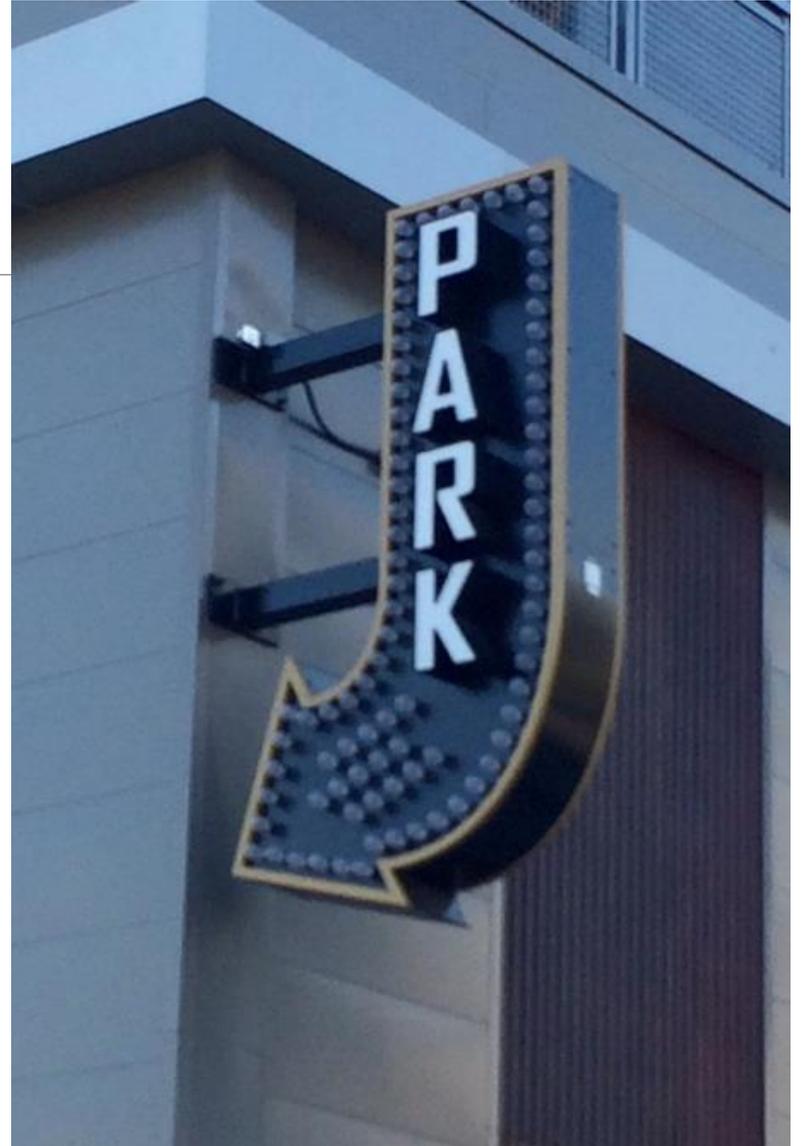

Jason Wittenberg

Planning Manager
Community Planning & Economic Development
City of Minneapolis

May 21, 2019



Minneapolis Off-Street Parking Reform

2009

- Focused on commercial uses, downtown, & bicycle parking

2015

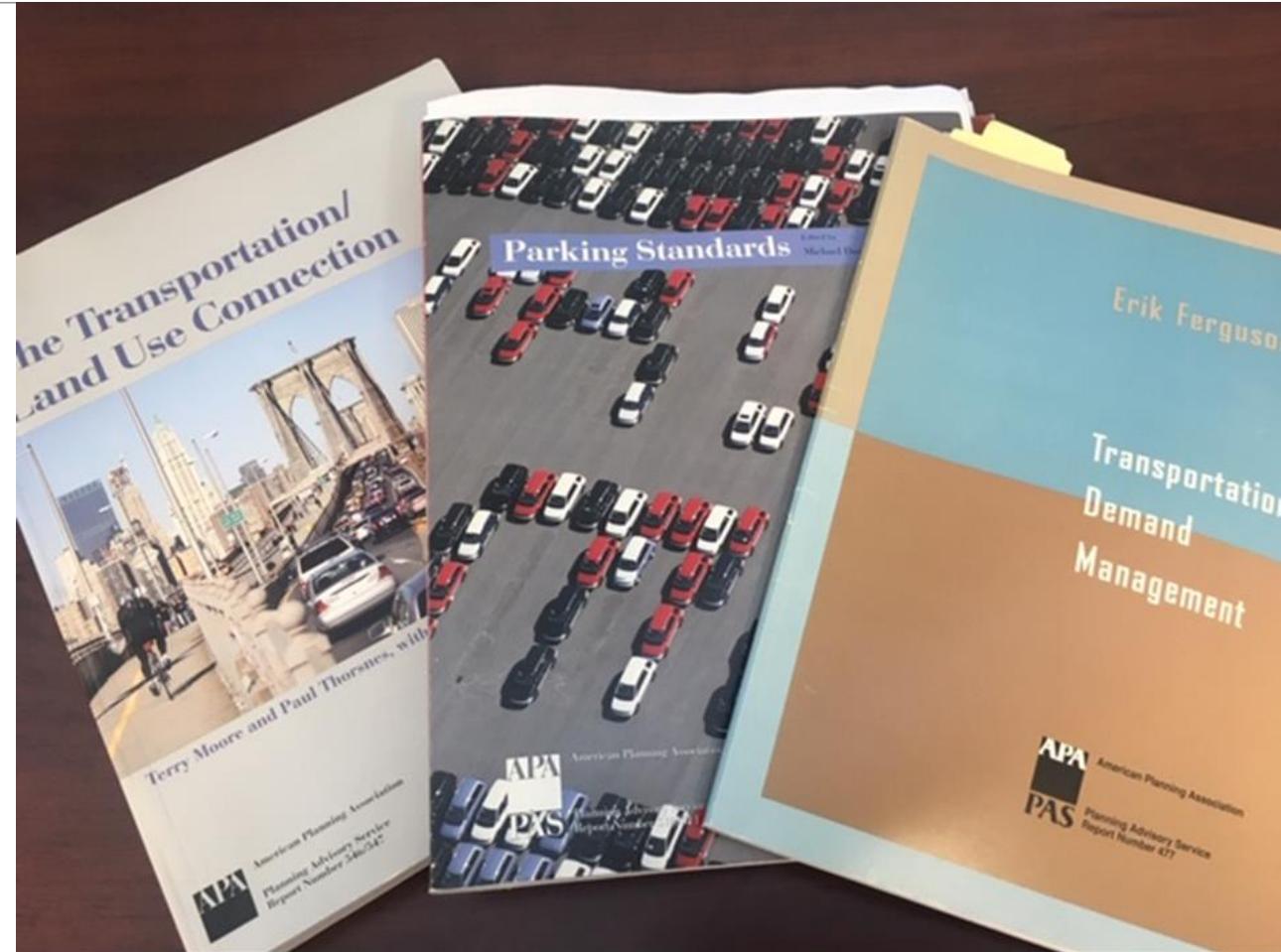
- Focused on residential uses

2016

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

2017

- Stricter limits on parking garages along street frontages



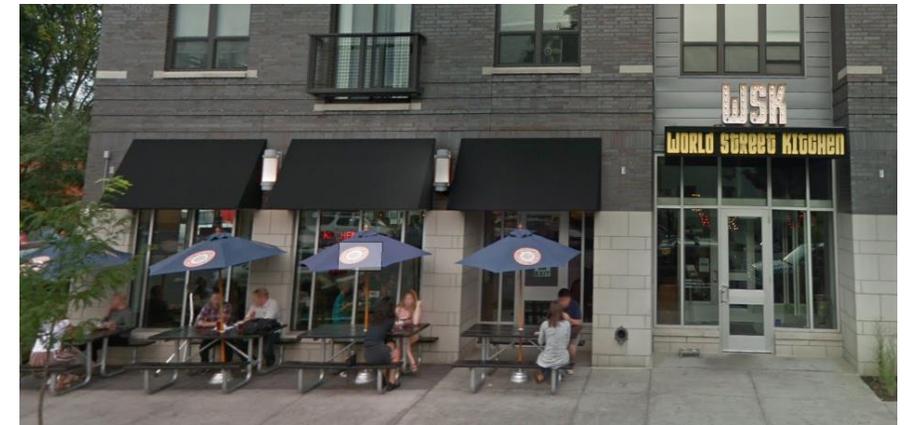
2009 Revisions - Commercial Uses & Downtown

USE	PARKING MINIMUM PRIOR TO 2009	PARKING MINIMUM AFTER 2009
1,000 sq. ft. restaurant with 450 sq. ft. of public area	9	0
3,000 sq. ft restaurant with 1,350 sq. ft of public area	27	7

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:

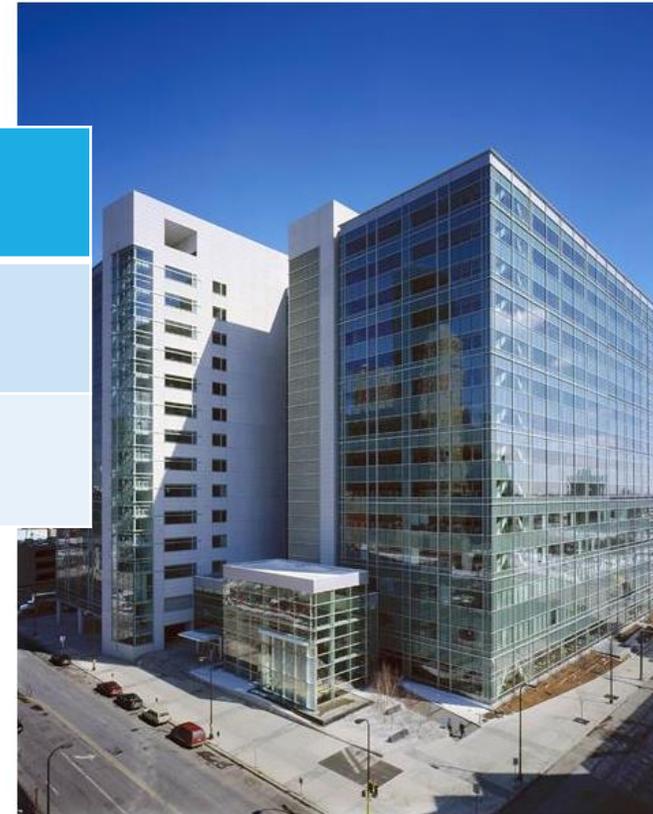
- Maximum automobile parking requirements established citywide
- Minimum bicycle parking requirements established for most uses
- Eliminated minimum parking requirements in downtown districts



Google Street View 2017

We've Come A Long Way

Minimum parking requirement for this building in 1999 when it was proposed	649
Number of spaces provided after requesting a variance	384
Minimum parking requirement for this building since adoption of 2009 parking reform	0



Ameriprise Financial. Image by PCL Construction

2015 Revisions - Residential Uses

Table 541-4.5 Transit Incentive for Multiple-Family Dwellings

<i>Transit proximity and frequency*</i>	<i>Authorized reduction from minimum parking requirement (3 – 50 dwelling units)</i>	<i>Authorized reduction from minimum parking requirement (51 dwelling units or more)</i>
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	100 percent	50 percent
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	10 percent	10 percent



Google Street View 2017

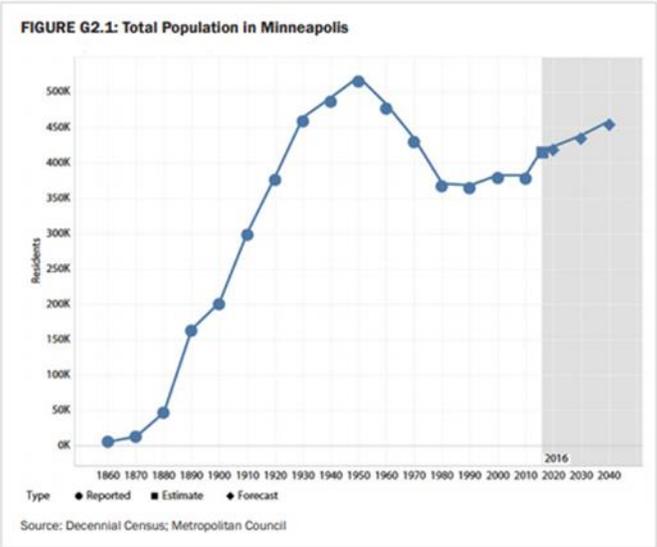
Chroma

70 dwelling units + ground-floor commercial

46 off-street parking spaces

Residential Boom

Year	Permits for new housing units
2013	3,797
2014	2,085
2015	1,806
2016	3,015
2017	2,530
2018	3,807



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.

By Jim Buchta Star Tribune | JUNE 9, 2017 – 9:03PM

Despite apartment building boom, it's still a landlord's market

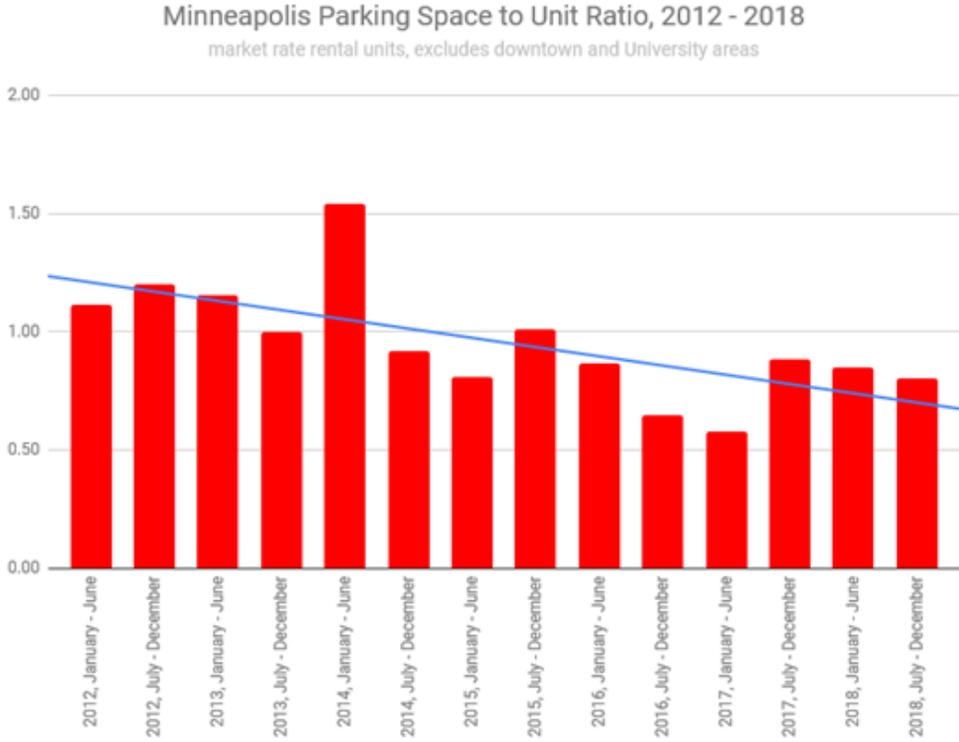
New construction continues across the metro, but the vacancy rate remains persistently low. The good news? Rent prices aren't rising as fast as in other metros.

By Jim Buchta Star Tribune | SEPTEMBER 4, 2016 – 2:39PM



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



Google Street View 2017

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