

Ordinance No. 2023-04

**An ordinance amending city code 300.28 subdivision 12,
regarding parking and loading requirements, and adding a new section 315.14**

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12 of the Minnetonka City Code, regarding parking and loading requirements, Attachment A of this ordinance, is repealed in its entirety and replaced with the following.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 315.14

Section 2. The Minnetonka City Code is amended by adding a new Section 315.14 as follows:

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 impervious 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 households 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:

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

- 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, sporting venues, community centers, and theaters.
- b) “Bicycle parking facilities” – bicycle storing equipment that accommodates secure parking of multiple bicycles.
- c) “Charging station” – a parking space served by charging equipment that conducts energy to a battery or storage device to a vehicle that operates on something other than fossil fuels.
- d) “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, 300.13, 300.14, or 300.37.
- e) “Healthcare service” – service use that includes areas for patient examination and treatment by physicians or dentists. 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 personal care/wellness services uses for the purpose of calculating parking requirements.

- f) “Low turnover use” – residential, office, industrial use, and other uses with similar traffic characteristics, as determined by the city planner.
- g) “Personal care/wellness services” – service use catering to personal care. Examples include psychiatry, psychology, or therapist offices, licensed chiropractor offices, hair and nail salons, licensed massage facilities, weight loss centers, athletic clubs, and workout facilities.
- h) “Proof-of-Parking” – parking stalls illustrated on site plans, which meet minimum design standards of this ordinance, but are not constructed.
- i) “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.”
- j) “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.
- k) “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.
- l) “Visitor parking” – parking stalls designated for use by non-residents of a multi-household dwelling.

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) or 3(c) 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-household dwelling**</u>	<u>Apartment, condo, coop</u>	<u>1 per bedroom</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>10% 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, as determined by the city planner</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, as determined by the city planner</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>0.75 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</u>

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	<u>required</u>
<u>Brewery, taproom, distillery, winery</u>	<u>1 per 1,000 sq.ft. for production area, plus 14 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>
<p>* Residential uses must also meet Subd. 4, Design Standards, for enclosed and unenclosed parking spaces.</p> <p>** For single-tenant buildings only. Buildings with more than one tenant, use the Shopping Center calculation.</p> <p>^ Outdoor seating areas may be required to provide additional parking as part of a conditional use permit approval. In determining if additional parking is needed, a parking study may be conducted, and the city will consider things such as the size of the area relative to the size of a restaurant, if the seating area includes an outdoor bar, if off-street shared parking is readily available or easily accessible, and observed parking demand at other similar seating areas.</p>	

- 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 0.75 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, if the resulting number for the entire site is a fraction, the number will be rounded up to the closest whole number.
- b) Existing Development. When the city has documented that parking demand regularly exceeds parking supply on or around a particular property or building, the city may require that a parking study be conducted prior to a change in use, tenancy, or occupancy of the property or building. The results of the study may result in conditions of approval, including but not limited to providing additional parking, or findings for denial.
- c) Reduced Parking. The city may approve land use with 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 modes of transportation, hours of operation, remote work options, 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.
- d) Proof-of-Parking. The city may allow the use of proof-of-parking to achieve parking requirements. The parking area must meet the setback, dimension, and maneuverability standards of this ordinance and the stormwater management rules as outlined in the city's water resources management plan. When proof of parking is approved, 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 the parking lot and stormwater management facility construction.
- e) 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) Visitor Parking. Visitor parking, whether enclosed or unenclosed, must be fully accessible to the public. No gates, doors, or other physical barriers may be erected to limit access to the parking area. In addition: (1) appropriate signage must be installed to direct visitors to the parking; and (2) the stalls and drive aisles must meet setback, dimension, and maneuverability standards of this ordinance.

c) 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>Adjacent Property</u>	<u>Low & Med.-Density Res.</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>30 ft</u>	<u>20 ft</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>Office, Comm.</u>	<u>20 ft</u>	<u>10 ft</u>	<u>10 ft</u>	<u>10 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>Institutional</u>	<u>20 ft</u>	<u>20 ft</u>	<u>20 ft</u>	<u>30 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>

- 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.

d) 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>
* aisle serving one row of 90 degree parking spaces may be 22 ft wide					
** minimum drive aisle width(s) may vary from these standards as determined by the Fire Marshal.					

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.

- e) 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.
- f) 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 loading spaces must be located behind the building being served.
- g) Landscaping. All parking lots containing over 150 stalls must be designed with unpaved, landscaped islands consistent with City Code Section 300.27 Subd. 16.
- h) 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.
- i) 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, as determined by the city planner; 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 accessible parking.
 - 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) Charging Stations. New construction, redevelopment, or other proposals requiring planning commission or city council review are encouraged to appropriately plan for charging stations. Planning may include actual installation of stations, installation of station 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 charging stations 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, or rental of goods; repair ~~or storage of vehicles~~; or storage of snow unless approved by city staff.
- 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.

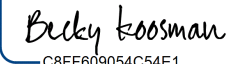
Adopted by the city council of the City of Minnetonka, Minnesota, on May 1, 2023.

DocuSigned by:

21AA42DB33E7415

Brad Wiersum, Mayor

Attest:

DocuSigned by:

C8EE609054C54E1

Becky Koosman, City Clerk

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Action on this ordinance:

Date of introduction: Oct. 3, 2022

Date of adoption: May 1, 2023

Motion for adoption: Coakley

Seconded by: Calvert

Voted in favor of: Calvert, Schaeppi, Coakley, Kirk, Schack, Wilburn, Wiersum

Voted against:

Abstained:

Absent:

Ordinance adopted.

Date of publication: May 18, 2023

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 May 1, 2023.

Becky Koosman, City Clerk

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

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.~~

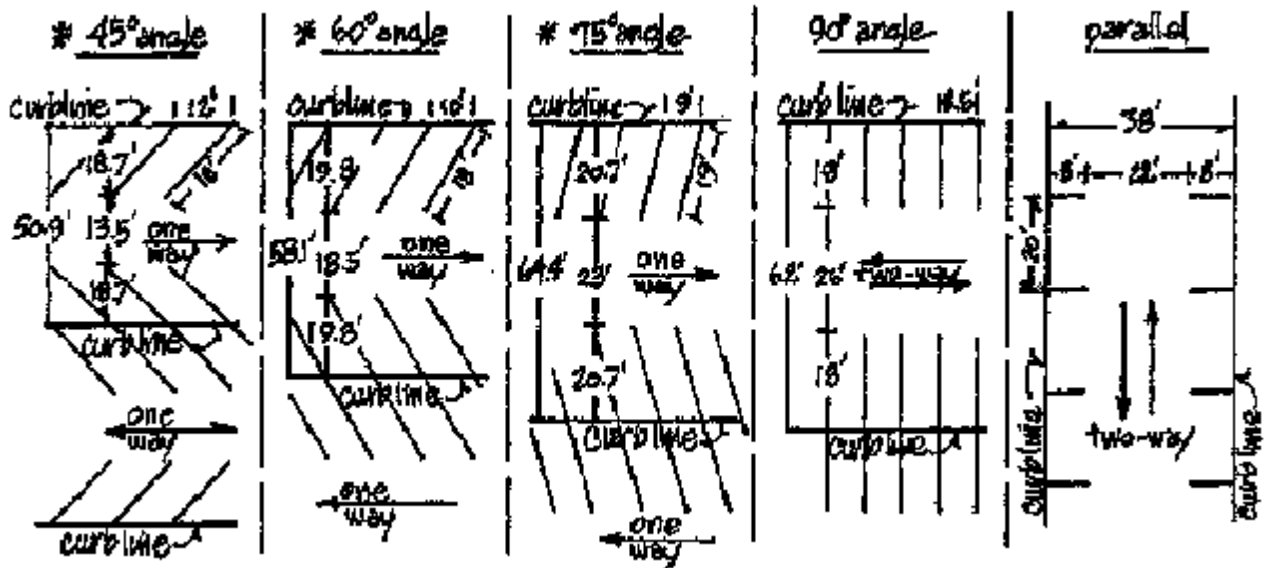
~~5) Bicycle parking facilities shall be provided in an amount and design adequate to the demand generated by each use.~~

~~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 Parking Structure Aisle Width***
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'

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

~~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.~~