space for each forty (40) sq. ft. of seating area, but not less than fifteen (15) spaces, plus two (2) spaces per drive-thru window.	One (1) space
N.	Drive-in Banks	One (1) space for every 350 sq. ft. of gross usable floor area plus stacking requirements determined under 715.31 of this section.	One (1) space for buildings between 30,000 sq. ft. and 100,000 sq. ft. in gross floor area, plus one (1) space for each additional 100,000 sq. ft.
O.	Furniture Sales	One (1) space for each 400 sq. ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq. ft. thereafter.	One (1) space plus one (1) additional space for each 25,000 sq. ft. of gross floor area.
P.	Group Day Care Centers	One (1) space for each employee, plus one (1) space for each four (4) children.	One (1) space
Q.	Housing for the Elderly	One (1) space for each one and one-half (1.5) dwelling units.	One (1) space
R.	Manufacturing	One (1) space for each employee on the major shift or	One (1) space space for each 50,000 sq. ft. of gross

		one (1) space for each 300 sq. ft., whichever is greater.	floor area.
S.	Medical or Dental Offices or Clinics	Six (6) spaces for each doctor or dentist	One (1) space per building
T.	Motels, Hotels, Lodging or Boarding Houses	One (1) space per Lodging unit, plus spaces equal to 25% capacity of any club or lodge.	One (1) space per building
U.	Multiple Family Dwellings, Townhouses	Two (2) fee free spaces for each living unit, of which one (1) is to be enclosed.	One (1) space for each multiple family building over four (4) units.
V.	Nursing Homes, Rest Homes	One (1) space for each four (4) beds.	One (1) space plus one (1) additional space each 100,000 sq. ft. of gross floor area.
W.	Office Buildings and Professional Offices, Other than Any Area for Doctors or Dentists; Banks, Public Administration Offices.	One (1) space for each 250 sq. ft. of floor area. <u>3.7 spaces for each 1,000 sq. ft. of floor area</u>	One (1) space for buildings between 10,000 sq. ft. and 100,000 sq. ft. in gross floor area, plus one (1) space for each additional 100,000 sq. ft.
X.	Private or Private Non-Profit Baseball Fields, Stadiums	One (1) space for each eight (8) seats of design capacity.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
Y.	Restaurants, Private Clubs, Lodges, Food Dispensing Establishments (Except Drive-In Restaurants)	One (1) space for each forty (40) sq. ft. of gross floor area of dining and bar area and one (1) space for each eighty (80) sq. ft. of kitchen area. <u>15.2 spaces for each 1,000 sq. ft. of floor area</u>	One (1) space for each 10,000 sq. ft. of gross floor area.
Z.	Retail Commercial Uses, Except as Prescribed Herein.	One (1) space for each two hundred and fifty (250) sq. ft. of floor area. <u>3.9 spaces for each 1,000 sq. ft. of floor area</u>	One (1) space for the first 10,000 sq. ft. of gross floor area, plus one (1) space for each additional 50,000 sq. ft.
AA.	Retail Sales and Service Business With Fifty Percent or More of Gross Floor Area Devoted to Storage, Warehouses and/or Industry	Eight (8) spaces or one (1) space for each two hundred (200) sq. ft. devoted to public sales or service plus one (1) space for each five hundred (500) sq. ft. of storage area.	One (1) space for the first 10,000 sq. ft. of gross floor area, plus (1) space for each additional 50,000 sq. ft.
BB.	School, Elementary and Junior High, (Public or Private)	One (1) space for each classroom plus one (1) space for each fifty (50) student capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.

CC.	School, High School (Public or Private)	One (1) space for each five (5) students based on design capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
DD.	Shopping Center	One (1) space for each one hundred fifty (150) sq. ft. of gross leasable area.	One (1) space or the first ten thousand (10,000) sq. ft. of gross leasable area plus one (1) space for each additional fifty thousand (50,000) sq. ft. or part thereof.
EE.	Single Family, Two-Family Dwellings	Two (2) spaces per family unit.	N.A.
FF.	Warehousing	One (1) space for each 1,000 sq. ft. of gross floor area. That space which is solely used as office shall comply with the office use.	Determined by the Zoning Administrator
GG.	Micro-production Facility	One (1) space for each 1,000 sq. ft. of floor area	
HH.	Taproom/Tasting Room	One (1) space for each forty (40) sq. ft. of floor area.	
II.	Brewpub	One (1) space for each 1,000 sq. ft. of Micro-brewing production floor area; one (1) space for each forty (40) sq. ft. of floor area of dining and bar area; and one (1) space for each eighty (80) sq. ft. of kitchen area.	

801.20.165: NON-SPECIFIED USES:

For uses not specifically listed above, off-street parking and loading requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. (N.A. = Not Applicable).

801.20.176: C-4, C-4A AND C-4B PARKING REQUIREMENTS:

- A. Within the C-4, C-4A and C-4B Zoning Districts, the City may approve development and uses which do not comply with the required number of parking spaces as a conditional use permit, provided that:
1. A development agreement running with the land is completed in which it is agreed that the property in question is financially responsible for its proportionate share of the City sponsored and provided parking space construction, maintenance, and parking site acquisition for new on-street, lot and/or ramp

parking. Said responsibility shall be determined on the basis of the property's parking space shortage based upon ordinance requirements, in relationship to the total parking space shortage, as defined by Section 801.20 for a defined service and benefit area. The "service and benefit area" shall include all properties which benefit from the available public parking serving a particular retail and commercial neighborhood or district.

2. The amount of parking provided on the property in question is the maximum amount possible, taking into account the use and design objectives of the C-4, C-4A and C-4B Districts as outlined by this Ordinance and the Comprehensive Plan.
3. The parking shortages created by the development are not premature or in excess of the supply which can be provided by the City through a public parking system on a long term basis.
4. The provisions of Section 801.04.2.F of this Ordinance are considered and satisfactorily met.

801.20.187: SPACE REDUCTIONS.

Subject to the review and processing of a conditional use permit as regulated by Section 801.04 of this Ordinance, the City may reduce the number of required off-street parking spaces and/or loading spaces when the use can demonstrate in documented form a need which is less than required. In such situations, the City may require land to be reserved for parking development should use or needs change.

SECTION 20

OFF-STREET PARKING AND LOADING

Section 801.20

801.20.1:	Purpose
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801.20.14:	Off-Street Parking and Loading Requirements
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801.20.16:	C-4, C-4A and C-4B Parking Requirements
801.20.17:	Space Reductions

801.20.1: PURPOSE:

The regulation of off-street parking spaces in these zoning regulations is intended to alleviate or prevent congestion of the public right-of-way and to promote the safety and general welfare of the public, by establishing minimum requirements for off-street parking of motor vehicles in accordance with the intensity of utilization of the various parcels of land or structures.

801.20.2: SCOPE OF REGULATIONS:

The off-street parking requirements of this ordinance shall apply within all zoning districts for uses and structures, except as hereinafter provided.

801.20.3: GENERAL PROVISIONS:

- A. Site Plans: All site plans submitted for a structure requiring parking spaces and/or loading facilities shall show or designate the parking and/or loading area(s), number of parking spaces, and type of surfacing, screening, drainage, curbing, sidewalks and other improvements which may be required to be installed. Said plan shall be a part of the Building Permit for any such structure, and no Certificate of Occupancy shall be issued until all items shown on the plan for parking and loading facilities have been completed, unless an agreement supported by a cash deposit or bond provides for the completion of said plan.
- B. Change in Use. When there is a change of use, tenancy, or occupancy of a parcel of land or building which requires additional parking or loading spaces, as prescribed in this

Section, the minimum parking requirements as prescribed herein shall be met for such use, tenant, or occupant.

- C. Reduction of Existing Off-Street Parking Space or Parking Lot Area. Off-street parking spaces and loading spaces or parking lot area existing upon the effective date of this Ordinance shall not be reduced in number or size unless said number or size exceeds the requirements set forth herein for a similar new use.

801.20.4: CONFORMITY OF DAMAGED STRUCTURES:

When a non-conforming building is damaged by fire and explosion, act of God, or the public enemy to the extent that replacement costs of the structure are more than fifty (50) percent of its actual market value, based upon an independent current appraisal, it shall be made to fully comply with all requirements of this article.

801.20.5: OFF-STREET PARKING FACILITIES PROVIDED ON A SITE ELSEWHERE THAN THE PRINCIPAL USE:

When parking is provided on a site other than the lot or tract upon which a principal use is located, said parking area shall be in the ownership of and remain in the possession of the owner of the principal use for which it is designated. No authorization for separate parking facilities shall be given until such time as the City Council is reasonably certain that the ownership and use of the parking area will continue and that the site will be well maintained. Off site parking facilities may only be allowed by conditional use permit and shall be subject to the following conditions:

- A. Ordinance Compliance. Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.
- B. Access. Reasonable improved access from off-street parking facilities to the use being serviced shall be provided.
- C. Proximity to Multiple Residence. Off-site parking for multiple family dwellings shall not be located more than one hundred (100) feet from any normally used entrance of the principal use serviced.
- D. Proximity for Non-Residential Uses. Off-site parking for non-residential uses shall not be located more than three hundred (300) feet from the main entrance of the principal use being served. No more than one (1) main entrance shall be recognized for each principal building.

801.20.6: LANDSCAPING:

All exposed parking areas of four (4) or more required spaces shall be landscaped on all sides. Such screening shall be in conformance with Section 801.18 of this Ordinance and be approved in advance by the City. Landscaping shall consist of a wall or fence and plantings or surfacing material shall be provided in all areas bordering the parking area. No landscaping or screening shall interfere with the drive or pedestrian visibility for vehicles entering or exiting the premises.

801.20.7: OFF-STREET PARKING RESTRICTIONS:

- A. Boats, fish houses, school buses, house trailers, camping trailers, farm tractors, utility trailers and motor homes may not be parked, stored or otherwise continued on residential

property for a period greater than seventy-two (72) hours, unless placed completely in the rear yard or side yard of said property and are screened from view of abutting properties and the public right-of-way.

- B. Except where otherwise allowed in a zoning district, trucks of more than twelve thousand (12,000) GVW or greater than thirty (30) feet in length, and contracting or excavating equipment may not be parked, stored or otherwise continued on any property within the City unless being used in conjunction with a temporary service benefiting the residential or commercial premises.
- C. Junked or inoperable vehicles may not be parked, stored or otherwise continued on any property within the City for a period greater than seventy-two (72) hours unless placed completely within an enclosed building or garage or screened in accordance with the provisions of Section 801.18 of this Ordinance. Said regulations shall also apply to race cars.
- D. No motor vehicle repair work of any kind shall be permitted in conjunction with exposed off-street parking facilities, except for minor repairs of vehicles owned by the occupant or resident of the principal use for which the parking space is intended. No exterior storage of car parts are allowed at any time.
- E. Except where otherwise allowed by zoning district, contractor's supplies and equipment or machinery kept for eventual sale, commercial repair, rental or other commercial purposes may not be stored, kept or otherwise continued on any property within the City. The keeping, storage or otherwise continuing of such materials within the City is prohibited and shall be considered to be a non-conforming use if in existence at the effective date of this Ordinance.

801.20.8: PARKING AREA DESIGN AND MAINTENANCE:

- A. Construction. All exposed parking areas and driveways shall be surfaced with an all-weather, durable and dust-free surfacing material to be approved by the City Engineer, shall be well drained and landscaped, and shall be maintained in a slightly and well kept condition.
- B. Striping and Curbing. All parking areas where four (4) or more spaces are required shall be marked by durable painted stripes designating the parking spaces unless excepted by the City Engineer. A continuous curb shall be provided around the periphery of the paved parking area of the lot, including drives.
- C. Setbacks.
 - 1. Front, side and rear setbacks of at least ten (10) feet from property lines shall be maintained from parking areas in all zoning districts, except C-4, C-4A and C-4B Districts. Setbacks of five (5) feet in the C-4, C-4A, and C-4B Districts shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
 - 2. No area used by motor vehicles other than driveways for ingress to and egress from the site shall be located within the public street right-of-way.
- D. Calculating Space.
 - 1. Floor Area. The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined based on the Gross Floor Area minus ten (10) percent, except as may be hereinafter modified.

2. Computation. When in the process of determining the required number of off-street parking spaces, there occurs a fraction of a space, such fraction shall be deemed as the requirement for an additional parking space. Parking spaces shall not be counted toward meeting a parking requirement when, in the Council's opinion, they are sufficiently inconvenient to be of questionable use.
3. Places of Public Assembly. In stadiums, sports arenas, churches and other places of public assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each eighteen (18) inches of such seating facilities shall be counted as one (1) seat for the purpose of determining requirements.
4. More than One Use. Except for a shopping center, should a structure contain two (2) or more types of uses, the Gross Floor Area of each use shall be calculated and a ten (10) percent reduction shall be made for non-productive space. The resulting net usable floor space figure shall be utilized to determine the off-street parking requirement.
5. Snow Storage in Parking Stalls. Provision shall be made in the parking area for adequate snow storage or removal in order to ensure that the required number of spaces are available at all times during the year.
6. Use of Required Area. Required accessory off-street parking spaces in any district shall not be utilized for open storage, sale or rental of goods, or storage, of inoperable vehicles.

E. Design.

1. Vehicular traffic generated by a use shall be channeled and controlled in a manner which will avoid congestion or interference with other vehicular transportation systems or pedestrian traffic and which will avoid creating traffic hazards or excessive traffic through residential areas. The adequacy of any proposed traffic circulation system to accomplish these objectives shall be determined by the City, which may require such additional measures for traffic control as it may deem necessary, including but not limited to the following: directional signalization, channelization, standby turn lanes, sidewalks illumination and other facilities within the site to prevent a backup of vehicles on public streets.
2. Parking Stalls.
 - a. All parking spaces, except for parallel spaces and compact car stalls, shall be a minimum of nine (9) feet in width and twenty (20) feet in length, except a parking stall eighteen (18) feet in length with a two (2) foot overhang beyond the parking surface may be allowed upon approval of the City Engineer.
 - b. Up to twenty (20) percent of the parking spaces in a parking lot of forty (40) spaces or more may be permanently marked for compact cars only. A compact space shall be a minimum of eight (8) feet in width and sixteen (16) feet in length.
 - c. In areas such as parking ramps or similar facilities size requirements may be determined by the City Engineer.
 - d. Parallel parking spaces shall be twenty-three (23) feet in length.

3. Driveway Standards. Except in the case of single family, two-family, townhouse, quadraminium, and manor home dwellings minimum driveway and traffic lane widths shall be developed in compliance with the following standards:

Angle of Pkg.	Traffic Flow	Min. Width
90 Degree	Two Way	24 ft.
60 Degree	One Way	18 ft.
45 Degree	One Way	14 ft.

4. Within Structure. The off-street parking requirement may be furnished by providing fee free space so designed within the principal building or structures attached thereto; however, unless provisions are made, no building permit shall be issued to convert said parking structure into a dwelling unit or living area or other activity until other adequate provisions are made to comply with the required off-street parking provisions of this Code. In creating other provisions on-street parking shall not be used.
5. Streets Not Used. Except in the case of single, two-family and townhouse dwellings, parking areas shall be designed so that circulation between parking bays or aisles occurs within the designated parking lot and does not depend upon a public street or alley. Except in the case of single, two-family and townhouse dwellings, parking area design which requires backing into the public street is prohibited. Parking spaces in a public right-of-way cannot be utilized in meeting required off-street parking standards.
6. Curb Cut Proximity to Intersection. No curb cut or other driveway access shall be located less than forty (40) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the intersection of lot lines, not curb lines.
7. Curb Cut Maximum. No curb cut access shall exceed twenty-four (24) feet in width except upon approval by the City Engineer.
8. Curb Cut Spacing Minimum. Curb cut openings shall be located at a minimum of ten (10) feet from the side yard lot line in all districts, except for the C-4, C-4A and C-4B Districts where such setbacks shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
9. Curb Cut Separation. Driveway access curb openings on a public street except for single, two-family and townhouse dwellings shall not be located less than forty (40) feet from one another except on approval by the City Engineer.
10. Parking Area Grades. The grade elevation of any parking area or portion thereof shall not exceed five (5) percent.
11. Driveway Access Minimum. Each property shall be allowed one (1) driveway access for each one hundred twenty-five (125) feet of street frontage. All property shall be entitled to at least one (1) driveway access. Single family uses shall be limited to one (1) driveway access per lot, except when the property exceeds the required street frontage per zoning district requirements a second driveway access may be allowed by approval of the City Engineer. The access of driveways onto arterial and collector streets is discouraged. However, when such a use is necessary or approved by the City, a minimum number of driveways

shall be promoted by encouraging joint access through the use of shared curb cuts and access easements.

12. Street Access. Except in the case of a planned unit development, each lot shall have access directly onto an abutting, improved and City accepted public street. Exception to this access requirement may be allowed as a conditional use permit.
13. Lighting. Any lighting used to illuminate an off-street parking area shall be so arranged as to reflect the light away from adjoining property, abutting residential uses and public rights-of-way and be in compliance with Section 801.16.6 of this Code.
14. Signs. No sign shall be so located as to restrict the sight lines and orderly operation and traffic movement within any parking lot. All signs shall be in conformance with Section 801.27 of this Ordinance.

801.20.9: LOCATION:

- A. Required accessory off-street parking shall be on the same lot under the same ownership as the principal use being served, except as provided for under the provisions of Sections 801.20.5 and 801.20.13.
- B. Except for single, two family, townhouse, quadraminium and manor home dwellings, head-in parking, directly off of and adjacent to a public street, with each stall having its own direct access to the public street, shall be prohibited.
- C. In addition to the setback requirements in Section 801.20.8.C, off-street parking must be set back fifteen (15) feet from any street surface.
- D. The boulevard portion of the street right-of-way shall not be used for parking.
- E. In the case of single family, two family, townhouse quadraminium and manor home dwellings parking shall be prohibited in any portion of the front yard except designated driveways leading directly into a garage or one (1) open, surfaced spaced located on the side of a driveway, away from the principal use. Said extra space shall be surfaced with concrete or bituminous material.

801.20.10: SIDEWALKS:

Sidewalks shall be provided from apartment parking areas, and loading zones to the entrance of the building.

801.20.11: MAINTENANCE:

It shall be joint and several responsibility of the owner of the principal use (or Lessee, if there is one), to use and to maintain in a neat and adequate manner, the parking space, access way, striping, landscaping, required fences and snow removal.

801.20.12: JOINT FACILITIES:

- A. Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more businesses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each business should they provide them separately. When considering a request for such a permit, the Planning Commission shall not recommend that such permit be granted except when the following conditions are found to exist.

1. Entertainment Uses. Up to fifty (50) percent of the parking facilities required for a theatre, bowling alley, or bar may be supplied by the off-street parking facilities provided by types of uses specified as primarily daytime uses in Section 801.20.13, Subd.A.4. below.
2. Night Time or Sunday Uses. Up to fifty (50) percent of the off-street parking facilities required for any use specified under (801.20.13, Subd.A.4.) below as primarily day time uses may be supplied by the parking facilities provided by the following night time or Sunday uses; auditoriums incidental to a public or parochial school, churches, bowling alleys, theatres, bars, excluding ones with restaurants or food services, or apartments.
3. Schools, Auditorium and Church Uses. Up to eighty (80) percent of the parking facilities required by this section for a church or an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses specified under (801.20.13, Subd.A.4.) below as primarily day time uses.
4. Daytime Uses. For the purpose of this section the following uses are considered as primarily day time uses: banks, business offices, retail stores, personal service shops, restaurants, service shops, manufacturing, wholesale and similar uses.
5. Office, Restaurant, Retail and Government Uses. The minimum parking requirement for joint facilities that include office, restaurant, retail, and/or government uses are determined by the following calculation:
 - a. Multiply the minimum parking required for each individual use, by the appropriate percentage for each of the six (6) designated time periods, as outlined in the following table:

Land Use	Weekday			Weekend		
	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight
Office	5%	100%	5%	0%	10%	0%
Restaurant	10%	70%	100%	20%	70%	100%
Retail	0%	90%	80%	0%	100%	60%
Government	0%	100%	40%	0%	40%	25%

- b. Add the resulting sums for each of the six (6) designated time periods.
 - c. The minimum parking requirement shall be the highest sum among the six (6) designated time periods.
6. Additional Criteria for Joint Parking. In addition to the preceding requirements, the following conditions are required for joint parking usage:
 - a. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.
 - b. Conflict in Hours. The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.

- c. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.

801.20.13: TRUCK LOADING AREAS, DESIGN AND MAINTENANCE:

- A. Design. Fifty (50) percent of the required number of truck berths shall be fifty (50) feet in length. All berths shall be no less than twelve (12) feet in width and fourteen (14) feet in length, exclusive of aisle and maneuvering space. All loading areas shall consist of a maneuvering area in addition to the berth and shall not use any of that portion of the site containing parking stalls. Maneuvering areas shall be of such size as to permit the backing of truck tractors and coupled trailers into a berth, without blocking the use of other berths, drives or maneuvering areas or on public right-of-way. The construction and setback standards listed in Section 801.20.9.A and 801.20.9.C also shall apply to all loading areas.
- B. Landscaping and Screening of Loading Berths. Loading berths shall be screened from all property lines. Said screening shall be accomplished by a solid wall or fence and shall be so designed as to be architecturally harmonious with the principal structure and in conformance with Section 801.18 of this Ordinance. Screening plantings may be substituted, provided such plantings are in conformance with Section 801.18 of this Ordinance.
- C. Location.
 - 1. Off-Street. All required loading berths for a non-residential use shall be off-street and located on the same lot as the building or use to be served.
 - 2. Distance from Intersection. All loading berth curb cuts shall be located at minimum fifty (50) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the property line.
 - 3. Distance from Residential Use. No loading berth for a non-residential use shall be located closer than one hundred (100) feet from a residential district unless completely within a structure, except on approval by the City Council.
 - a. Pedestrians. Loading berths shall not conflict with pedestrian movement.
 - b. Visibility. Loading berths shall not obstruct the view of the public right-of-way from off-street parking access.
 - c. General Compliance. Loading berths shall comply with all other requirements of this section.
 - 4. Traffic Interference. Each loading berth shall be located with appropriate means of vehicular access to a street or public alley in a manner which will cause the least interference with traffic.
 - 5. Accessory Use; Parking and Storage. Any space allocated as a required loading berth or access drive so as to comply with the terms of these zoning regulations shall not be used for the storage of goods, inoperable vehicles or snow and shall

not be included as part of the space requirements to meet off-street parking requirements.

801.20.14: OFF-STREET PARKING AND LOADING REQUIREMENTS:

	Use	Number of Parking Spaces Required	Off-St. Loading Spaces Required
A.	Animal Hospitals or Kennels	Six (6) spaces plus one (1) for each 200 sq. ft. of gross floor area over 10,000 sq. ft.	One (1) space per structure
B.	Auditoriums, Theaters, Religious Institutions	One (1) space for each three (3) permanent seats based on the design capacity of the main assembly hall. Facilities as may be provided in conjunction with such buildings or uses shall be subject to additional requirements which are imposed by this Code.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area
C.	Automobile Car Washes	Shall be determined by the type of car wash plus recommended stacking spaces as determined under 801.20.15.D of this Section	One (1) space per facility
D.	Automatic Drive Through Service	Two (2) spaces for each bay plus stacking equivalent to five (5) spaces for each bay.	One (1) space per facility
E.	Self-Service Car Wash	Four (4) spaces per bay.	One (1) space per facility
F.	Motor Fuel Station Car Wash	One (1) space in addition to that required for the station.	N.A. in addition to that required for the station.
G.	Automobile Service Stations	Five (5) spaces plus three (3) spaces for each service stall. Those facilities designed for sale of other items than strictly automobile products, parts or service shall be required to provide additional parking in compliance with other applicable sections of this Code.	One (1) space
H.	Beauty or Barber Shops	Two (2) spaces for each working station, plus two (2) spaces for each (3) employees.	N.A.
I.	Boat and Marine Sales	One (1) space for each 400 sq. ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq. ft. thereafter.	One (1) space, plus one (1) additional space for each 25,000 sq. ft. of gross floor area
J.	Boating Marinas and Yacht Clubs	Seven (7) spaces for each ten (10) boat or mooring spaces.	One (1) space for each 20,000 square feet.
K.	Bowling Alleys	Five (5) spaces for each lane or alley, plus additional spaces as	One (1) space for each structure with over 20,000

		may be required herein for related uses contained within the principal structure.	sq. ft. of gross floor area
L.	Community Center, Physical Culture Studio, Libraries, Museums	Ten (10) spaces plus one (1) for each one hundred fifty (150) feet in excess of 2,000 sq. ft. of floor area in the principal structure.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
M.	Drive-in Convenience Food Establishment	One (1) space for each fifteen (15) sq. ft. of gross service area, one (1) space for each eighty (80) sq. ft. of gross kitchen area and one (1) space for each forty (40) sq. ft. of seating area, but not less than fifteen (15) spaces, plus two (2) spaces per drive-thru window.	One (1) space
N.	Drive-in Banks	One (1) space for every 350 sq. ft. of gross usable floor area plus stacking requirements determined under 715.31 of this section.	One (1) space for buildings between 30,000 sq. ft. and 100,000 sq. ft. in gross floor area, plus one (1) space for each additional 100,000 sq. ft.
O.	Furniture Sales	One (1) space for each 400 sq. ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq. ft. thereafter.	One (1) space plus one (1) additional space for each 25,000 sq. ft. of gross floor area.
P.	Group Day Care Centers	One (1) space for each employee, plus one (1) space for each four (4) children.	One (1) space
Q.	Housing for the Elderly	One (1) space for each one and one-half (1.5) dwelling units.	One (1) space
R.	Manufacturing	One (1) space for each employee on the major shift or one (1) space for each 300 sq. ft., whichever is greater.	One (1) space for each 50,000 sq. ft. of gross floor area.
S.	Medical or Dental Offices or Clinics	Six (6) spaces for each doctor or dentist	One (1) space per building
T.	Motels, Hotels, Lodging or Boarding Houses	One (1) space per Lodging unit, plus spaces equal to 25% capacity of any club or lodge.	One (1) space per building
U.	Multiple Family Dwellings, Townhouses	Two (2) fee free spaces for each living unit, of which one (1) is to be enclosed.	One (1) space for each multiple family building over four (4) units.
V.	Nursing Homes, Rest Homes	One (1) space for each four (4) beds.	One (1) space plus one (1) additional space each 100,000 sq. ft. of gross floor area.
W.	Office Buildings and Professional Offices,	3.7 spaces for each 1,000 sq. ft.	One (1) space for buildings between 10,000 sq. ft. and

	Other than Any Area for Doctors or Dentists; Banks, Public Administration Offices.	of floor area	100,000 sq. ft. in gross floor area, plus one (1) space for each additional 100,000 sq. ft.
X.	Private or Private Non-Profit Baseball Fields, Stadiums	One (1) space for each eight (8) seats of design capacity.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
Y.	Restaurants, Private Clubs, Lodges, Food Dispensing Establishments (Except Drive-In Restaurants)	15.2 spaces for each 1,000 sq. ft. of floor area	One (1) space for each 10,000 sq. ft. of gross floor area.
Z.	Retail Commercial Uses, Except as Prescribed Herein.	3.9 spaces for each 1,000 sq. ft. of floor area	One (1) space for the first 10,000 sq. ft. of gross floor area, plus one (1) space for each additional 50,000 sq. ft.
AA.	Retail Sales and Service Business With Fifty Percent or More of Gross Floor Area Devoted to Storage, Warehouses and/or Industry	Eight (8) spaces or one (1) space for each two hundred (200) sq. ft. devoted to public sales or service plus one (1) space for each five hundred (500) sq. ft. of storage area.	One (1) space for the first 10,000 sq. ft. of gross floor area, plus (1) space for each additional 50,000 sq. ft.
BB.	School, Elementary and Junior High, (Public or Private)	One (1) space for each classroom plus one (1) space for each fifty (50) student capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
CC.	School, High School (Public or Private)	One (1) space for each five (5) students based on design capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
DD.	Shopping Center	One (1) space for each one hundred fifty (150) sq. ft. of gross leasable area.	One (1) space or the first ten thousand (10,000) sq. ft. of gross leasable area plus one (1) space for each additional fifty thousand (50,000) sq. ft. or part thereof.
EE.	Single Family, Two-	Two (2) spaces per family unit.	N.A.

	Family Dwellings		
FF.	Warehousing	One (1) space for each 1,000 sq. ft. of gross floor area. That space which is solely used as office shall comply with the office use.	Determined by the Zoning Administrator
GG.	Micro-production Facility	One (1) space for each 1,000 sq. ft. of floor area	
HH.	Taproom/Tasting Room	One (1) space for each forty (40) sq. ft. of floor area.	
II.	Brewpub	One (1) space for each 1,000 sq. ft. of Micro-brewing production floor area; one (1) space for each forty (40) sq. ft. of floor area of dining and bar area; and one (1) space for each eighty (80) sq. ft. of kitchen area.	

801.20.15: NON-SPECIFIED USES:

For uses not specifically listed above, off-street parking and loading requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. (N.A. = Not Applicable).

801.20.16: C-4, C-4A AND C-4B PARKING REQUIREMENTS:

- A. Within the C-4, C-4A and C-4B Zoning Districts, the City may approve development and uses which do not comply with the required number of parking spaces as a conditional use permit, provided that:
1. A development agreement running with the land is completed in which it is agreed that the property in question is financially responsible for its proportionate share of the City sponsored and provided parking space construction, maintenance, and parking site acquisition for new on-street, lot and/or ramp parking. Said responsibility shall be determined on the basis of the property's parking space shortage based upon ordinance requirements, in relationship to the total parking space shortage, as defined by Section 801.20 for a defined service and benefit area. The "service and benefit area" shall include all properties which benefit from the available public parking serving a particular retail and commercial neighborhood or district.
 2. The amount of parking provided on the property in question is the maximum amount possible, taking into account the use and design objectives of the C-4, C-4A and C-4B Districts as outlined by this Ordinance and the Comprehensive Plan.
 3. The parking shortages created by the development are not premature or in excess of the supply which can be provided by the City through a public parking system on a long term basis.
 4. The provisions of Section 801.04.2.F of this Ordinance are considered and satisfactorily met.

801.20.17: SPACE REDUCTIONS.

Subject to the review and processing of a conditional use permit as regulated by Section 801.04 of this Ordinance, the City may reduce the number of required off-street parking spaces and/or loading spaces when the use can demonstrate in documented form a need which is less than required. In such situations, the City may require land to be reserved for parking development should use or needs change.

1 **WAYZATA PLANNING COMMISSION**
2 **WORKSHOP MEETING MINUTES**
3 **JANUARY 25, 2016**
4
5

6 **AGENDA ITEM 1. Call to Order and Roll Call**
7

8 Chair Iverson called the meeting to order at 7:20 p.m.
9

10 Present at roll call were Commissioners: Gonzalez, Iverson, Murray and Flannigan. Absent and
11 excused: Commissioner Young, Gruber, and Gnos. Director of Planning and Building Jeff
12 Thomson and Interim City Manager Doug Reeder were also present.
13
14

15 **AGENDA ITEM 2. Workshop Items:**
16

17 **a.) Amendment to the City of Wayzata Zoning Ordinance related to Off-Street**
18 **Parking and Loading (City Code Section 801.20)**
19

20 Mr. Thomson stated on December 5, 2015, the City Council accepted the Downtown Parking
21 Study, and directed City Staff to move forward with the parking ordinance amendments and the
22 establishment of the downtown parking and mobility district recommended in the Report. The
23 parking ordinance amendment would be an implementation component of the larger Downtown
24 Parking Project. The proposed ordinance amendment would update the City's Off-Street
25 Parking and Loading section of the Zoning Ordinance (City Code Section 801.20). Mr.
26 Thomson reviewed the history and background of parking in the City, actions taken by the City
27 Council in regards to the Parking Project, parking ratios, shared parking recommendations, and
28 the proposed Parking and Mobility District in the downtown area. He asked the Planning
29 Commission to also consider if the parking standards should be applied citywide or just to the
30 downtown area, and if the parking requirements should be reduced for office, restaurant, and
31 retail uses.
32

33 Commissioner Flannigan asked if the costs for the parking and mobility district would be shared
34 between residential and commercial.
35

36 Mr. Thomson stated the costs would be shared by commercial properties, not residential, and that
37 the costs would be based on the square footage of the buildings.
38

39 Commissioner Gonzalez asked if the parking and mobility district included controlling traffic
40 through Lake Street or if it was only parking. She would like to see the commuter traffic
41 redirected from Lake Street to allow those who are in Wayzata to visit the downtown area.
42

43 Mr. Thomson explained the parking and mobility district would not address traffic control with
44 signals or transportation improvements, but it could include way-finding signage. The City is
45 having a traffic study done with a focus on Wayzata Boulevard and how to navigate traffic from
46 Wayzata Boulevard to the Mill Street Ramp without using Lake Street.

1
2 Commissioner Murray asked if any of the surrounding communities utilized a parking and
3 mobility district.

4
5 Mr. Thomson stated the City of Hopkins, the City of Edina, and the City of Minneapolis utilize
6 special service districts.

7
8 Commissioner Gonzalez stated the City had talked about taking a fee in lieu of parking for the
9 future construction of a parking ramp. She asked if this had already been done or if it would be
10 implemented at this time.

11
12 Mr. Thomson explained establishing a parking and mobility district could allow the City to
13 implement and enforce a payment in lieu of parking option for all commercial properties in the
14 district. This would not be retroactive but would be in effect for redevelopment or new
15 development projects.

16
17 Commissioner Gonzalez stated if businesses are allowed to lease stalls in the parking ramp to
18 satisfy the parking requirements then these spots are not available for patrons of the downtown
19 area. These stalls could end up sitting empty.

20
21 Mr. Thomson stated the stalls would not be signed for specific businesses.

22
23 Chair Iverson asked for clarification on self-park and not self-park terms used in the discussions
24 of by projectwith the City Council.

25
26 Mr. Thomson stated self-park would be when a site provides all of the parking required on their
27 property and does not need public parking to meet the requirements.

28
29 Chair Iverson asked who would be responsible for the capital improvements to the public
30 parking.

31
32 Mr. Thomson stated this is a City expense. The City is looking to finance the ramp through a
33 number of different options.

34
35 Commissioner Flannigan stated using Edina's parking ratio for restaurants skews the average
36 because they would have more traffic than Wayzata would, based on their location. He asked
37 why Edina had been used as a reference for Wayzata's ratios, knowing Edina had a parking
38 issue, and if it should be included in the calculations.

39
40 Chair Iverson stated the other communities used in the calculations were not seasonal like
41 Wayzata, and this needs to be factored into how the City determines the amount of parking that
42 will be required.

43
44 Commissioner Flannigan asked if SRF had planned for 75% occupancy or 100% occupancy
45 during the peak season.

46

1 Mr. Thomson stated the typical approach to parking requirements is to have parking needs met
2 85% of the time.

3
4 Commissioner Iverson stated she would like a table added to the materials that reviewed the
5 seasonal peak and off seasonal peak requirements, in order to understand the value of adding a
6 parking ramp at the City's expense.

7
8 Commissioner Gonzalez stated office uses are not seasonal, and the current ratio is too high. The
9 City can look at reducing this requirement to as low as 3 stalls per 1,000 square-feet.

10
11 Commissioner Flannigan stated businesses are reducing the amount of space they need per
12 employee, and this could bring the number of parking stalls required more in line with what the
13 City currently requires.

14
15 Commissioner Iverson stated the number of telecommuters has increased and the financial
16 companies in Wayzata occupy large spaces.

17
18 Commissioner Gonzalez stated historically the office spaces in the community have large
19 parking lots that are not filled to capacity.

20
21 Commissioner Flannigan asked if the Merrill Lynch parking ramp was accessible after business
22 hours for public use.

23
24 Mr. Thomson stated this ramp is part of the Carisch property and there is a public easement over
25 this ramp that allows public parking. The easement expires in 2017.

26
27 Commissioner Murray asked if the proposed new parking ratios considered people coming to the
28 area via bus or taxi.

29
30 Mr. Thomson stated this is something that can be looked at when determining the ratios but it is
31 not included in the proposed new ratio calculation.

32
33 Chair Iverson stated she would like to see this information and any information pertaining to
34 what SRF looked at for future parking needs. Businesses are changing the way they do business
35 and she wants to be sure this was considered by SRF when determining the parking ratios.

36
37 Commissioner Gonzalez stated the staff documents do review the estimate of future parking
38 demand based on proposed land uses. In the 2014 report, the consultant had done actual
39 observations in the area and this had determined the actual usage was lower than estimated.

40
41 Chair Iverson asked if the future redevelopment scenarios had been included when calculating
42 the parking ratios. She also asked if these redevelopment scenarios were something that would
43 occur in the City.

44

1 Mr. Thomson stated these were just scenarios the consultant had looked at, not necessarily what
2 will occur. He reviewed the Urban Land Institute's (ULI) model for shared parking calculations.
3 The calculations look at daily and weekly peaks but not seasonal peaks.

4
5 Chair Iverson stated the 85% occupancy for retail between 6pm and midnight is not an accurate
6 estimate for the community because most of the retail businesses close at 6pm. She stated if the
7 Planning Commission is to understand the parking needs of Wayzata, then the data should be
8 reflective of Wayzata not just generalized data.

9
10 Mr. Thomson stated based on input from the Commission, it sounds like the Commission would
11 support reducing the overall parking requirements in the City. He asked if the Commission
12 would apply the new parking ratios to the entire City, or just to the downtown area. He stated
13 the City currently has the ability to approve shared parking through a Conditional Use Permit
14 (CUP) but the proposed changes could provide guidelines on how to calculate shared parking for
15 development projects.

16
17 Commissioner Gonzalez asked if the Boatworks parking agreement for parking across the street
18 from the Boatworks property would meet the requirements in Section 801.20.5.D. of not being
19 more than 300-feet from the main entrance.

20
21 Mr. Thomson stated he would need to look into this. The City has approved the CUP for the
22 property, and the parking was part of that approval.

23
24 Commissioner Murray stated he was not sure the shared parking and parking ratios should be
25 applied to areas outside of downtown.

26
27 Commissioner Iverson suggested the City look at other modes of transportation beyond the
28 trolley to shuttle people to the downtown area.

29
30 It was the general consensus of the Commission to support the proposed reduced parking ratios
31 and shared parking options.

32
33 Commissioner Gonzalez asked if Section 801.20.4 of the City's current ordinance is compliant
34 with the State Statute.

35
36 Mr. Thomson stated this section does not comply with State Statute.

37
38 Commissioner Gonzalez stated Section 801.20.7 had never been implemented.

39
40 Mr. Thomson stated Section 801.20.7 would be removed as part of the proposed changes
41 because this would be addressed by the Mobility and Management District standards.

42
43 Commissioner Gonzalez stated Section 801.20.9 requires landscaping for parking areas and there
44 are parking areas in the City that do not have landscaping. She would recommend the City either
45 enforce the landscaping requirement or remove it from the Ordinance. She asked for
46 clarification on Section 801.20.9.D.3 for using seating to calculate required parking space.

1
2 Mr. Thomson explained for places that do not have individual seating, 18” of seating space
3 would be considered a seat.

4
5 Commissioner Gonzalez pointed out that when calculating parking requirements for office
6 buildings, the current ordinance uses the square-footage of the building, but for places like a
7 church they are counting the number of people or seats in the building, not the square-footage.
8 She stated these items should be clarified in the proposed Ordinance.

9
10 Commissioner Flannigan asked if the parking requirements could be based on the Fire Marshal’s
11 maximum capacity.

12
13 Commissioner Gonzalez stated she would like to see plans for snow storage or removal included
14 in development applications. She stated Section 801.20.10.C. should be better defined as to what
15 the setback requirement is.

16 Mr. Thomson stated Staff would provide the requested information discussed at this workshop to
17 the Planning Commission at the February 22 meeting along with a redlined copy of the
18 Ordinance for review.

19
20 Commissioner Flannigan asked if this proposed Ordinance addressed bicycle parking.

21
22 Commissioner Gonzalez stated the City’s Design Standards required commercial sites to provide
23 bicycle parking.

24
25 Chair Iverson asked if the Commission could review and discuss the December 15, 2015
26 Wayzata Downtown Parking Project report prepared by SRF Consulting.

27 Commissioner Flannigan asked why the parking lot at city hall and library are not included in the
28 parking study done by SRF Consulting.

29
30 Mr. Thomson stated this is a public parking, and he would check into this for the Commission.
31 He stated this area is included in Phase II of the Mobility Management District.

32
33 Chair Iverson stated according to figure 13 on page 15 of the Downtown Parking Project report,
34 the City would have a surplus of 116 parking stalls with the Mobility Management District and
35 this would not include the ramp.

36
37 Mr. Thomson explained this would be the case if the City applied the ratios of the proposed
38 Ordinance. Those ratios would produce a surplus of 116 stalls but this is not an observed
39 number. The demand does not change based on the ratio calculations used.

40
41 Chair Iverson asked Mr. Thomson to explain the financing of the ramp.

42
43 Mr. Thomson reviewed the funding sources available to the City as outlined on page 4 of the
44 Wayzata Downtown Parking Project Report, including the TIF options. The City would provide
45 up to \$2.4 million in up front financing, and the remaining costs could come from other existing
46 TIF districts in the downtown area.

1
2 Commissioner Gonzalez stated the Planning Commission should not consider the financing
3 options for the parking ramp because this is not part of amending the parking standards in the
4 Zoning Ordinance.

5
6 Commissioner Flannigan asked how the construction of a ramp would impact the Lake Effect
7 Project.

8
9 Mr. Thomson stated the City Council does need to be aware of the Lake Effect Project and how
10 many parking stalls this might require in this area.

11
12 It was the general consensus of the Commission to move forward with the proposed changes to
13 Section 801.20 of the Zoning Ordinance, and bring the item back to the Commission for review.
14

15
16 **AGENDA ITEM 3. Other Items:**

17
18 **a.) Review of Development Activities**

19
20 Mr. Thomson stated the City Council would be reviewing a home design at its next regular
21 meeting for one of the lots in the 4-lot subdivision on the east side of Circle A Drive. The
22 Council had approved this subdivision in 2008. Recently these lots have started selling and
23 homes are being constructed on the lots. In 2008, the City Council had approved the subdivision
24 application that included a 1-story to 1 ½-story home design for these sites. The people who
25 recently bought Lot 3 of the subdivision have expressed concerns that they did not have notice of
26 any requirement that the home could only be 1-story to 1 ½-story in height, and this discrepancy
27 came to light when they applied for a building permit to construct a 2-story home on the lot.
28

29 Chair Iverson stated the homes on the east side of the alley are tall, and she asked Mr. Thomson
30 to look at the height of these homes.

31
32 Mr. Thomson stated the Commission would be reviewing another 2-lot subdivision at their
33 February 1 meeting.
34

35 **b.) Other Items**

36
37 Chair Iverson provided an update of the City Council meeting on January 5.

38
39 Commissioner Gonzalez asked where the City was on adopting the Tree Preservation Ordinance.
40

41 Mr. Thomson stated this is scheduled to go back to the City Council by spring, with the revisions
42 the Council had requested to the Ordinance.
43

44 Chair Iverson suggested adding a review of the Subdivision Ordinance to a future Planning
45 Commission workshop.
46