

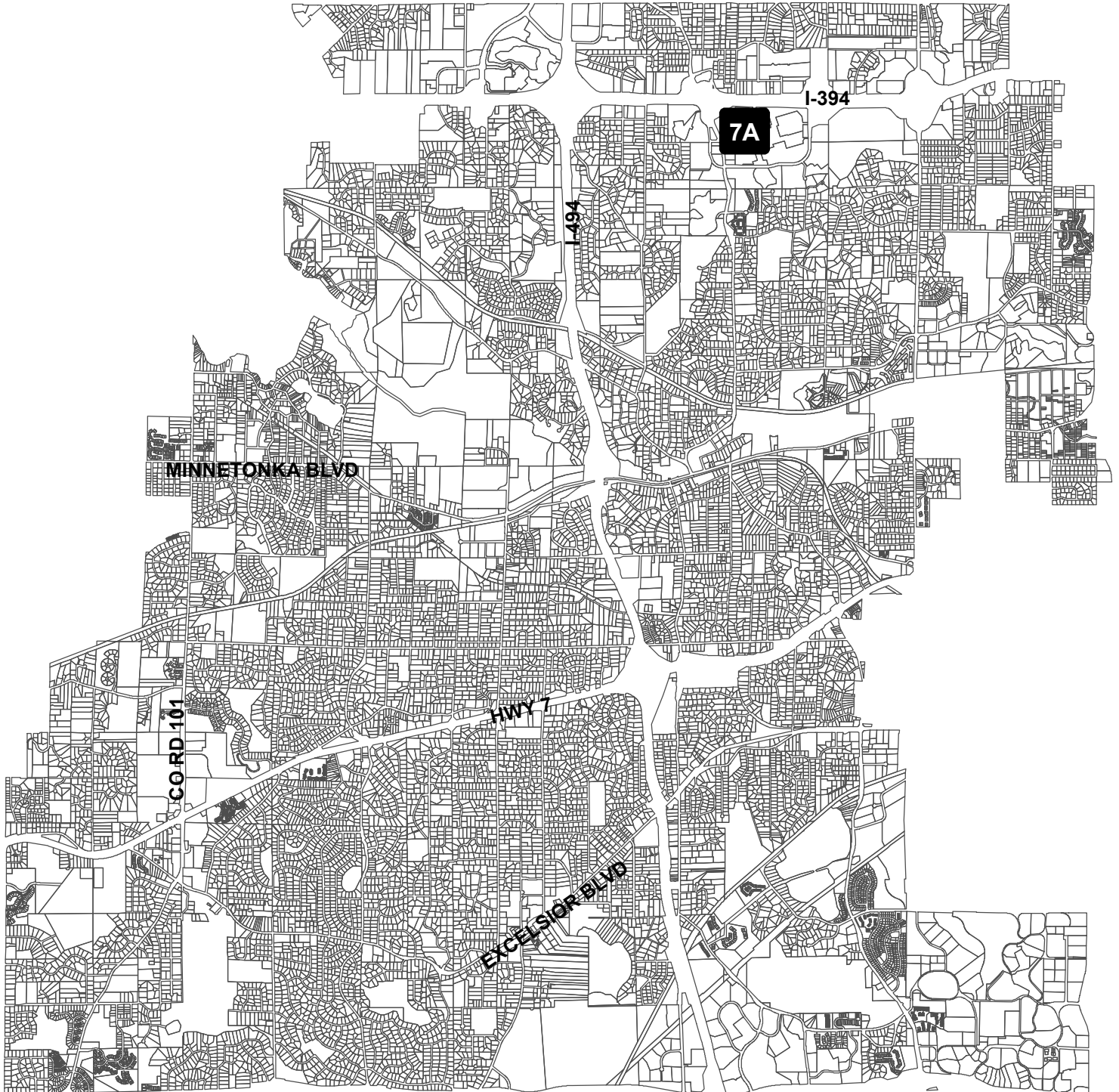


CITY OF
MINNETONKA

MINNETONKA PLANNING COMMISSION

Oct. 20, 2022

14600 Minnetonka Blvd. • Minnetonka, MN 55345
(952) 939-8200 • Fax (952) 939-8244
minnetonkamn.gov





**Planning Commission Agenda
Oct. 20, 2022
6:30 p.m.**

City Council Chambers – Minnetonka Community Center

1. Call to Order

2. Roll Call

3. Approval of Agenda

4. Approval of Minutes: Oct. 6, 2022

5. Report from Staff

6. Report from Planning Commission Members

7. Public Hearings: Consent Agenda

A. Conditional use permit for a restaurant with outdoor eating area at 12411 Wayzata Blvd.

Recommendation: Recommend the city council adopt the resolution approving the request (4 votes)

- Recommendation to City Council (Nov. 14, 2022)
- Project Planner: Bria Raines

8. Public Hearings: Non-Consent Agenda Items

A. Parking Ordinance

Recommendation: Discuss the draft ordinance (4 votes)

- Table action to Dec. 1, 2022
- Project Planner: Susan Thomas and Bria Raines

9. Adjournment

Planning Commission Agenda

Oct. 20, 2022

Page 2

Notices

1. Please call the planning division at (952) 939-8290 to confirm meeting dates as they are tentative and subject to change.
2. There following applications are tentatively schedule for the Nov. 3, 2022 agenda.

Project Description	Liester Residence, VAR
Project Location	14327 Glenridge Road
Assigned Staff	Ashley Cauley
Ward Councilmember	Brian Kirk, Ward 1

Project Description	Cross of Glory Church, CUP
Project Location	4600 Shady Oak Road
Assigned Staff	Susan Thomas
Ward Councilmember	Brian Kirk, Ward 1

Project Description	Solar Ordinance
Project Location	City-Wide
Assigned Staff	Drew Ingvalson
Ward Councilmember	City-Wide

**Unapproved
Minnetonka Planning Commission
Minutes**

Oct. 6, 2022

1. Call to Order

Chair Sewall called the meeting to order at 6:30 p.m.

2. Roll Call

Commissioners Henry, Powers, Waterman, Banks, Hanson, and Sewall were present. Maxwell was absent.

Staff members present: Community Development Director Julie Wischnack, City Planner Loren Gordon, Assistant City Planner Susan Thomas, Senior Planner Ashley Cauley and Planner Bria Raines.

3. Approval of Agenda

Henry moved, second by Hanson, to approve the agenda as submitted with an additional comment provided in the change memo dated Oct. 6, 2022.

Henry, Powers, Waterman, Banks, Hanson, and Sewall were present. Maxwell was absent. Motion carried.

4. Approval of Minutes: Sept. 1, 2022

Powers moved, second by Banks, to approve the Sept. 1, 2022, meeting minutes as submitted.

Henry, Powers, Waterman, Banks, Hanson, and Sewall were present. Maxwell was absent. Motion carried.

5. Report from Staff

Gordon briefed the commission on land use applications considered by the city council at its meeting on Oct. 3, 2022:

- Introduced an amendment to the parking ordinance.

The annual fire department and city open house is scheduled to take place on Oct. 11, 2022, from 5 p.m. to 8 p.m.

The next planning commission meeting is scheduled to be held on Oct. 20, 2022.

6. Report from Planning Commission Members

Powers encouraged everyone to vote.

7. Public Hearings: Consent Agenda

No item was removed from the consent agenda for discussion or separate action.

Banks moved, second by Waterman, to approve the item listed on the consent agenda as recommended in the staff report as follows:

A. Resolution rescinding the existing Westwind Plaza sign plan.

Adopt the resolution rescinding the Westwind Plaza sign plan as it pertains to the buildings at 4795 County Road 101.

Henry, Powers, Waterman, Banks, Hanson, and Sewall were present. Maxwell was absent. The motion was carried, and the item on the consent agenda was approved as submitted.

8. Public Hearings

A. Conditional use permit for a detached accessory dwelling unit at 3274 and 3305 Fairchild Ave.

Chair Sewall introduced the proposal and called for the staff report.

Raines reported. She recommended approval of the application based on the findings and subject to the conditions listed in the staff report.

Nick Culotti, 3305 Fairchild Avenue, applicant, thanked staff and commissioners for their time. He stated that the lot he recently purchased was intended to be a residential lot when it was platted. An accessory structure much larger than the accessory dwelling unit in the proposal could be built on the property without the approval of a conditional use permit.

The public hearing was opened. No testimony was submitted, and the hearing was closed.

Waterman supports the proposal. This is a very creative solution. Staff received no comments from neighbors in opposition to the proposal. He appreciates the height of the structure being lowered to benefit the neighbor north of the site.

Powers concurs with Waterman.

Henry agreed. The proposal meets all conditional use permit requirements. There is no opposition from the neighbors. The structure is small. He applauds the ability of a family to live close by. He supports the proposal.

Chair Sewall found the proposal modest and reasonable. He supports the staff's recommendation.

Powers moved, second by Waterman, to recommend that the city council adopt the resolution approving a conditional use permit for a detached accessory dwelling unit at 3274 Fairchild Avenue.

Henry, Powers, Waterman, Banks, Hanson, and Sewall were present. Maxwell was absent. Motion carried.

Chair Sewall stated that this item is scheduled to be reviewed by the city council at its meeting on Oct. 24, 2022.

B. Preliminary and final plats of Dunibar Court, a five-lot subdivision, at 17809 Ridgewood Road.

Chair Sewall introduced the proposal and called for the staff report.

Cauley reported. She recommended approval of the application based on the findings and subject to the conditions listed in the staff report.

In response to Henry's question, Cauley explained that the looping of the watermain would provide better water pressure and have easier access to perform pipe maintenance and repairs.

Henry asked if the staff has concerns with a new residential house having a driveway on Ridgewood Road. Cauley stated that the engineering staff does not have a concern with the location of the proposed driveway. There are existing single-family residences that have driveway access to Ridgewood Road.

Henry confirmed with Cauley that the cul-de-sac would meet code requirements. The plan shows the proposed right-of-way to be the adequate width. A condition of approval would require the paved surface to be increased by five feet. Public works staff reviewed snow storage availability and approved the proposal.

Eric Zehnder, of Zehnder Homes, Inc., applicant, stated that:

- He apologized for not being able to attend the meeting in person.
- He thanked Cauley and the staff for their work on the staff report. Cauley did a great job presenting the proposal.
- The proposed development is a conforming R-1 plat. It took great care to meet all ordinance requirements, including the tree and steep-slope ordinances.
- Access would be located on Dunibar Ridge Road. The project was originally intended to have six lots, but the proposal has four lots to conform to the requirements for an R-1 plat.
- There are 16 townhouses located on another road which would not be a safer alternative for access.

- A plan that would extend a road from the existing cul-de-sac to the east would violate the steep-slope ordinance and impact more trees on the site's property and the adjoining property.
- Construction equipment would primarily utilize Ridgewood Road, but that would not be entirely feasible at all times.
- He was available for questions.

Banks asked how long a project like this would typically take. Mr. Zehnder estimated that site grading and tree removal would take place this fall. Installation of utilities may be able to be done this fall, depending on the weather. The curb, gutter, and paving would occur next spring. It is hard to predict what the market is going to do, but it is a desirable location with great schools. Each house would take approximately nine months to be constructed.

In response to Henry's question, Mr. Zehnder stated that feedback was gathered from neighbors at the neighborhood meeting. A lot of the discussion focused on the road access location. It was made clear that accessing Ridgewood Road was not an option, and connecting to the cul-de-sac to the east would create the same safety concerns as Dunibar Ridge Road.

Mr. Zehnder stated that neighbors expressed parking concerns. The proposal would add more area for parking.

The public hearing was opened.

Megan Rogers, an attorney with Larkin Hoffman representing the Dunibar Ridge Neighborhood Association, stated that:

- The neighbors will share their practical experiences from living in the neighborhood.
- The neighbors are not opposed to the development of the site.
- It is a difficult site to develop.
- Neighbors are concerned with the layout of the second cul-de-sac.
- A previously reviewed concept plan would alleviate many concerns neighbors have about the proposed plan.
- The neighbors' main concern is how the cul-de-sac would function.
- Four additional residential houses would create a complicated traffic pattern.
- The proposal does not meet the city's street design standards.
- She was available for questions after the neighbors spoke.

Christine Nagalla, 4502 Dunibar Ridge, stated that:

- She described a concept plan reviewed in 1999.
- Her concern is about safety. Deliveries occur more often.

- Her cul-de-sac is 77 feet in diameter. Snow decreases the diameter by six feet.
- She is not opposed to development.
- She described the current neighborhood. She backs her vehicle into the cul-de-sac.
- She questioned if drivers would stop at a stop sign and questioned if a yield sign would make sense.
- There is a curve entering the existing cul-de-sac. There would be an awkward turn to enter the proposed cul-de-sac. She thought delivery drivers would not follow the curve.
- The proposed cul-de-sac would be smaller than the existing cul-de-sac.
- She was concerned that deliveries would not be able to enter the new cul-de-sac and that the existing cul-de-sac would become an intersection.
- The 1999 concept plan would have room for snow storage. She questioned where the proposed cul-de-sac's snow would be stored with four houses, a fire hydrant, and traffic. She did not think it would be realistic to store snow on the island as proposed. It would create a blind spot where a vehicle would turn.

Karen Evenson, 4478 Dunibar Ridge Road, stated that:

- She thanked staff and commissioners for their time.
- Her kids played in the cul-de-sac.
- Adding a street to the cul-de-sac would restrict the ability to use it for anything other than a thoroughfare.
- Parking has always posed challenges due to the turning radius limitations caused by a curved street.
- Adding another street would cause the existing cul-de-sac to lose four to six parking spaces.
- There are many deliveries every day.
- Another street would increase congestion and disrupt the traffic flow pattern.
- The wetlands are dry.
- The proposal would fail to protect the safety and change the usability of the existing cul-de-sac.
- She opposed access through Dunibar Ridge Road.

Joel Rochlin, 4445 Dunibar Ridge Road, stated that:

- He was concerned with the plan for the maintenance access and asked what that would look like.
- The proposal would negatively impact his property value.
- Two of the trees marked to be saved are nearly dead. Tree 351 has a woodpecker hole. He looked at six trees and is concerned with the accuracy of the tree inventory.
- He thanked the commissioners for their time.

Ms. Nagalla stated:

- She would prefer the road access be located on Ridgewood Road instead of Dunibar Ridge Road. This plan would keep the same number of proposed houses.
- She is open to talking about alternatives.
- She understood that it is a tricky site. She did not want to get in the way of development.

No additional testimony was submitted, and the hearing was closed.

Henry appreciated the presentations and concerns. He asked if the staff reviewed the plan presented by neighbors. Cauley explained that the neighbors' plan was discussed at the neighborhood meeting. It would require roughly 11,000 square feet of wetland fill and twice as much mitigation. One of the houses would be located in the wetland and the wetland buffer. It would level out a majority of the topography and extend through two steep slope areas. Unfortunately, the impact of the neighbors' plan on natural resources would be too great. Staff would not support the approval of the neighbors' plan.

In response to Henry's question, Cauley answered that if the cul-de-sac location was moved further to the north, as shown in the 1999 concept plan, a large cluster of trees would have to be removed; it could preclude utility access, and it would create grade implications that would not be identified until a formal application would be submitted with more detailed plans.

Hanson thanked the neighbors for their thoughtful comments. In response to his question, Cauley noted that the curb-to-curb diameter of the paved area of the proposed cul-de-sac is 75 feet, but there is a condition of approval that requires it to be extended to 80 feet. That condition has been used for other proposals. The right-of-way diameter of the cul-de-sac shown in the plan would meet the ordinance.

In response to Hanson's question, Cauley explained that the maintenance of the stormwater chamber would be done on an annual basis. The maintenance access is a condition of approval. The area may have vegetation if it is able to sustain a specified weight. The maintenance access area does not have to be paved.

Hanson confirmed with Cauley that engineering and fire department staff reviewed the plans to ensure that emergency vehicles, school buses, and garbage trucks would be able to access the cul-de-sac and reviewed sight lines, snow storage, street design, and hydrant and utility locations. Neighbors could contact city staff, who would then visit the site and enforce conditions of approval if snow storage became an issue.

In response to Waterman's question, Cauley answered that aerial maps show that the existing cul-de-sac diameter is 80 feet. She could measure the cul-de-sac in person prior to the city council meeting.

In response to Waterman's question, Cauley explained that dead and diseased trees are usually exempt from tree inventories. The city arborist could clarify the tree inventory before the city council meeting.

Banks stated that the lots are nice sizes. He asked if an area between lots three and four could be used for parking and snow. Cauley noted that there is a hydrant and many trees located in that area.

Powers confirmed with Cauley that the maintenance road could be vegetative or paved. Cauley explained that it would be determined during the review of the site development permit.

Henry confirmed with Cauley that public works staff reviewed the proposal and found that it would have adequate snow storage.

Powers stated that:

- He visited the site and spoke to the neighbors.
- He felt that the practical difficulties of the proposal would create hardships for the existing property owners.
- He felt snow storage would create a safety issue.
- He did not like the layout of a cul-de-sac connected to a cul-de-sac. He did not like vehicles traveling from one cul-de-sac into another cul-de-sac.
- He did not support the proposal as it was designed.

Banks stated that:

- The proposal meets all ordinance requirements.
- Four new, single-family residences would not add significantly to the amount of traffic or the number of safety hazards that already occur in the existing cul-de-sac.
- Over time, residents would establish habits to determine which vehicle would exit a driveway first and which would yield the right-of-way.
- The lots would be substantially large. The size of the lots, landscape, wetlands, size of houses, design, and appearance would be consistent with the area.
- He did not see a compelling reason to deny the proposal.
- He supports the staff's recommendation.

Henry stated:

- He saw both sides.
- He likes the proposal, which uses a minimal amount of fill and impact to the steep slopes.
- He appreciates the neighbors expressing their concerns.
- The proposal is as thoughtful as it can be.

- The bulb on bulb could cause a bottleneck difficulty for delivery drivers.
- He would like some changes, but he did not know what those would be.
- He leaned toward not supporting approval of the proposal due to access and safety issues.

Waterman stated that:

- He visited the site and saw the beautiful properties.
- He wrestled with his decision.
- The proposal meets zoning, setback, tree, and steep slope requirements.
- He understood the impact of construction on neighbors.
- The 1999 concept plan created environmental problems.
- He is going to recommend that the city council approve the proposal.
- He wished there would be an alternative that would not require as much site adjustment.
- He understood the inconvenience of snow storage and concern for kids playing in a cul-de-sac.
- Once the four single-family residences were completed, the area would not be all that different and would result in a positive to have four new, expensive, large, single-family residences.

Hanson stated:

- He does not love the development, but he will support the staff's recommendation.
- Lot one feels weird to him. He would have the street go through lot two.
- The way people live and work has changed. People are working from home more often and not driving to work as often. Commuter traffic is replaced by delivery drivers.
- Commissioners are tasked with being forward-thinking. Thirty-five years from now, the residents who live in the existing houses will have figured out how to store snow and interact when backing out of driveways.
- The variety and expertise of city staff that review the proposal are capable and thorough.
- Traffic safety can always be addressed and improvements made if a problem is identified.
- He supports the staff's recommendation.

Powers opposed the proposal.

Chair Sewall stated:

- The city council will make the final decision.
- He understood that, as a neighbor, he would not want an additional four houses and an increase in traffic.

- Locating the road on the right side would have a much greater impact on natural resources. That is why the proposal is the way it is. The proposal is the best option.
- Snow is a difficulty now, and that will not change.
- He saw caution would be needed, but he did not see that an unsafe situation would be created. He teaches his children to stay on the sides of the street that his house is located on.
- He appreciates the neighbors' feedback and presentation.
- He supports the staff's recommendation.

Waterman moved, second by Hanson, to recommend that the city council adopt the resolution approving the preliminary and final plats of Dunibar Court, a five-lot subdivision, at 17809 Ridgewood Road.

Waterman, Banks, Hanson, and Sewall were present. Henry and Powers voted no. Maxwell was absent. Motion carried.

Chair Sewall stated that an appeal of the planning commission's decision must be made in writing to the planning division within ten days.

9. Adjournment

Banks moved, second by Henry, to adjourn the meeting at 9 p.m. Motion carried unanimously.

By: _____
Lois T. Mason
Planning Secretary

Minnetonka Planning Commission Meeting

Agenda Item 7

Public Hearing: Consent Agenda

MINNETONKA PLANNING COMMISSION
Oct. 20, 2022

Brief Description	Conditional use permit for a restaurant with an outdoor eating area at 12411 Wayzata Blvd
Recommendation	Recommend the city council adopt the resolutions approving the proposal.

Introduction

Macy's Retail Holdings, Inc., is proposing a new restaurant, The Social Kitchen & Libations, to occupy the restaurant area formerly occupied by Lakeshore Grill. The space is within the Ridgedale Macy's store at 12411 Wayzata Blvd. The proposal includes minor interior updates to the existing space. The proposal requires a conditional use permit.

Proposal Summary

The following is intended to summarize the applicant's proposal. Additional information associated with the proposal can be found in the "Supporting Information" section of this report.

- **Existing Site Conditions.**

The subject property is located in the Ridgedale Mall, south of Interstate 394 and east of Plymouth Road. The restaurant was previously Lakeshore Grill, previously operated from this space. However, the conditional use permit expired for the site after the use was discontinued for one year. Therefore, a new conditional use permit is required.

- **Proposed Use.**

As currently proposed, The Social Kitchen & Libations would be open Monday thru Thursday from 11:00 a.m. to 9:00 p.m. and Friday thru Sunday from 10:00 a.m. to 10:00 p.m. The restaurant would offer a variety of salads, sandwiches, pizzas, breakfast foods, bakery items, and a full bar at a later time.

At this time, the proposal does not include a liquor license request. However, the applicant has expressed that an intoxicating liquor license application will be submitted soon. As the goal of the applicant is for a restaurant with a full bar, this report will review the restaurant to the standards of a restaurant with intoxicating liquor.

Primary Questions and Analysis

A land use proposal is comprised of many details. In evaluating a proposal, staff first reviews these details and then aggregates them into a few primary questions or issues. The following outlines both the primary questions associated with the proposed restaurant and the staff's findings.

- **Is the proposed restaurant use appropriate?**

Yes. The master development plan for the mall, and the larger vision outlined in the city's Ridgedale village center study, have always anticipated adding additional restaurants to the mall property. The restaurants increase the vitality of the mall as a regional attraction and continue the adaptation and reinvestment in Ridgedale Center.

- **Are the proposed changes reasonable?**

Yes. The proposed changes would primarily be within the restaurant site. The minor changes would include new paint, signage, and rearranging the restaurant furniture. The only proposed exterior improvement is a new wall sign. The wall sign will require a sign permit. There are no proposed changes to the site.

- **Can anticipated parking demands be accommodated?**

Yes. The existing site held the Lakeshore Grill, which experienced no parking issues during the approximately 20 years of occupancy; since 2003. Prior to the Lakeshore Grill, the Boundary Water's Café occupied the space. Staff does not anticipate any parking issues, as none have been experienced in the last 20 years.

- **Can future nuisance issues be addressed?**

Yes. Staff recognizes that a public gathering space, like a restaurant, could generate noise and garbage of a different sort and level than other commercial uses like retail stores or gas stations. However, the city has mechanisms in place to address issues associated with restaurants and outdoor eating areas:

1. The city's noise ordinance essentially establishes community "quiet hours" from 10:00 p.m. to 7:00 a.m.
2. The city's waste collection and disposal ordinance regulates the storage and disposal of garbage on commercial properties.
3. As a condition of any conditional use permit, the city council may reasonably add or revise conditions to address any future unforeseen problems. In other words, if nuisance violations occur with frequency or regularity, the city may bring the conditional use permit back before the city council, and additional conditions may be applied, or the permit may be revoked.

Summary Comments

The vacant space has previously been occupied as a sit-down restaurant for over 20 years. The staff has no concerns about inadequate parking, as no complaints have been expressed about the previous restaurant uses in this location. Staff supports the applicant's request to restore the vacant sit-down restaurant space a Ridgedale Mall.

Staff Recommendation

Recommend the city council adopt the resolution approving a conditional use permit with an outdoor eating area at 12411 Wayzata Blvd.

Originator: Bria Raines, Planner

Through: Loren Gordon, AICP, City Planner

Supporting Information

Surrounding Land Uses

Northerly: Interstate 394; PID - Planned I-394 Development
Easterly: Crane Lake; PID - Planned I-394 Development
Southerly: Ridgedale Mall, PID - Planned I-394 Development
Westerly: Bon Adventure, PID - Planned I-394 Development

Planning

Guide Plan designation: Mixed Use
Existing Zoning: PID, Planned I-394 Development

Signage

The plans include new exterior signage. The signage is allowed by the Ridgedale sign plan. The sign permit can be reviewed administratively after a CUP is approved.

CUP Standards

The proposal would meet the general conditional use permit standards outlined in City Code §300.31 Subd. 4(b)(2):

1. The use is in the best interest of the city;
2. The use is compatible with other nearby uses; and
3. The use is consistent with other requirements of this ordinance.

The proposal would also meet the specific conditional use permit standards as outlined in City Code §300.31, Subd. 4(0) for restaurants:

1. Must be in retail multiple-tenant centers only and conform to the architecture of a specific center.

Finding: The restaurant would be located in a multiple-tenant shopping center. Architectural modifications are not proposed for the existing restaurant site.

2. Will not be permitted when traffic studies indicate significant impacts on the levels of service as defined by the Institute of Traffic Engineers on the roadway system;

Finding: The proposed restaurant would not impact the level of service on surrounding public roadways. The proposed restaurant would generate similar traffic to the previous restaurant, which occupied the tenant space.

3. Outdoor seating areas will be approved only subject to the following:
 - a) Must be located in a controlled or cordoned area with at least one opening to an acceptable pedestrian walk. When a liquor license is involved, an enclosure is required, and the enclosure

shall not be interrupted; access must be only through the principal building;

Finding: The outdoor patio would be located within an existing patio. It must be fully enclosed in order to meet liquor license requirements. This has been added as a condition of approval.

- b) Must be set back at least 200 feet and screened from any adjacent property designated in the comprehensive plan for residential use;

Finding: The site is not located adjacent to, or within 200 feet of, any properties designated for residential use.

- c) Must be located and designed so as not to interfere with pedestrian and vehicular circulation;

Finding: The patio would be located within an existing patio area. It is located in an area that would not obstruct vehicular or pedestrian circulation.

- d) Must be located next to an entrance to the main use;

Finding: The entrance to the patio is provided through the restaurant building.

- e) Must be equipped with refuse containers and periodically patrolled for litter pick-up;

Finding: This has been added as a condition of approval.

- f) Must not have speakers or audio equipment that is audible from adjacent residential parcels; and

Finding: The site is not adjacent to residential properties.

- g) Must meet building setback requirements.

Finding: The patio meets all setback requirements.

- 4. Drive-up windows and related stacking spaces will be approved only subject to the following:

- a) Public address systems must not be audible from any residential parcel; and
- b) Stacking for a minimum of six cars per aisle must be provided, subject to applicable parking lot setbacks.

- c) Must be set back at least 100 feet and screened from any adjacent property designated in the comprehensive plan for residential use.

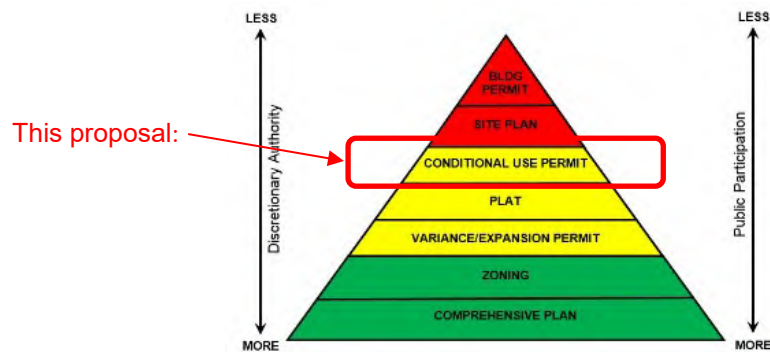
Finding: The restaurant would not have a drive-up window.

Liquor License

A liquor license application has not been received as of the writing of this report. As part of The Social Kitchen & Libations proposal, the owner will be requesting a full liquor license.

The city council has the authority to approve or deny liquor licenses; such licenses are not the purview of the planning commission. The project will not return to the planning commission when the liquor license request has been received.

Pyramid of Discretion



Motion Options

The planning commission has three options:

1. Concur with the staff recommendation. In this case, a motion should be made recommending the city council adopt the resolution approving the request.
2. Disagree with staff's recommendation. In this case, a motion should be made recommending the city council deny the requests. This motion must include a statement as to why denial is recommended.
3. Table the requests. In this case, a motion should be made to table the item. The motion should include a statement as to why the request is being tabled with direction to staff, the applicant, or both.

Neighborhood Comments

The city sent notices to 138 property owners. At the time of publication of this report, the city has received no written comments.

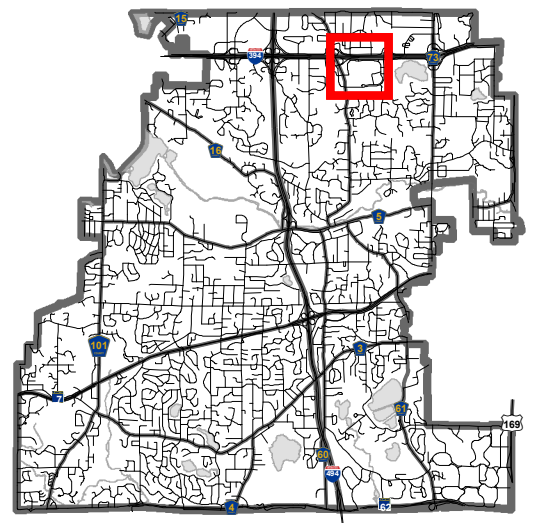
Deadline for Action

Jan. 14, 2023



Location Map

Project: The Social Kitchen
Address: 12411 Wayzata Blvd





The existing property is a full-service restaurant, opened in 2014 that was in operation until 2020.

The restaurant was fully designed and permitted to meet all building and ADA codes and standards.

The intended use is to re-open as a fast casual restaurant utilizing all existing kitchen and bar equipment and placement.

The operations of the new entity will be similar in operations and function as the prior restaurant, with hours of operations from 11 a.m. – 9 p.m. on weekdays and 10 a.m. – 10 p.m. on weekends, that parallel the attached mall businesses.

For reopen of the restaurant, the space will undergo minor cosmetic changes, such as paint and signage.

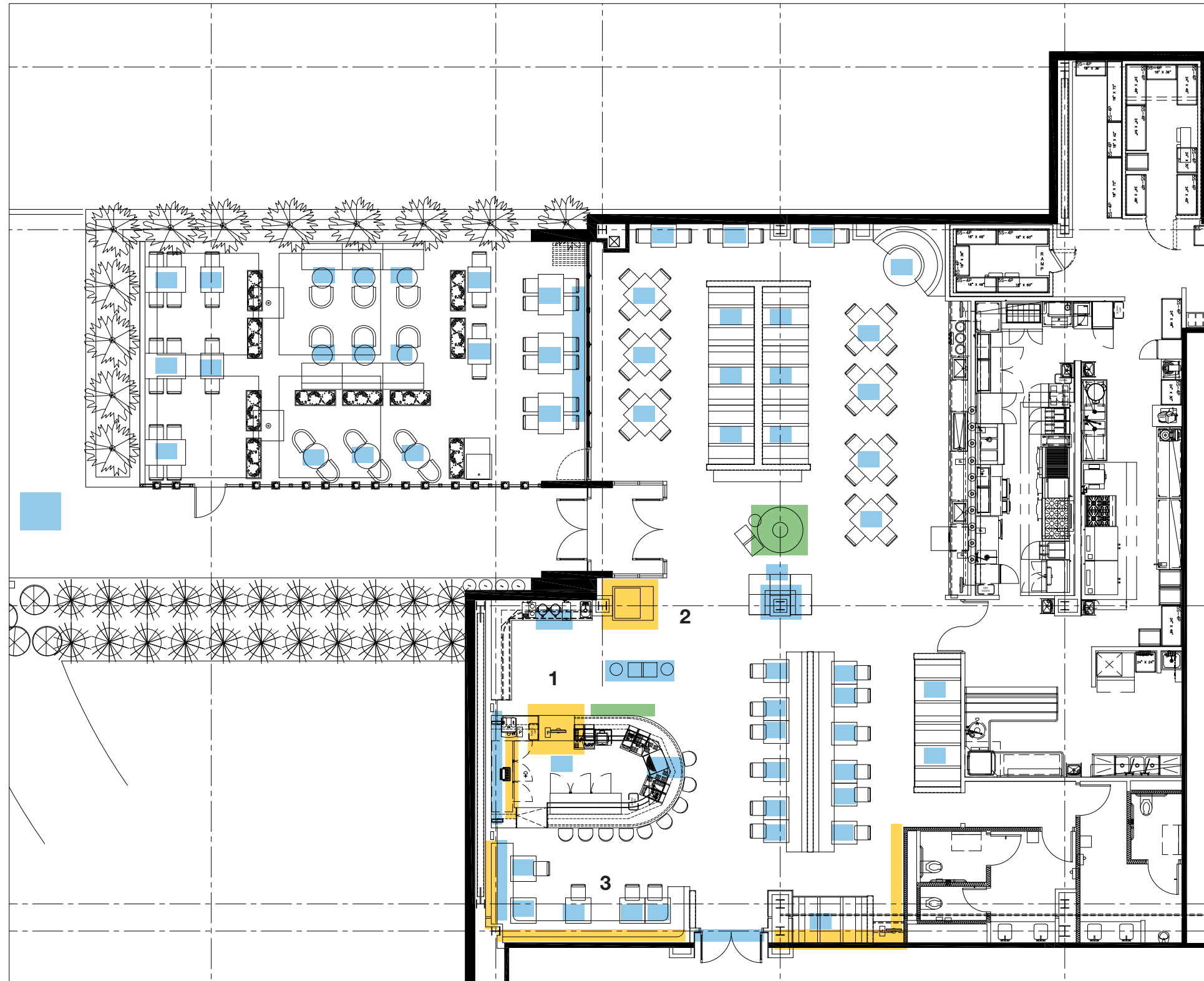
Updated Plan

Construction Areas

1. Remove Stainless Rack at bar, Install lower counter, match counter material
2. Install Coke Freestyle on a new built cabinet to match others
3. Paint indicated walls white

Graphics, Decor and Signage Areas

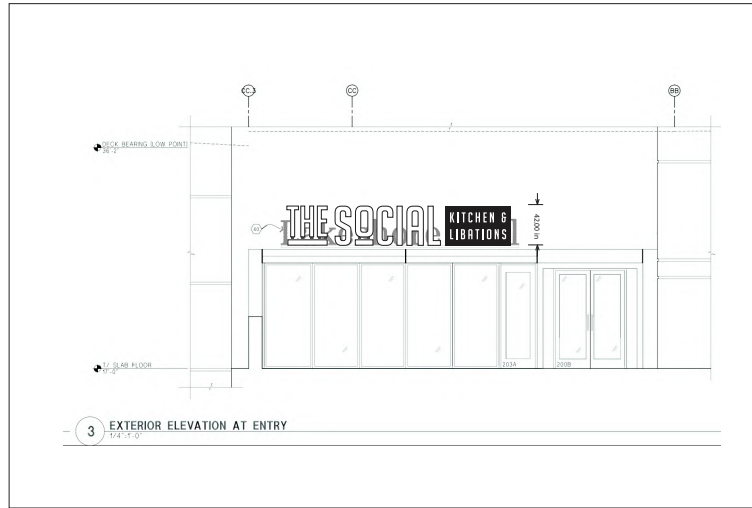
- Table Numbers
- Sidewalk Sign
- Exterior Sign
- Interior Sign
- Column Graphic
- Menu Board
- Paper Menu
- Art for old Monitor Wall
- Chandelier Plaque
- "Order Here" Sign
- Queue Line Fixtures
- Counter Display



Moving Areas

- Move round table to new location shown
- Remove Bar Stools as shown

1 // Exterior Logo Sign Option B // CHANNEL Mount



Paint background wall and North wall dark gray SW 7674 (by Macy's)

SW 7674
Peppercorn
Interior / Exterior
Location Number: 236-C7



- 42 inches tall
- White face, black returns
- Internally illuminated sign
- Individual letters sit on current armature
- Tagline is in white acrylic push-through metal and is internally illuminated
- Sign sits on remaining bar from old logo

The sign permit is reviewed administratively.



The New Menu

To Share

Popover Basket
Tomato Mozzarella
with Pesto flatbread
Avocado Toast
Guacamole and Chips
Buttermilk Chicken Tenders
Flatbread Roasted Harvest
Rotisserie Chicken

Soups

Chicken chili
Wild Rice
Soup of the Day
Soup and salad combo

Salads

Mandarin Chicken
Buttermilk Fried
Chicken Salad
Roasted Harvest Salad
Herald Caesar
Marketplace Sampler
Bison Burger Cobb Salad

Sandwiches

Cobblestone Turkey
New Chicken Sandwich with
Rotisserie Chicken
Chicken Caesar Wrap
Burger
Walleye Tacos

Favorites While they Last

Quiche of the Day
Chicken Pot Pie
Meatloaf
Walleye
Rotisserie Chicken Dinner

Family style

Chicken Pot Pie
Meatloaf
Rotisserie Chicken
Deli Salads by the
1/2 Pound or Pound

NA Beverages

Housemade Lemonade
Freestyle Fountain
Iced Teas
Espresso Drinks

Resolution No. 2022-

Resolution approving a conditional use permit for The Social Kitchen & Libations, a restaurant with an outdoor eating area at 12411 Wayzata Boulevard

Be it resolved by the City Council of the City of Minnetonka, Minnesota, as follows:

Section 1. Background.

1.01 Macy's Retail Holdings, Inc., is proposing a new restaurant, The Social Kitchen & Libations, to occupy the restaurant area, formerly Lakeshore Grill, within the Ridgedale Macy's store at 12411 Wayzata Blvd. The proposal includes minor interior updates to the existing space. The proposal requires a conditional use permit.

1.02 The property is located at 12411 Wayzata Boulevard. It is legally described as follows:

Tract C, Registered Land Survey No. 1826, Hennepin County, Minnesota.

Torrens Certificate No. 1510790

1.03 On Oct. 20, 2022, the planning commission held a hearing on the conditional use permit request. The applicant was provided the opportunity to present information to the commission. The commission considered all of the comments and the staff report, which are incorporated by reference into this resolution. The planning commission recommended that the city council approve the conditional use permit.

Section 2. Standards.

2.01 City Code §300.31 Subd. 4(b)(2) outlines that a conditional use permit will be issued only if the city finds that the specific standards of the ordinance are met, the use is in the best interest of the city, the use is compatible with other nearby uses, and the use is consistent with other requirements of this ordinance.

2.02 City Code §300.31, Subd. 4(b)(2)(o) outlines the following specific standards that must be met for granting a conditional use permit for such facilities:

1. Must be in retail multiple-tenant centers only and conform to the architecture of a specific center;
2. Will not be permitted when traffic studies indicate significant impacts on the levels of service as defined by the Institute of Traffic Engineers on the roadway system;
3. Outdoor seating areas will be approved only subject to the following:
 - a) Must be located in a controlled or cordoned area with at least one opening to an acceptable pedestrian walk. When a liquor license is involved, an enclosure is required, and the enclosure shall not be interrupted; access must be only through the principal building;
 - b) Must be set back at least 200 feet and screened from any adjacent property designated in the comprehensive plan for residential use;
 - c) Must be located and designed so as not to interfere with pedestrian and vehicular circulation;
 - d) Must be located next to an entrance to the main use;
 - e) Must be equipped with refuse containers and periodically patrolled for litter pick-up;
 - f) Must not have speakers or audio equipment that is audible from adjacent residential parcels; and
 - g) Must meet building setback requirements.
4. Drive-up windows and related stacking spaces will be approved only subject to the following:
 - a) Public address systems must not be audible from any residential parcel; and
 - b) Stacking for a minimum of six cars per aisle must be provided, subject to applicable parking lot setbacks.
 - c) Must be set back at least 100 feet and screened from any adjacent property designated in the comprehensive plan for residential use.

Section 3. Findings.

- 3.01 The proposal meets the general conditional use permit standards outlined in City Code §300.31 Subd. 4(b)(2).

- 3.02 The proposal meets the specific conditional use permit standards outlined in City Code 300.31, Subd. 4(b)(2)(o):
1. The restaurant would be located in a multiple-tenant shopping center. Architectural modifications are not proposed for the existing restaurant site.
 2. The proposed restaurant would not impact the level of service on surrounding public roadways. The proposed restaurant would generate similar traffic to the previous restaurant, which occupied the tenant space.
 3. The outdoor seating areas will be approved only subject to the following;
 - a) The outdoor patio would be located within an existing patio. It must be fully enclosed in order to meet liquor license requirements. This has been added as a condition of approval.
 - b) The site is not located adjacent to, or within 200 feet of, any properties designated for residential use.
 - c) The patio would be located within an existing patio area. It is located in an area that would not obstruct vehicular or pedestrian circulation.
 - d) The entrance to the patio is provided through the restaurant building.
 - e) As a condition of this resolution, the patio must be equipped with refuse containers and periodically patrolled for litter pick-up;
 - f) The site is not adjacent to residential properties.
 - g) The patio meets all setback requirements.
 4. The restaurant would not have a drive-up window.

Section 4. City Council Action.

- 4.01 The above-described conditional use permit is approved, subject to the following conditions:
1. Subject to staff approval, the property must be developed and maintained in substantial conformance with the plans submitted on Aug. 8, 2022, and the revised narrative and menu submitted on Sept. 15, 2022.
 2. This resolution must be recorded with Hennepin County before the issuance of a building permit.

3. An enclosure is required around the perimeter of the outdoor patio. The existing enclosure must not be interrupted, and access must be only through the principal building.
4. The outdoor patio cannot interfere with the sidewalk around the perimeter of the outdoor patio.
5. The outdoor dining area must be equipped with refuse containers and be periodically patrolled for litter pick-up.
6. Install measures identified as the stormwater pollution prevention plan (SWPPP) for staff inspection. These items must be maintained throughout the course of construction.
7. The city council may reasonably add or revise conditions to address any future unforeseen problems.
8. Any change to the approved use resulting in a significant increase in a significant change in character would require a revised conditional use permit.

Adopted by the City Council of the City of Minnetonka, Minnesota, on Nov. 14, 2022.

Brad Wiersum, Mayor

Attest:

Becky Koosman, City Clerk

Action on this resolution:

Motion for adoption:
Seconded by:
Voted in favor of:
Voted against:
Abstained:
Absent:
Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a meeting held on Nov. 14, 2022.

Becky Koosman, City Clerk

Minnetonka Planning Commission Meeting

Agenda Item 8

Public Hearing: Non-Consent Agenda

MINNETONKA PLANNING COMMISSION
Oct. 20, 2022

Brief Description Ordinance regarding parking regulations

Recommendation Discuss the draft ordinance.

Existing Ordinance: Trends and Assumptions

The existing parking ordinance was adopted in 1986; it reflects the national suburban development trends of that time. In the opinion of current staff, the ordinance is based on two – now faulty – assumptions:

- **Assumption #1.** Parking requirements determine parking availability. In other words, if a property meets the ordinance, a parking spot will always be available for a parking user.

This assumption is faulty because parking demand can fluctuate based on a variety of factors outside of city control, including:

- ✓ Business practices – teleworking or no teleworking;
- ✓ Consumer decisions – going into a “brick and mortar” store or shopping online;
- ✓ Restaurant popularity – new restaurant openings and nationwide food fads; and
- ✓ Households – the number of automobiles per household and changes as households age.

- **Assumption #2.** Developers, building owners, and business owners will not provide adequate parking unless required to do so by the city.

This assumption is faulty because, to be successful, these groups must provide sufficient parking to accommodate their residents and clients. Additionally, private financing is often dependent on the amount of parking provided.

As evidenced by the number of parking variances applied for and granted in recent years, the existing ordinance and its underlying assumptions do not reflect average parking demand or community goals.

Proposed Ordinance: Findings and Goals

Staff is proposing to repeal and replace the existing parking ordinance. Rather than assumptions, the proposed ordinance is focused on two goals.

- **Goal #1.** Ensuring that the average parking demand associated with new and existing land uses can be reasonably met.
- **Goal #2.** Providing flexibility in parking regulations in support of city goals related to community aesthetics, environmental protection, and economic sustainability.

Proposed Ordinance Summary

The proposed ordinance is divided into five sections, which are generally outlined below.

1. Findings, Purpose, and Administration. This section recognizes the previous faulty assumptions and grounds the ordinance in several findings, including:
 - Parking requirements can significantly influence land use density and design and, in doing so, influence the overall aesthetic of a community.
 - Parking requirements and resulting parking availability can influence the decisions of property owners, business owners, developers, and consumers.
 - Parking requirements can result in increased impervious surfaces and stormwater runoff while reducing groundwater recharge and areas for vegetation and other pervious site amenities.

This section also outlines goals #1 and #2 above.

2. Definitions. This section defines words used throughout the ordinance. Substantive changes from the existing ordinance include:
 - Household. The existing ordinance includes the phrases single-family and multi-family. By the United States Census Bureau definition, a family is “a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together.” This definition does not capture situations in which just one person resides in a dwelling or where those residing together are not related by birth, marriage, or adoption. Conversely, by the Bureau, a household simply “consists of all the people who occupy a housing unit.” The proposed ordinance defines and uses the terms household, single-household, and multi-household instead of the term family.
 - Personal care services. The existing ordinance differentiates between tennis clubs, fitness centers, gymnasiums, etc., and is silent on uses like hair or nail salons. The proposed ordinance combines these into uses catering to personal care.
 - Restaurants. The existing ordinance defines “restaurants, taverns, or lounges” as sit-down full-service or fast food. This frequently causes confusion for coffee shops and fast-casual restaurant operators, who do not believe they fall into either existing category. The proposed ordinance includes definitions for restaurants – with table service, restaurants – without table service, and restaurants – without seating.
3. Numerical Requirements. This section establishes parking ratios for land uses in the community. The proposed ratios are generally based on the average parking demand outlined by Institute of Transportation Engineers data or on previously approved variances. These specific ratios are intended to establish a general expectation for

property owners, business owners, and developers. Beyond these specific ratios, the ordinance allows for reduced parking without variance if a parking study suggests that fewer spaces would reasonably meet parking demand. Such studies may be completed by city staff or a consultant hired by the city and must reference: (1) available published parking standards such as those compiled by the Institute of Transportation Engineers or American Planning Association; (2) observed local demand; or (3) a combination thereof.

In addition, the ordinance references travel demand management and proof-of-parking opportunities.

4. Design requirements. This section of the ordinance establishes parking stall, drive aisle, and setback dimensions, as well as off-site parking and construction standards. There are no substantive differences in the design requirements between the existing and proposed ordinances.
5. Miscellaneous requirements. The section outlines standards for both bike parking and electric vehicle charge stations (EVCS); the existing ordinance does not include such standards. Note the proposed EVCS requirement is only for projects receiving city funding; stations are simply encouraged in all other projects. Legal rulings on requiring EVCS are pending.

Summary Comment

The proposed ordinance is intended to establish general parking expectations while allowing developers, business owners, property owners, and the city the flexibility to recognize unique aspects of specific land uses and properties in our community.

Staff requests the commission discuss the proposed ordinance, ask questions, and provide feedback. Following the commission's consideration of this draft, staff will seek feedback from local commercial and medium/high-density residential developers, building and business owners, and a parking consultant. Based on feedback from the commission, and these outside groups, staff will present a second draft for commission consideration in early December. A final draft will then be presented to the city council.

Staff Recommendation

Make a motion tabling action to Dec. 1, 2022.

Originators: Susan Thomas, AICP, Assistant City Planner
Bria Raines, Planner

Through: Loren Gordon, AICP, City Planner

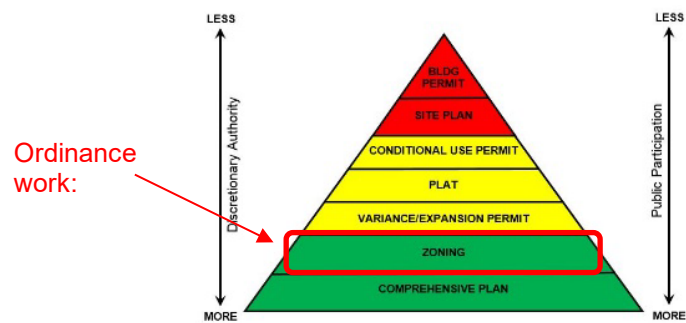
Supporting Information

Ordinance Drafting

Prior to drafting the new ordinance, staff:

- Reviewed planning literature regarding parking standards;
- Studied national and local ordinances;
- Examined Institute of Transportation Engineers (ITE) and American Planning Association (APA) parking demand data and information; and
- Reviewed previously approved variances and subsequent parking complaints.

Pyramid of Discretion



Deadline for Action

N/A. There is no deadline for action on an ordinance amendment proposed by the city.

Ordinance No. 2022-

**An ordinance amending city code 300.28 subdivision 12,
regarding parking and loading requirements, and adding a new section 315**

The City Of Minnetonka Ordains:

Section 1. Section 300.28, Subdivision 12 of the Minnetonka City Code, regarding parking and loading requirements, Attachment A of this ordinance, is repealed in its entirety and replaced with the following.

12. Parking and Loading Requirements. As outlined in City Code Section 315.

Section 2. The Minnetonka City Code is amended by adding a new Section 315, as follows:

SECTION 315. PERFORMANCE STANDARDS

315.01 Exterior lighting. [Reserved.]

315.02 Noise and vibration. [Reserved.]

315.03 Smoke and particulate matter. [Reserved.]

315.04 Odor. [Reserved.]

315.05 Radiation. [Reserved.]

315.06 Heat and Humidity. [Reserved.]

315.07 Electromagnetic interference. [Reserved.]

315.08 Fire and explosive hazards. [Reserved.]

315.09 Liquid or solid waste. [Reserved.]

315.10 Satellite dish antennas. [Reserved.]

The ~~stricken~~ language is deleted; the single-underlined language is inserted.

~~315.11~~ ~~Sigh and vision clearance standards. [Reserved.]~~

~~316.12~~ ~~Grading. [Reserved.]~~

315.14 Parking and Loading Requirements

1. Findings, Purpose, and Administration.

a) Findings. The City of Minnetonka finds that:

- 1) Parking requirements should promote public health, safety, and welfare.
- 2) Parking requirements can significantly influence land use density and design and, in doing so, influence the overall aesthetic of a community.
- 3) Parking requirements and resulting parking availability can influence the decisions of property owners, business owners, developers, and consumers.
- 4) Parking requirements can result in increased impervious surfaces and stormwater runoff while reducing groundwater recharge and areas for vegetation and other pervious site amenities.
- 5) Parking requirements alone do not determine parking availability. Rather, parking demand for any land use, and thereby parking availability, can change based on business practices, consumer decisions, and household composition. For example, a business may promote teleworking, the popularity of restaurants may vary over time, and households may have more or fewer cars as members of the household age.

b) Purpose. Consistent with the findings above, the purpose of the section is to establish parking regulations that promote public health, safety, and welfare by:

- 1) Ensuring that the average parking demand associated with new and existing land uses can be reasonably met.
- 2) Providing flexibility in parking regulations in support of city goals related to community aesthetics, environmental protection, and economic sustainability.

c) Administration.

- 1) Administration and enforcement of this Section 315.14 is governed by Section 300.03.

2) Citation. This section 315.14 may be cited as the Minnetonka parking ordinance.

3) Severability. Every section, subdivision, clause, or phrase of this section 315.14 is declared separable from every other section, subdivision, clause, or phrase. If any such part is held to be invalid by a competent authority, no other part is invalidated by such action or decision.

2. Definitions. For the purpose of this ordinance, the terms below have the meaning given to them:

a) "Assembly Use" – a building or facility where a group of people gathers for specific purposes. Examples include educational buildings, religious facilities, fraternal clubs, community centers, and theaters.

b) "Bicycle Parking Facilities" – bicycle storing equipment that accommodates secure parking of multiple bicycles.

c) "Daycare Service" – service use that provides care to persons or animals for periods of less than 24 hours per day. This definition does not apply to uses operating as a permitted or accessory use under Sections 300.10, 300.11, 300.12, or 300.13.

d) "Dwelling, multi-household" – a building designed with three or more dwellings intended for occupancy by three or more households. Examples include apartments, condominium buildings, cooperatives, and townhomes.

e) "Dwelling, single-household attached" – a building designed or intended for occupancy by one household, which is attached by a common wall to another building designed or intended for occupancy by one household. Examples include duplexes and twinhomes.

f) "Dwelling, single-household detached" – a building designed or intended for occupancy by one household, which is physically unconnected from any other dwelling.

g) "Electric Vehicle Charging Station/EVCS" – a parking space served with plug-in charging equipment that conducts electric energy to a battery or storage device in an electric vehicle.

h) "Healthcare Service" – service use that includes areas for patient examination and treatment by physicians, dentists, or other healthcare professionals. Examples include hospitals, medical clinics, or dental clinics serving human or animal clients. Conversely, uses focused on mental health – such as psychiatry, psychology, or therapist offices – are considered general service uses for the purpose of calculating parking requirements.

- i) “Household” – one or more people who occupy a dwelling.
- j) “Low Turnover Use” – residential, office, industrial use, and other uses with similar traffic characteristics, as determined by the city planner.
- k) “Personal Care Service” – service use catering to personal care. Examples include hair and nail salons, licensed massage facilities, weight loss centers, athletic clubs, and workout facilities.
- l) “Proof-of-Parking” – parking stalls illustrated on site plans, which meet minimum design standards of this ordinance, but are not constructed.
- m) “Restaurant, with table service” – a restaurant in which wait staff take orders for food or drink from customers in a seating area. Sometimes called “sit-down restaurants.”
- n) “Restaurant, without table service” – a restaurant in which customers place orders for food or drink at a counter or via a computer or phone application and where seating is provided for the consumption of the food or drink. Examples include fast food restaurants, coffee shops, donut shops, or other similar food or drink-related spaces.
- o) “Restaurant, without seating” – a restaurant in which customers place orders for food or drink at a counter or via a computer or phone application and where no seating is provided for the consumption of the food or drink. Examples include take-out only businesses.

3. Numerical Requirements.

- a) General Parking. The change of use, tenancy, or occupancy of a parcel of land or building may change the parking demand associated with that parcel of land or building. To accommodate demand, the city will calculate parking requirements as outlined in this section
 - 1) Unless otherwise excepted by Section 3(b) below, parking stalls must be provided for uses in conformance with the following parking rates. Square footage is based on gross floor area, except as otherwise noted.

<u>Table 1, Required Number</u>		
<u>Residential Uses</u>		
<u>Single-household detached dwelling</u>		<u>2 per unit</u>
<u>Single-household attached dwelling</u>		<u>2 per unit</u>
<u>Multi-</u>	<u>Apartment, condo, coop</u>	<u>1 per bedroom</u>

<u>household dwelling</u>	<u>Senior independent</u>	<u>1 per unit</u>
	<u>Senior assisted/memory care</u>	<u>.5 per unit</u>
	<u>Continuous care</u>	<u>1 per unit</u>
	<u>Visitor parking</u>	<u>25% of units</u>
<u>Nursing, convalescent home, licensed care facility (CUP)</u>		<u>1 per 3 beds</u>
<u>Assembly Uses</u>		
<u>General</u>		<u>10 per 1,000 sq.ft. of main assembly area</u>
<u>Educational Facility</u>	<u>Pre-school</u>	<u>2.5 per 1,000 sq.ft.</u>
	<u>Elementary School</u>	<u>2 per classroom</u>
	<u>Middle School/Junior High</u>	<u>2 per classroom</u>
	<u>High School</u>	<u>1 per employee station, plus 10 per 1,000 sq.ft. of main assembly area</u>
<u>Place of Worship</u>		<u>10 per 1,000 sq.ft. of main assembly area</u>
<u>Service Uses</u>		
<u>General</u>		<u>3 per 1,000 sq.ft.</u>
<u>Daycare Service</u>		<u>2.5 per 1,000 sq.ft.</u>
<u>Healthcare Service</u>		<u>3 per 1,000 sq.ft., with a minimum of 5 required</u>
<u>Hotel</u>		<u>1 per guest room</u>
<u>Personal care service</u>		<u>3 per 1,000 sq.ft.</u>
<u>Office and Commercial Uses</u>		
<u>General Office</u>		<u>2.75 per 1,000 sq.ft.</u>
<u>General Retail*</u>		<u>3 per 1,000 sq.ft., with a minimum of 5 required</u>
<u>Brewery, Taproom, Distillery</u>		<u>1 per 1,000 sq.ft. for production area, plus 10 per 1,000 sq.ft. for all other area</u>

<u>Restaurant, with table service</u>	<u>14 per 1,000 sq.ft.</u>
<u>Restaurant, without table service, no drive thru</u>	<u>10 per 1,000 sq.ft.</u>
<u>Restaurant, without table service, with drive thru</u>	<u>9 per 1,000 sq.ft., plus 6 off-street stacking per drive thru lane</u>
<u>Restaurant, without seating</u>	<u>3 per 1,000 sq.ft., with a minimum of 5 required</u>
<u>Shopping Center</u>	<u>4 per 1,000 sq.ft., gross leasable area</u>
<u>Industrial Uses</u>	
<u>Warehousing or storage</u>	<u>0.5 per 1,000 sq.ft.</u>
<u>Manufacturing</u>	<u>1 per 1000 sq.ft.</u>
* For single-tenant buildings only. Buildings with more than one tenant, use the Shopping Center calculation.	

- 2) The parking requirement for a site will be calculated based on its component uses. For example, the total required parking for a hotel that includes a sit-down restaurant would be equal to 1 space per guest room (hotel parking rate) + 14 stalls per 1,000 square feet of restaurant space (restaurant with table service rate).
- 3) The parking requirement for uses not specifically outlined in this ordinance will be determined by the city planner based upon: (1) available published parking standards such as those compiled by the Institute of Transportation Engineers and American Planning Association; (2) observed local demand; or (3) a combination thereof.
- 4) When calculating parking, numbers will be rounded up or down to the closest whole number.
- b) Reduced Parking. A land use may provide parking stalls at a rate less than outlined in Table 1 without variance, if:
- 1) A parking study suggests fewer parking spaces would reasonably meet average parking demand. Such parking studies may be completed by city staff or a consultant hired by the city and referencing: (1) available published parking standards such as those compiled by the Institute of Transportation Engineers and American Planning Association; (2) observed local demand; or (3) a combination thereof. A memo outlining the results of the parking study must be saved in the associated building permit file or other appropriate city-maintained file; or

- 2) A travel demand management (TDM) plan is approved by the city. The plan may include a combination of hours of operation, remote work options, transportation services, incentives, and facilities that reduce parking demand. A memo outlining the TDM and any required reporting must be saved in the associated building permit file or another appropriate city-maintained file.
- c) Proof-of-Parking. The city may allow the use of proof-of-parking to achieve parking requirements. In such cases, an agreement must be recorded against the property outlining: (1) the proof-of-parking may not be constructed unless the city observes that parking demand regularly exceeds parking supply and approves such construction in writing; and (2) the property owner and successors are responsible for the cost of such construction.
- d) Event Parking. The city may require that land uses provide a plan outlining how parking will be managed during reoccurring, high parking demand events.

4. Design Requirements.

- a) Enclosed and Unenclosed Parking. For residential land uses, parking must be designed as follows:

<u>Table 2, Required Location</u>	
<u>Single-household detached dwelling</u>	<u>Parking spaces may be enclosed or unenclosed. However, a suitable location on the site for a garage measuring at least 24-feet by 24-feet which does not require a variance must be designated on building permit plans.</u>
<u>Single-household attached dwelling</u>	<u>One space per unit must be enclosed</u>
<u>Multi-household dwelling</u>	<u>One space per unit must be enclosed</u>
<u>Nursing, convalescent home, licensed residential care facility (CUP)</u>	<u>Parking spaces may be enclosed or unenclosed</u>

- b) Setbacks. Minimum setbacks for parking lots, driving aisles, loading spaces, and maneuvering areas are as follows:

<u>Table 3, Required Setback</u>		<u>Subject Property</u>					
		<u>Low & Med. Density Res.</u>	<u>High-Density Res.</u>	<u>Office, Comm.</u>	<u>Industrial</u>	<u>Institutional</u>	<u>Public Park or Trail</u>
<u>Adj. Fac.</u>	<u>Low & Med.-</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>30 ft</u>	<u>20 ft</u>	<u>20 ft</u>

<u>Density Res.</u>							
<u>High-Density Res.</u>	<u>20 ft</u>	<u>10 ft</u>	<u>20 ft</u>	<u>30 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>
<u>Office, Comm.</u>	<u>20 ft</u>	<u>10 ft</u>	<u>10 ft</u>	<u>10 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>
<u>Industrial</u>	<u>30 ft</u>	<u>30 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>30 ft</u>	<u>30 ft</u>	<u>30 ft</u>
<u>Institutional</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>30 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>
<u>Public Park or Trail</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>
<u>Right-of-Way</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>

- 1) For subject properties that contain multiple uses, the most restrictive setback outlined in Table 3 will apply.
- 2) If property lines bisect shared parking elements, the setback requirements do not apply. For example, if individual tenants in a retail center own a portion of a parking lot which serves the entire center, setbacks are not required between the separately owned areas, provided there is a recorded agreement outlining shared access and parking use.

c) Dimensions. Minimum parking stall and drive width dimensions are as follows:

<u>Table 4, Required Dimensions</u>	<u>Parking Stall</u>			<u>Drive Aisle Width</u>	
	<u>Parking Angle</u>	<u>Stall Width</u>	<u>Stall Length</u>	<u>Standard</u>	<u>Low Turnover Uses Parking Structure</u>
<u>Standard Stall</u>	<u>45 degrees</u>	<u>12 ft</u>	<u>18 ft</u>	<u>13.5 ft, one-way only</u>	<u>12 ft</u>
	<u>60 degrees</u>	<u>10 ft</u>	<u>18 ft</u>	<u>18.5 ft, one way only</u>	<u>16 ft</u>
	<u>75 degrees</u>	<u>9 ft</u>	<u>19 ft</u>	<u>23 ft</u>	<u>18 ft</u>
	<u>90 degrees</u>	<u>8.5 ft</u>	<u>18 ft</u>	<u>26 ft*</u>	<u>24 ft</u>
	<u>Parallel</u>	<u>20 ft</u>	<u>8 ft</u>	<u>22 ft</u>	<u>22 ft</u>
<u>Compact stalls</u>	<u>45 degrees</u>	<u>10 ft</u>	<u>16 ft</u>	<u>13.5 ft, one-way only</u>	<u>12 ft</u>
	<u>60 degrees</u>	<u>8.5 ft</u>	<u>17.5 ft</u>	<u>18.5 ft, one way only</u>	<u>16 ft</u>
	<u>75 degrees</u>	<u>8 ft</u>	<u>16.5 ft</u>	<u>23 ft</u>	<u>18 ft</u>

	<u>90 degrees</u>	<u>7.5 ft</u>	<u>16 ft</u>	<u>26 ft*</u>	<u>24 ft</u>
<u>* aisle serving one row of 90 degree parking spaces may be 22 ft wide</u>					

In addition: (1) all required parking spaces must be accessed by adequate maneuvering space; and (2) all dead-end parking rows must contain a turnaround area at least 13 feet deep.

- d) Compact Parking. The city may allow low-turnover uses to use compact parking stalls, as follows:
- 1) The parking lot serving the use must contain at least 20 parking stalls.
 - 2) No more than 25 percent of the total required stalls may be compact stalls.
 - 3) Compact stalls must be appropriately signed.
- e) Loading and Unloading. Except on properties containing single-household attached and detached dwellings, parking must be provided for site services including, but not limited to, garbage collection, moving trucks, and inventory delivery.
- 1) The city may require parking spaces for the loading, unloading, or parking of trucks or semi-trailers. The number, configuration, and location of such spaces will be determined by the city based on individual use and site characteristics with an emphasis on minimizing interference with the use of the public right-of-way.
 - 2) Loading and unloading spaces and the associated maneuvering area must be set back at least 50 feet from properties containing single-household attached or detached dwellings.
 - 3) Unless approved by the city based on unique site characteristic or existing or proposed screening, loading and unloading spaces must be located behind the building being served.
- f) Landscaping. All parking lots containing over 150 stalls must be designed with unpaved, landscaped islands consistent with City Code Section 300.27 Subd. 16.
- g) Construction. Parking improvements, including pavement expansion, reduction, or restriping, require city approval.
- 1) Properties containing or being developed for single-household dwellings must comply with Section 1105 of this code.

2) On all other properties:

- a. All parking and loading areas, aisles, and driveways must be bordered with raised concrete curbs or equivalent approved by the city.
 - b. All parking, loading, and driveway areas must be surfaced with asphalt, concrete, or equivalent material approved by the city.
 - c. All parking stalls must be marked with painted lines not less than four inches wide in accordance with the approved site and building plan.
 - d. All parking lots must provide islands for traffic control as needed.
 - e. Parking lots must be designed such that vehicles are not required to back into public rights-of-way. The city may require turnaround areas to prevent such maneuvers.
- h) Off-Site Parking. Required parking must be provided on-site. However, the city may allow off-site parking when an applicant demonstrates that the off-site parking will be:
- 1) Reasonably accessible from the use being served; and
 - 2) Protected by a recorded document. The document must be acceptable to the city and must include provisions binding any successor or assigns and allowing termination only as agreeable to the city.

5. Miscellaneous Requirements.

- a) Occupancy. Parking required under this ordinance must be fully constructed and striped, where required, before occupancy of a parcel of land or building served by the parking.
- b) Accessible Parking. In addition to the standards outlined in this ordinance, all parking areas must conform to the requirements of Minnesota State Accessibility Code, Chapter 1341. Areas striped as “no parking” for accessibility purposes are not considered parking stalls.
- c) Bike Parking. New construction, redevelopment, or other proposals requiring planning commission or city council review must provide bicycle parking as outlined below. Single-household dwellings are exempt from these requirements.
 - 1) Multi-household Dwellings. The number of bicycle parking spaces provided must be at least equal to the required number of automobile

- parking spaces and must be located interior to the building(s). Spaces may be within bike storage rooms, lockers, or floor or wall-mounted racks.
- 2) Non-Residential Dwellings. The number of bicycle parking spaces provided must be at least equal to ten percent (10%) of the required number of automobile parking spaces.
 - 3) Bike parking must be visible, well-lit, and at least as conveniently located as the most convenient automobile spaces, other than those spaces for persons with disabilities.
 - 4) Spaces must be of sufficient dimension to accommodate a full-sized bicycle, including space for access and maneuvering.
 - 5) Bicycle parking facilities must be appropriately separated from motor vehicle parking areas to protect parked bicycles from damage by motor vehicles.
 - 6) Bicycle parking facilities must be visually compatible with the architectural design of the associated building(s).
 - 7) Bicycle parking must be securely anchored and must allow the bicycle wheel and frame to be locked to the facility.
- d) Electric Vehicle Charging Stations (EVCS). New construction, redevelopment, or other proposals requiring planning commission or city council review are encouraged to appropriately plan for EVCS. Planning may include actual installation of EVCS, installation of EVCS infrastructure, or installation of conduit to minimize site disruption for future installation of infrastructure. Projects receiving financial assistance from the city may be required to install EVCS as a percentage of total required parking.
- e) Prohibitions
- 1) Parking lots, driving aisles, loading spaces, and maneuvering areas may not be used for the storage, display, sales, rental, or repair of vehicles or other goods.
 - 2) Gates or other limiting devices are prohibited unless approved in writing by city planning and emergency management staff.

Section 4. The city clerk is directed to correct any cross-references in the city code to Section 300.28, subdivision 12 that are made necessary as a result of this ordinance.

Section 5. This ordinance is effective immediately after publication.

Adopted by the city council of the City of Minnetonka, Minnesota, on _____, 2022.

Brad Wiersum, Mayor

Attest:

Becky Koosman, City Clerk

Action on this ordinance:

Date of introduction: Oct. 3, 2022

Date of adoption:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

Absent:

Ordinance adopted.

Date of publication:

I certify that the foregoing is a true and correct copy of an ordinance adopted by the city council of the City of Minnetonka, Minnesota at a regular meeting held on _____, 2022.

Becky Koosman, City Clerk

Exhibit A**12. ~~Parking and Loading Requirements.~~**

~~a) Parking and loading shall be provided and maintained in accordance with the following.~~

~~1) No change of use, tenancy or occupancy of a parcel of land or building, including construction of a new building or an addition to a building, which requires additional parking or loading spaces shall be allowed until such additional parking or loading is approved and furnished. Review may be required under the site and building plan review procedures of section 300.27 of this ordinance.~~

~~2) Required parking and loading areas and the driveways providing access to them shall not be used for storage, display, sales, rental or repair of motor vehicles or other goods or for the storage of inoperable vehicles or snow.~~

~~3) Required parking and loading spaces shall be located on the same development site as the use served. The city may approve off-site parking if the city council finds the following:~~

~~a. reasonable access shall be provided from the off-site parking facilities to the use being served;~~

~~b. the parking shall be within 400 feet of a building entrance of the use being served;~~

~~c. the parking area shall be under the same ownership as the site served, under public ownership or the use of the parking facilities shall be protected by a recorded instrument, acceptable to the city;~~

~~d. failure to provide on-site parking shall not encourage parking on the public streets, other private property or in private driveways or other areas not expressly set aside for such purposes; and~~

~~e. the off-site parking shall be maintained until such time as on-site parking is provided or an alternate off-site parking facility is approved by the city as meeting the requirements of this ordinance.~~

~~4) Notwithstanding any other provision of this subdivision to the contrary, a land use may provide the required off-street parking area for additional land uses on the same development site if the following conditions are met:~~

~~a. because of the hours of operation of the respective uses, their sizes and their modes of operation there will be available to each use during its primary hours of~~

~~operation an amount of parking sufficient to meet the needs of such use; and~~

~~b. the joint use of the parking facilities shall be protected by a recorded instrument, acceptable to the city.~~

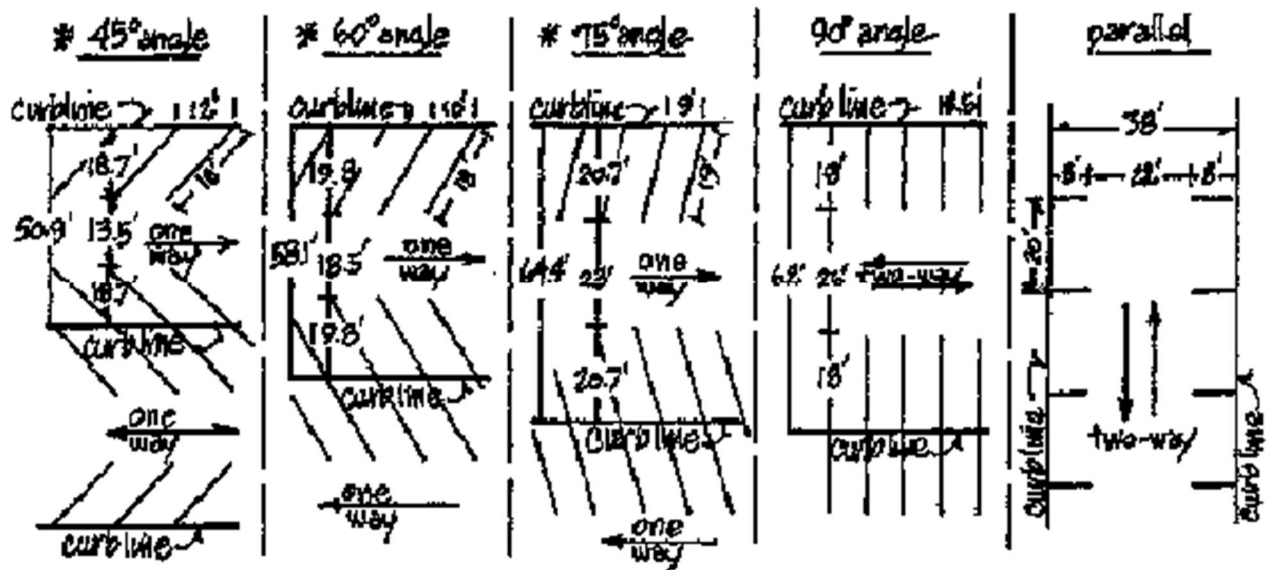
~~5) Bicycle parking facilities shall be provided in an amount and design adequate to the demand generated by each use.~~

~~6) Parking areas shall not be used to meet stormwater holding requirements as specified in the water resources management plan.~~

~~7) Parking areas and structures shall be designed and maintained to avoid vehicles queued within the public right-of-way. Gates or other access limiting devices may be installed only after a finding by the city that no adverse impacts on public right-of-way will result.~~

~~b) Parking areas shall be designed in conformance with the following: (Figure 26)~~

Figure 26



~~1) Parking stalls shall have a minimum paved dimension of 8.5 feet by 18 feet. Stall and aisle dimensions shall be as noted below for the given angle:~~

Angle	Curb Length	Stall Length	Aisle	Low-Turnover
<u>Parking Structure</u>				
<u>Aisle Width***</u>				
45°	12.0'	18.0'	13.5'*	12'
60°	10.0'	18.0'	18.5'*	16'
75°	9.0'	19.0'	23'	18'
90°	8.5'	18.0'	26'**	24'

~~Parallel 20.0' 8.0' 22' 22'~~

~~* one way aisles only.~~

~~** aisles serving one row of 90° angle parking spaces may be 22 feet wide.~~

~~*** aisle widths within parking structures for low turnover uses, such as offices, industrial facilities, residential complexes and hospitals. Retail uses and other uses with similar traffic characteristics are considered high turnover uses.~~

~~2) Up to 25 percent of the total number of required spaces may be for compact cars and have minimum paved dimensions as follows:~~

angle	curb length	stall length
45°	10.0'	16.0'
60°	8.5'	17.5'
75°	8.0'	16.5'
90°	7.5'	16.0'
parallel	16.0'	8.0'

~~Compact car parking may be provided if the following conditions are met:~~

- ~~a. the parking area shall have a total size of at least 20 stalls;~~
- ~~b. compact car stalls shall be identified by appropriate directional signs consistent with section 325 of the code of city ordinances;~~
- ~~c. compact car stalls shall be distributed throughout the parking area so as to have reasonable proximity to the structure served but shall not have generally preferential locations such that their use by non-compact cars will be encouraged;~~
- ~~d. the design of compact car areas shall to the maximum feasible extent be such as to discourage their use by non-compact cars; and~~
- ~~e. compact parking stalls shall not be permitted for high turnover parking lots.~~

~~3) All parking areas except those serving one and two family dwellings on local streets shall be designed so that cars shall not be required to back into the street. If deemed necessary for traffic safety, turn-around areas may be required.~~

~~4) Buffers and setbacks shall be provided as follows.~~

~~a. Access drives, driveways and aisles shall not be allowed to intrude into a required parking setback except at the access point or where a joint drive serving more than one property will provide better or safer traffic circulation; and~~

~~b. Parking lots, driving aisles, loading spaces and maneuvering areas shall have setbacks as indicated in the following table:~~

~~-~~

Required Parking Setbacks								
land use designation of adjacent property	zoning classification of subject property							
	R-1/R-2	R-3	R-4	R-5	B-1	B-2	B-3	I-1
R-1 with CUP for public buildings	20'	20'	20'	20'	20'	20'	20'	20'
low density	20'	20'	20'	20'	20'	20'	30'	30'
mid density	20'	40'	20'	20'	20'	20'	30'	30'
high density	20'	40'	20'	20'	20'	20'	30'	30'
commercial	20'	40'	40'	40'	40'	40'	40'	20'
industrial	20'	40'	40'	40'	40'	40'	40'	40'
office	20'	40'	40'	40'	40'	20'	20'	20'
institutional	20'	40'	20'	20'	20'	20'	20'	20'
public open space	20'	20'	20'	20'	20'	20'	20'	20'
right-of-way	20'	20'	20'	20'	20'	20'	20'	20'

~~— Land use of adjacent property is as designated in the comprehensive plan. Where a mix of land uses is indicated on the comprehensive plan for adjacent property, the most restrictive applicable buffering requirement shall be observed. The requirements of this table may be waived at points where shared access is utilized.~~

~~5) — All parking and loading areas, aisles and driveways shall be bordered with raised concrete curbs or equivalent approved by the city. Single family and two family dwelling developments shall be exempted from this requirement.~~

~~6) — All parking, loading and driveway areas shall be surfaced with asphalt, concrete or equivalent material approved by the city except single family homes which are subject to the driveway provisions of section 1105 of the code of city ordinances.~~

~~7) — Except in the R-1 and R-2 districts, all parking stalls shall be marked with painted lines not less than four inches wide in accordance with the approved site and building plan.~~

~~8) — All parking lots shall provide islands for traffic control as needed.~~

~~c) — The number of required parking spaces shall comply with the following.~~

~~1) — Calculating the number of spaces shall be in accordance with the following:~~

~~a. — if the number of off-street parking spaces results in a fraction, each fraction of one half or more shall constitute another space;~~

~~b. in churches and other places of public assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each 24 inches of such seating shall be counted as one seat for the purpose of this subdivision;~~

~~c. except in shopping centers or where joint parking arrangements have been approved, if a structure contains two or more uses, each use shall be calculated separately in determining the total off-street parking spaces required;~~

~~d. for mixed-use buildings, parking requirements shall be determined by the city based on the existing and potential uses of the building. In cases where future potential uses of a building will generate additional parking demand, the city may require a proof of parking plan for the difference between minimum parking requirements and the anticipated future demand; and~~

~~e. if warranted by unique characteristics, or documented parking demand for similar developments, or both, the city may allow reductions in the number of parking spaces actually constructed as long as the applicant provides a proof of future parking plan. The plan must show the location for all minimum required parking spaces in conformance with applicable setback requirements. The city may require installation of the additional parking spaces whenever the need arises.~~

~~—2) The minimum number of off-street parking spaces of each use shall be as follows:~~

~~a. single family dwelling and two family dwellings: two parking spaces for each dwelling unit. For single family dwellings, a suitable location for a garage measuring at least 20 feet by 24 feet which does not require a variance shall be provided for each dwelling unit. For two family dwellings, a suitable location for a garage measuring at least 13 feet by 24 feet, which does not require a variance, shall be provided for each dwelling unit. Such spaces must be shown on a survey or site plan to be submitted when applying for a building permit to construct a new dwelling or alter an existing space;~~

~~b. multiple family dwelling: two parking spaces for each dwelling unit, of which one space per dwelling unit shall be completely enclosed. The two required parking spaces may not include the space in front of garage doors. Additional spaces for visitor parking shall be provided based on the specific characteristics of a development and the anticipated demand for visitor spaces as determined by the city. These characteristics may include, but shall not be limited to, the project size, the number of enclosed parking spaces, the accessibility of open parking spaces, access to on-street parking, topographical characteristics, the preservation of significant trees, the impact to surrounding property, and the site and building design. Developments of 12 or fewer dwelling units, where each unit has two enclosed parking stalls, must have a minimum visitor parking ratio of 0.75 spaces per dwelling unit. Visitor parking may include spaces in front of garage doors for individual units;~~

~~c. senior citizen housing developments: one parking space for each unit shall be required. The city may require proof of parking of two spaces per unit if conversion to general housing appears possible. At least 50 percent of the required parking spaces shall~~

~~be within an enclosed weather controlled structure connected to the principal structure. The visitor parking requirements for multiple dwellings shall apply;~~

~~d. ——— boarding or lodging house: one parking space for each two persons for whom sleeping accommodations are provided;~~

~~e. ——— convalescent or nursing home: one parking space for each four beds for which accommodations are offered, plus three spaces for each four employees on the major shift. If the city determines that the building is convertible to market rate housing, two stalls may be required for each potential dwelling unit under a proof of parking plan. Each facility must provide a parking plan or agreement for special event parking, if there is not adequate on-site parking for these events;~~

~~f. ——— hospital: one parking space for each two hospital beds plus one space for each employee on the major shift;~~

~~g. ——— religious institutions and facilities, other buildings that include public assembly space, such as community centers and buildings of fraternal organizations, but excluding hotels, and related uses: one parking space for each 2.5 seats based on the design capacity of the main sanctuary or assembly space. The city may require additional spaces for offices, classrooms, day care centers or other uses operated on the grounds;~~

~~h. ——— senior high school: one parking space for each classroom plus one space for each 10 students based upon design capacity;~~

~~i. ——— elementary, junior high school or similar school: two parking spaces for each classroom;~~

~~j. ——— conditionally permitted schools which are not covered by paragraphs h. and i.: one parking space for every three students, plus one space for each instructor;~~

~~k. ——— municipal administration building, public library, museum, art gallery, post office or other municipal service building: 10 parking spaces plus one space for each 500 square feet of floor area plus one space for each vehicle customarily kept on the premises;~~

~~l. ——— golf course, golf clubhouse, country club, swimming club, tennis club, racquetball club or handball club: 20 spaces plus one space for each 500 square feet of floor area in the principal structure;~~

~~m. ——— general office building, bank and savings and loan association: one parking space for each 250 square feet of floor area with a minimum of 10 spaces required. For class A office buildings exceeding 100,000 square feet of floor area, parking requirements may be reduced based on parking studies of the anticipated parking demand of the specific building. Parking studies are to be prepared by a registered traffic engineer or certified planner;~~

~~n. — medical and dental office: one parking space for each 175 square feet of floor area with a minimum of 20 spaces required;~~

~~e. — shopping center:~~

~~1. — regional — a minimum of 5.5 spaces per 1,000 square feet of gross area;~~

~~2. — neighborhood or community — a minimum of 4.5 spaces per 1,000 square feet of gross area.~~

~~— If a center contains substantial interior common space, required parking spaces may be reduced based on an analysis of parking demand or proof of parking to be installed if needed at the request of city. Parking demand for restaurants and theaters located within the center will be added to the above figures based upon the requirements of this subdivision;~~

~~p. — automobile service or gas station: four parking spaces plus three parking spaces for each service stall, one parking space for each 250 square feet of building area used for the sale of goods or services and adequate parking for gas pump areas;~~

~~q. — bowling alley: five parking spaces for each bowling lane;~~

~~r. — hotel or motel: parking subject to the following:~~

~~1. — with no other facilities than guest rooms — one space per room plus one space per employee on the major shift;~~

~~2. — with other facilities, including restaurants, conference facilities or meeting rooms — one space per room plus one space per each 4.5 persons of capacity in other facilities.~~

~~s. — health or fitness center: one parking space for each 225 square feet of floor area;~~

~~t. — miniature golf course: 1.5 parking spaces per golf hole;~~

~~u. — archery or golf driving range: one parking space for each target or driving tee;~~

~~v. — assembly or exhibition hall, auditorium, sports arena, banquet facility, conference facility: one parking space for each three seats based upon design capacity;~~

~~w. — theater: one parking space for each three seats for a theater with 15 screens or less that does not share parking with a shopping center and one parking space for each four seats for all other theaters;~~

~~x. — restaurant, tavern or lounge:~~

~~1. — sit down full service:~~

~~a) — without on-sale intoxicating liquor or dance hall license — one space per 60 square feet of gross floor area or one space per 2.5 seats, whichever is greater;~~

~~b) — with on-sale intoxicating liquor or dance hall license — one space per 50 square feet of gross floor area or one space per two seats, whichever is greater, except that in cases in which there is a bar area separate from the food service area, a dance area larger than 100 square feet, or other public areas, additional parking will be required as necessary.~~

~~2. — fast food or self service: one space per 60 square feet of gross floor area.~~

~~y. — skating rink: one parking space for each 200 square feet of floor area;~~

~~z. — retail store or service establishment: one space for each 250 square feet of gross floor area within the building with a minimum of five parking spaces;~~

~~aa. — wholesale business, storage or warehouse establishment: one space for each 1,000 square feet of gross floor area for any building used solely in a storage capacity. For a mixed use building where storage and warehousing is an incidental use to other activity, required parking spaces shall be based upon the specific requirements for each use appearing in this subdivision. Parking requirements for a mixed use building or a building designed to contain mixed uses shall be calculated by allocating a minimum of 50 percent of gross floor area to the most intense use;~~

~~bb. — manufacturing, processing or assembly plant: one parking space for each employee on the major shift or one parking space for each 350 square feet of gross floor area devoted to manufacturing plus one space per 250 square feet of gross floor area devoted to office use, whichever is greater, plus one space for each motor vehicle customarily kept on the premises;~~

~~cc. — licensed day care facility: one parking space for each six children based on the licensed capacity of the facility;~~

~~3) — One handicapped parking stall shall be provided for each 50 stalls. Handicapped parking spaces shall be in compliance with the uniform building code and state law.~~

~~4) — The parking requirement for uses not listed in this subdivision may be established by the city based on the characteristics of the use and available information on parking demand for such use.~~

~~d) — Loading and unloading requirements shall be in compliance with the following.~~

~~1) Any use which the city believes requires the provision of designated spaces for the loading, unloading or parking of trucks or semi-trailers shall provide such spaces and maneuvering area in the number and configuration which shall be deemed necessary in order to prevent interference with the use of the public right-of-way and with vehicles entering onto or exiting from the public right-of-way.~~

~~2) Semi-trailer spaces shall be at least 55 feet in length, 10 feet in width and 14 feet in height plus necessary additional maneuvering space.~~

~~3) Spaces shall not be located on a street side of any building, or, if so located, shall be provided with screening deemed adequate by the city.~~

~~4) Spaces and the associated maneuvering area shall be at least 50 feet from the property line of any property which is zoned for or designated in the comprehensive plan as residential.~~

~~5) No trucks shall be parked in areas other than those designed for such purpose on an approved site plan.~~

~~6) Delivery and service areas shall be sized in accordance with Minnesota Department of Transportation WB-60 standards.~~

~~e) Business establishments containing drive-up facilities, including restaurants and financial institutions, shall provide a stacking area for vehicles on the site. A minimum of 6 vehicle spaces per lane shall be provided.~~

~~—All such spaces shall be entirely on the site and shall be in addition to parking spaces required for the principal use. The vehicle stacking area shall not extend beyond the street right-of-way line and shall be delineated in such a manner that vehicles waiting in line will not interfere with nor obstruct the primary driving, parking and pedestrian facilities on the site.~~

~~f) All required parking spaces shall be accessed by adequate maneuvering space. All dead-end parking rows shall contain a turnaround area at least 13 feet deep.~~