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Community Planning & Economic Development
City of Minneapolis

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Minneapolis Off-Street Parking Reform

2009
- Focused on commercial uses, downtown, & bicycle parking

2015
- Focused on residential uses

2016
- Eliminated parking minimums for commercial uses along parts of Hennepin/Lyndale/Lake St

2017
- Stricter limits on parking garages along street frontages
2009 Revisions - Commercial Uses & Downtown

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

According to *Minneapolis/St. Paul Business Journal*: 1,190 restaurants opened in Minneapolis from 2009 to 2019. Approximately one new restaurant every three days.

Also in 2009:
- Maximum automobile parking requirements established citywide
- Minimum bicycle parking requirements established for most uses
- Eliminated minimum parking requirements in downtown districts
## We’ve Come A Long Way

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

Ameriprise Financial. Image by PCL Construction
## 2015 Revisions - Residential Uses

### Table 541-4.5 Transit Incentive for Multiple-Family Dwellings

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

**Chroma**
70 dwelling units + ground-floor commercial
46 off-street parking spaces
# Residential Boom

<table>
<thead>
<tr>
<th>Year</th>
<th>Permits for new housing units</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>3,797</td>
</tr>
<tr>
<td>2014</td>
<td>2,085</td>
</tr>
<tr>
<td>2015</td>
<td>1,806</td>
</tr>
<tr>
<td>2016</td>
<td>3,015</td>
</tr>
<tr>
<td>2017</td>
<td>2,530</td>
</tr>
<tr>
<td>2018</td>
<td>3,807</td>
</tr>
</tbody>
</table>

*Figure G2.1: Total Population in Minneapolis*

Source: Decennial Census; Metropolitan Council
Residential Boom – But Still Low Vacancy

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

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

Accelerated Sales Pace Continues.
Development Pipeline Expands
Minneapolis New Multi-Family—Off-Street Parking/Unit
2012-2018

“What Happens When You Ease Parking Requirements for New Housing”
- Nick Magrino. January 2018

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

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

NoLo Flats:
71 units
44 parking spaces