

AN ORDINANCE AMENDMENT REGARDING OFF STREET PARKING REGULATIONS

THE CITY COUNCIL OF EDINA ORDAINS:

**Section 1. Sec. 36-1311 – Minimum number required. Shall be amended as follows:**

- (a) *Single dwelling units, double dwelling units and residential townhouses.* One fully enclosed space per dwelling unit.
- (b) *Apartment buildings in the PRD district.*  
(1) 1.25 ~~fully enclosed spaces and 0.75 exposed~~ spaces per dwelling unit.  
(2) The required aggregate number of ~~exposed spaces for a building~~ may be reduced by ten percent (10%) to not less than 0.5 spaces per dwelling unit if the building is located within one quarter of a mile from a qualified transit stop~~number of enclosed spaces is increased by a like amount so that the total number of exposed and enclosed spaces equals not less than two per dwelling unit.~~ **To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**  
~~(3) [need to specify number of spaces for handicapped, ride sharing, emergency access, loading, other special use cases]~~
- (c) *Senior citizen dwelling unit buildings in the PSR 4 and PSR 5 subdistricts.*  
~~(1) 0.5 exposed spaces and 0.25 enclosed spaces per senior citizen dwelling unit.~~  
(2) In addition to subsection (c)(1) of this section, the following spaces are required:  
a. One completely enclosed and one exposed space for each non senior citizen dwelling unit located in a building in the Planned Senior Residence District.  
b. One completely enclosed space per vehicle owned by the building's management and stored on the property; and  
c. One exposed space for each employee who is not a resident of the building.  
**Options: 0.75 spaces per bedroom, plus one space per employee on a maximum shift, plus one space per vehicle owned by the building's management; 1 space per unit plus one space per employee on a maximum shift; one space per three units; other? (The aggregate number of required parking spaces for Employees parking spaces may be reduced by ten 10 percent (10%) for any parcel located within one quarter of a mile of a qualified transit stop.) To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**
- (d) *Nursing, convalescent and rest homes.* One space for every four patients or residents based on the maximum capacity of the building, plus one space per employee on the major shift, plus one space per vehicle owned by the building's management.
- (e) *Day care, nurseries and preschools (principal use).* One space per teacher or employee, plus one space per 20 individuals (or major fraction) receiving care.

**Commented [BT1]:** Consider options to reduce by 10% each, for: 1) transit proximity and 2) the unbundling the cost of residential parking. (<https://www.parkingtoolbox.org/pidm-tools-content/Unbundled-Parking-Costs>) With both, this would bring the requirement down to 1/2DU, which would facilitate developments that intentionally leverage transit proximity to market to low/no-car households.

**Commented [BT2]:** Just noting that the language used directly below uses the term "major shift".

Existing text – XXXX  
Stricken text – ~~XXXX~~  
Added text – **XXXXX**

- (f) *Public or private senior high schools and seminaries.* One space per classroom plus one space per ten students, or spaces equal in number to one-third the maximum seating capacity of the largest place of assembly, whichever is greater.
- (g) *Public or private elementary or junior high schools.* Two spaces per classroom, or spaces equal in number to one-third the maximum seating capacity of the largest place of assembly, whichever is greater.
- (h) *Community centers.* Spaces equal in number to one-third the maximum seating capacity of the largest place of assembly, or one space for each 200 square feet of gross floor area, whichever is greater. **The required aggregate number of exposed spaces for a building may be reduced by ten percent (10%) if the building is located within one quarter of a mile from a qualified transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**
- (i) *Churches and other religious institutions.* Spaces equal in number to one-third the maximum seating capacity of the largest place of assembly, plus spaces for other church facilities which are used concurrently with the largest place of assembly, the number of which shall be determined by the council in connection with the granting of a conditional use permit.
- (j) *Theaters (except within shopping centers), stadiums, auditoriums, arenas, lodge halls, mortuaries, and clubhouses.* Spaces equal in number to one-third the maximum seating capacity, plus one space for each employee on the major shift. **The required aggregate number of exposed spaces for a building may be reduced by ten percent (10%) if the building is located within one quarter of a mile from a qualified transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**
- (k) *Governmental administration, public service, post office.* The greater of one space:
  - (1) Per employee on the major shift, plus one space per government-owned vehicle, plus ten visitor spaces; or
  - (2) For each ~~200~~ **250** square feet of gross floor area.**The required aggregate number of exposed spaces for a building may be reduced by ten percent (10%) if the building is located within one quarter of a mile from a qualified transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**
- (l) *Libraries, art galleries.* Ten spaces, plus one space for each 300 square feet of gross floor area.

- (m) *Medical or dental offices, clinics and animal hospitals.* One space for each ~~200~~**250** square feet of gross floor area, plus one space per physician, dentist or veterinarian. **The required aggregate number of exposed spaces for a building may be reduced by ten percent (10%) if the building is located within one quarter of a mile from a qualified transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**
- (n) *Hospitals.* One space ~~per bed~~ **for each two patient beds**, plus one space per employee or volunteer on the major shift. **Required spaces for employees or volunteers may be reduced by 10 percent for any parcel located within one quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**
- (o) *Athletic, health and weight reduction facilities.*
- (1) ~~Six~~ **Four** spaces per court for handball, racquetball, and tennis courts.
  - (2) One space per ~~200~~ **500** square feet of gross floor area for all other uses.
- Required spaces may be reduced by 10 percent for any parcel located within one quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**
- (p) *Restaurants (except within shopping centers).* ~~Spaces equal in number to one-third the maximum seating capacity,~~ **One space for each 100 square feet of indoor floor area, one space per each 150 square feet of outdoor floor area** plus one space for each employee on the major shift and **one space for each loading dock. Required spaces may be reduced by 10 percent for any parcel located within one quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**
- (q) *Carwashes.* One space per employee on the major shift, plus five spaces for each wash lane, plus stacking spaces in accordance with [section 36-1264](#).
- (r) *Accessory carwashes.* Two parking spaces, plus stacking spaces in accordance with [section 36-1264](#).
- (s) *Gas stations.* One space per employee on the major shift, plus one space for each ~~100~~ **300** square feet of accessory retail uses ~~in excess of 500 square feet~~ exclusive of restrooms, storage areas and mechanical equipment.
- (t) *Automobile service centers.* Three parking spaces per service bay, plus one space per employee on the major shift, plus one space for each ~~100~~ **300** square feet of accessory retail uses in excess of 500 square feet exclusive of restrooms, storage areas and mechanical equipment.

- (u) *Bowling alleys. Five spaces per lane.*
- (v) *Offices, medical and dental laboratories, business or professional offices, financial institutions, employment agencies and travel bureaus.*

Gross Floor Area (GFA) (in square feet)	Number of Spaces
0—20,000	GFA/200
20,001—220,000	$GFA / [(0.00025 * GFA) + 195]$
Over 220,000	GFA/250

**One space per 250 square feet plus one space for a loading zone dock. Required spaces may be reduced by 10 percent for any parcel located within one quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**

- (w) *Mixed Development District.*
  - (1) *Residential. ~~One enclosed space, plus 0.75 exposed space, per dwelling unit. 1.25 fully enclosed spaces and 0.75 exposed spaces per dwelling unit. The required aggregate number of exposed spaces for a building may be reduced by ten percent (10%) to not less than 0.5 spaces per dwelling unit if the building is located within one quarter of a mile from a qualified transit stop~~*
  - (2) *Nonresidential. ~~Excluding publicly owned facilities and uses accessory to residential uses:~~ **Shall be regulated per Section 36-1311 above.***

Gross Floor Area (GFA) (in square feet)	Number of Spaces
0—20,000	GFA/200
20,001—220,000	$GFA / [(0.0005 * GFA) + 190]$
Over 220,000	GFA/300

- (3) **Where there is combined within a single building an office use and a commercial restaurant, up to 30% of the parking supplied to meet the requirement for the office use may also be used to meet the requirement for the commercial restaurant.**
- (4) **Where there is combined within a single building an office use and a residential use, up to 40% of the parking supplied to meet the requirement for the office**

use may also be used to meet the requirement for the residential use, provided that the number of spaces required for residential parking shall never be less than one (1) parking space per dwelling unit.

- (5) Where there is combined within a single building an office use, a residential use, and a commercial restaurant, up to 40% of the parking supplied to meet the requirement for the office use may also be used to meet the requirement for the residential use, provided that the number of spaces required for residential parking shall never be less than one (1) parking space per dwelling unit, and up to 30% of the parking supplied to meet the requirement for the office use may also be used to meet the requirement for the commercial restaurant.

- (x) *Multitenant industrial buildings.* One space for each 400 square feet of gross floor area, or the sum of the component gross floor areas as follows, whichever is greater:
- (1) One space for each 200 square feet of office space.
  - (2) One space for each 2,000 square feet of warehouse space.
  - (3) One space for each 300 square feet of manufacturing, processing, packaging, treatment and assembly space.
  - (4) One space for each 500 square feet of space containing machines and equipment for conducting scientific research, testing or experimentation.
  - (5) One space for each 200 square feet of facilities for athletic, health and weight reduction purposes; six spaces per court for handball, racquetball or tennis.
- (y) *Automobile and boat sales, new or used.* One space per 250 square feet of gross floor area, including showrooms, sales space and offices, but excluding service areas, plus three spaces for each service bay. Required parking spaces shall not be used for the storage or display of vehicles, boats or other products.
- (z) *Furniture and major appliance sales.*
- (1) *Over 2,500 square feet of gross floor area.* One space per 400 square feet of gross floor area.
  - (2) *Under 2,500 square feet of gross floor area.* One space per 200 square feet of gross floor area.
- (aa) *Hotels and motels.* One space per guest unit, plus one space for each employee on the major shift.
- (bb) *Taproom and cocktail room.* One space per 40 square feet of gross floor area.
- (cc) *Brewery, winery and distillery without on-site sales.* One space per 1,000 square feet of gross floor area.
- (dd) *Brewpub, winery and distillery with on-site sales.* One space per 1,000 gross square feet of production floor area, and spaces equal in number to one-third the maximum seating capacity, plus one space for each employee on the major shift for the restaurant.

- (ee) **Uses not Specified.** Where ambiguity exists in the application of off-street parking requirements, or where the parking requirements for a use are not specifically defined herein, the parking requirements for such use shall be determined by the city planner or the city planner designee and such determination shall be based upon the requirements for the most comparable use specified in this chapter.

**Section 2      Sec. 36-1312. - Planned Commercial District. Shall be amended as follows:**

For uses allowed in the Planned Commercial District, except uses for which a parking quantity is otherwise specified, the minimum spaces are as follows:

- (1) **Planned Commercial District – 1 (PCD-1) (Areas include: 70<sup>th</sup> and Cahill, ValleyView/Wooddale, 44<sup>th</sup> and France)**

**Retail.** ~~Eight spaces for the first 1,000 square feet, plus six spaces for each 1,000 square feet of gross floor area in excess of the original 1,000 square feet, but not exceeding 15,000 square feet, plus five spaces for each 1,000 square feet in excess of 15,000 square feet.~~ **One (1) space per 250 square feet. Required spaces may be reduced by 10 percent for any parcel located within one quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**

**Multiresidential uses.** One fully enclosed parking space for each dwelling unit, except that dwelling units with a floor area in excess of 1,500 square feet must provide ~~1.50~~ **1.25** fully enclosed parking spaces per dwelling unit. Such parking spaces must be designed for the exclusive use of residents of the dwelling units and their guests. The council may require the provision of exposed parking spaces in addition to the required enclosed spaces as a condition to the issuance of a conditional use permit.

**Office.** One space per 300 square feet. Required spaces may be reduced by 10 percent for any parcel located within one quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.

- (2) **Planned Commercial District – 2 (PCD-2) (50<sup>th</sup> and France, area defined in the 50<sup>th</sup> and France small area plan)**

~~Developments with a floor area ratio up to 1.0. Parking for uses in the 50<sup>th</sup> and France commercial node may rely on the City Parking Ramps to meet the parking requirements for all on-site uses with a floor area ratio up to 1.0. Uses exceeding 1.0 must provide additional off-street parking spaces for the uses linked to the square footage above 1.0.~~

**Multiresidential uses.** One fully enclosed parking space for each dwelling unit, except that dwelling units with a floor area in excess of 1,500 square feet must provide ~~1.50~~ **1.25** fully enclosed parking spaces per dwelling unit. Such parking spaces must be designed for the

**Commented [BT3]:** Consider options to reduce by 10% each, for: 1) transit proximity and 2) the unbundling the cost of residential parking. (<https://www.parkingtoolboxtx.org/pidm-tools-content/Unbundled-Parking-Costs>)

**Commented [BT4]:** I would consider striking this, especially if you do not provide a reduction option for transit proximity. There are other ways for developers to maintain availability for residents in a shared facility. Requiring design/physical barriers to achieve this will prevent potential shared-parking efficiencies, which may become particularly important as mobility trends and car-ownership rates evolve and fluctuate.

**Commented [BT5]:** What is the intent of this?

**Commented [BT6]:** I assume you want to frame the FAR around the project itself, and not the individual uses it contains. A development with a 5 FAR could contain 6 uses that are all smaller than 1 FAR.

**Commented [BT7]:** Consider options to reduce by 10% each, for: 1)transit proximity and 2) the unbundling the cost of residential parking. (<https://www.parkingtoolboxtx.org/pidm-tools-content/Unbundled-Parking-Costs>)

exclusive use of residents of the dwelling units and their guests. The council may require the provision of exposed parking spaces in addition to the required enclosed spaces as a condition to the issuance of a conditional use permit.

**(3) Planned Commercial District – 2 (PCD-2) (Grandview, area defined in the Grandview Development Framework)**

**Retail.** ~~Eight spaces for the first 1,000 square feet, plus six spaces for each 1,000 square feet of gross floor area in excess of the original 1,000 square feet, but not exceeding 15,000 square feet, plus five spaces for each 1,000 square feet in excess of 15,000 square feet.~~ **One (1) space per 250 square feet. Required spaces may be reduced by 10 percent for any parcel located within one quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**

**Multiresidential uses.** One fully enclosed parking space for each dwelling unit, except that dwelling units with a floor area in excess of 1,500 square feet must provide ~~1.50~~ **1.25** fully enclosed parking spaces per dwelling unit. Such parking spaces must be designed for the exclusive use of residents of the dwelling units and their guests. The council may require the provision of exposed parking spaces in addition to the required enclosed spaces as a condition to the issuance of a conditional use permit.

**Office.** One space per 300 square feet. Required spaces may be reduced by 10 percent for any parcel located within one quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.

**(4) Planned Commercial District – 3 (PCD-3) (Property zoned PCD-3 within the Greater Southdale area as defined in the Southdale District Plan)**

**Shopping centers (6+ businesses and at least 25,000 s.f.).** One space per ~~200~~ **300** square feet of gross floor area (including theaters and restaurants), plus one additional space for each ten seats in a restaurant, theater or other place of assembly. Atrium areas and mall areas, not used for retail sales purposes, shall be excluded from gross floor area calculations. **Required spaces may be reduced by 10 percent for any parcel located within one quarter of a mile of a transit stop. To qualify, the transit stop must be served by regular transit service on all days of the week and adequate pedestrian access must be available between the transit stop and the parcel.**

**Multiresidential uses.** One fully enclosed parking space for each dwelling unit, except that dwelling units with a floor area in excess of 1,500 square feet must provide ~~1.50~~ **1.25** fully enclosed parking spaces per dwelling unit. Such parking spaces must be designed for the exclusive use of residents of the dwelling units and their guests. The council may require the provision of exposed parking spaces in addition to the required enclosed spaces as a condition to the issuance of a conditional use permit.

**Commented [BT8]:** I would consider striking this, especially if you do not provide a reduction option for transit proximity. There are other ways for developers to maintain availability for residents in a shared facility. Requiring design/physical barriers to achieve this will prevent potential shared-parking efficiencies, which may become particularly important as mobility trends and car-ownership rates evolve and fluctuate.

**Commented [BT9]:** What is the intent of this?

**Commented [BT10]:** Consider options to reduce by 10% each, for: 1)transit proximity and 2) the unbundling the cost of residential parking. (<https://www.parkingtoolbox.org/ptdm-tools-content/Unbundled-Parking-Costs>)

**Commented [BT11]:** I would consider striking this, especially if you do not provide a reduction option for transit proximity. There are other ways for developers to maintain availability for residents in a shared facility. Requiring design/physical barriers to achieve this will prevent potential shared-parking efficiencies, which may become particularly important as mobility trends and car-ownership rates evolve and fluctuate.

**Commented [BT12]:** What is the intent of this?

**Commented [BT13]:** Consider options to reduce by 10% each, for: 1)transit proximity and 2) the unbundling the cost of residential parking. (<https://www.parkingtoolbox.org/ptdm-tools-content/Unbundled-Parking-Costs>)

**Commented [BT14]:** I would consider striking this, especially if you do not provide a reduction option for transit proximity. There are other ways for developers to maintain availability for residents in a shared facility. Requiring design/physical barriers to achieve this will prevent potential shared-parking efficiencies, which may become particularly important as mobility trends and car-ownership rates evolve and fluctuate.

**Commented [BT15]:** What is the intent of this?

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Added text – **XXXX**

### Section 3      Sec. 36-1324. Parking Space Reductions

Section 36-1324 is amended to add the following:

**Reductions.** The following off-street parking reductions may be utilized jointly or separately except as indicated otherwise:

- (1) ***RideCar-share Parking.*** A reduction of up to one space or five percent of the overall number of required parking spaces, whichever is greater, may be granted for any development that provides reserved parking for use by car-share vehicles. Parking for car-share vehicles may be provided in any required or non-required off-street parking space.
- (2) **Environmental Sustainability.** With the consent of the city planner or the planner's designee upon review of potential adverse impacts, a reduction of up to ten percent (10%) in parking requirements may be approved for parking areas composed of pervious pavement or where the reduced parking area is used for a low impact development storm water facility; and a reduction of up to twenty percent (20%) in parking requirements may be approved for clustered site design where the reduced parking area is used for tree retention or native landscaping.
- (3) A reduction of up to one nonresidential parking space may be granted for every 10 long-term bicycle parking spaces provided on-site. In order to qualify for this reduction, the long-term bicycle parking must:
  - (i) Be protected from weather and from access by unauthorized persons;
  - (ii) Consist of bike racks or lockers anchored so that they cannot be easily removed;
  - (iii) Allow both the bicycle frame and the wheels to be locked with the bicycle in an upright position using a standard U-lock;
  - (iv) Have minimum dimensions of two feet in width by six feet in length, with a minimum overhead vertical clearance of seven feet. Bicycle lockers are exempt from overhead clearance requirements referenced herein.

**Commented [BT16]:** Another approach to consider: A 10% reduction for providing at least:

- 1 covered, long-term bike space per 3 dwelling units; and
- 1 covered, long-term bike space per 5,000 SF of retail/services uses; and
- 1 conveniently located, short-term bike space per 5,000 SF of retail/services uses.

**Commented [BT17]:** Were bike parking requirements considered for the planned PCDs at all?

### Section 4      Sec. 36-1325. Additional Parking Regulations.

Section 36-1325 is amended to add the following:

- (1) ***Shared Parking.*** Shared off-street parking facilities are allowed to collectively provide parking in any district for more than one structure or use, subject to the following conditions:
  - (a) The applicant(s) must provide evidence that there is no substantial conflict in the principal operating hours of the buildings or uses for which the joint use of off-street parking facilities is proposed. For purposes of this subsection, no substantial conflict shall mean: (a) up to 75 percent of the required parking for

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Added text – XXXX



daytime use may be provided in the parking facilities of a nighttime or weekend use; or (b) up to 75 percent of the required parking for a nighttime or weekend use may be provided in the parking facilities of a daytime use. A parking plan shall address the hours, size and mode of operation of the respective uses. Within the Planned Commercial District, an applicant shall document proposed joint-use parking proposals through the use of the Urban Land Institute Shared Parking Model (ULI Shared Parking, Second Edition).

- (b) The minimum spaces required under a shared parking agreement shall be based on the number of spaces required for the use that requires the most parking.
- (c) Shared parking facilities shall be protected by an irrevocable legal agreement running with the land and recorded with the county in a form approved by the city attorney. A certified copy of the recorded document shall be provided to the city planner within 60 days after approval of the agreement by the city council.
- (d) To qualify, parking must be supplied within 300 feet of the main entrance to the parcel and adequate pedestrian access must be available between the principal structure and all parking spaces.

Commented [BT18]: Consider at least doubling this in PCDs.

(2) *Proof of parking measures.* An applicant may be eligible for a reduction in the required number of off-street parking spaces where the applicant can demonstrate there is lesser need for the required number of off-street parking spaces, and/or there is a space set aside for code complying off-site parking spaces to be constructed if a need is later indicated by the city issuing authority, provided:

- (a) Where the applicant is seeking a reduction in the total number of required constructed parking spaces, the lesser number of constructed spaces may be allowed, provided:
  - (i) The city would require a parking study conducted in accordance with accepted methodology approved by the city issuing authority, prepared by an independent traffic engineering professional under the supervision of the city and paid for by the applicant, demonstrating that there is not a present need for the portion of parking for which the applicant is requesting proof of parking flexibility.
  - (ii) Where a site plan is approved with proof of parking measures, a properly drawn legal instrument, memorializing the parking measures drafted and executed by the parties concerned, must be filed with the records for that property in the Registrar of Titles' or Recorder's office of the county with proof thereof presented to the issuing authority.
- (b) *Suitability of deferred spaces.* The applicant must not assign deferred parking spaces to areas required for landscaping, required buffer zones, setbacks, fire

lanes, drive aisles or areas that would otherwise be unsuitable for parking spaces because of the physical characteristics of the land or other requirements of this code.

(c) *Conversion of deferred spaces by applicant.* The applicant may at any time request that the issuing authority approve a revised site plan to allow conversion of deferred spaces to operable parking spaces.

(3) The placement of two (2) abutting off-street parking facilities with continuous street frontage shall not be permitted.

**Section 5.** This ordinance is effective immediately upon its passage.

First Reading:  
Second Reading:  
Published:

Attest

\_\_\_\_\_  
Sharon Allison, City Clerk

\_\_\_\_\_  
James B. Hovland, Mayor

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