

Minneapolis 2040

Implementation RCC's 21st Century

Communities Monthly Webinar Series/Peer Learning
Cohort

City Policies & Zoning: Guiding Green
Development July 13, 2023

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Background

Minneapolis 2040

- Three years, 150+ meetings, 20,000+ points of feedback (<https://minneapolis2040.com/planning-process/>)
- 14 Goals guided the creation

of the plan, and continue to guide implementation

- Public feedback about uses – such as banning heavy polluters – came from the engagement process and are reflected in policy language that is guiding this work

"This is beautiful, valuable, riverfront property that people should have access to, instead of being used for industrial polluters. (West River Parkway North of Downtown)"

Background

Broad analysis questions

- Does this regulation advance the goals of Minneapolis 2040?
- Does this regulation fulfill the City's obligation to eliminate conflicts between the comprehensive plan and the zoning code?



Eliminate disparities

In 2040, Minneapolis will see all communities fully



More residents and jobs

In 2040, Minneapolis will have more residents and

- Does this regulation make the code easier to administer?
- What are potential unintended consequences of this regulation?
- What are the racial equity impacts to consider?

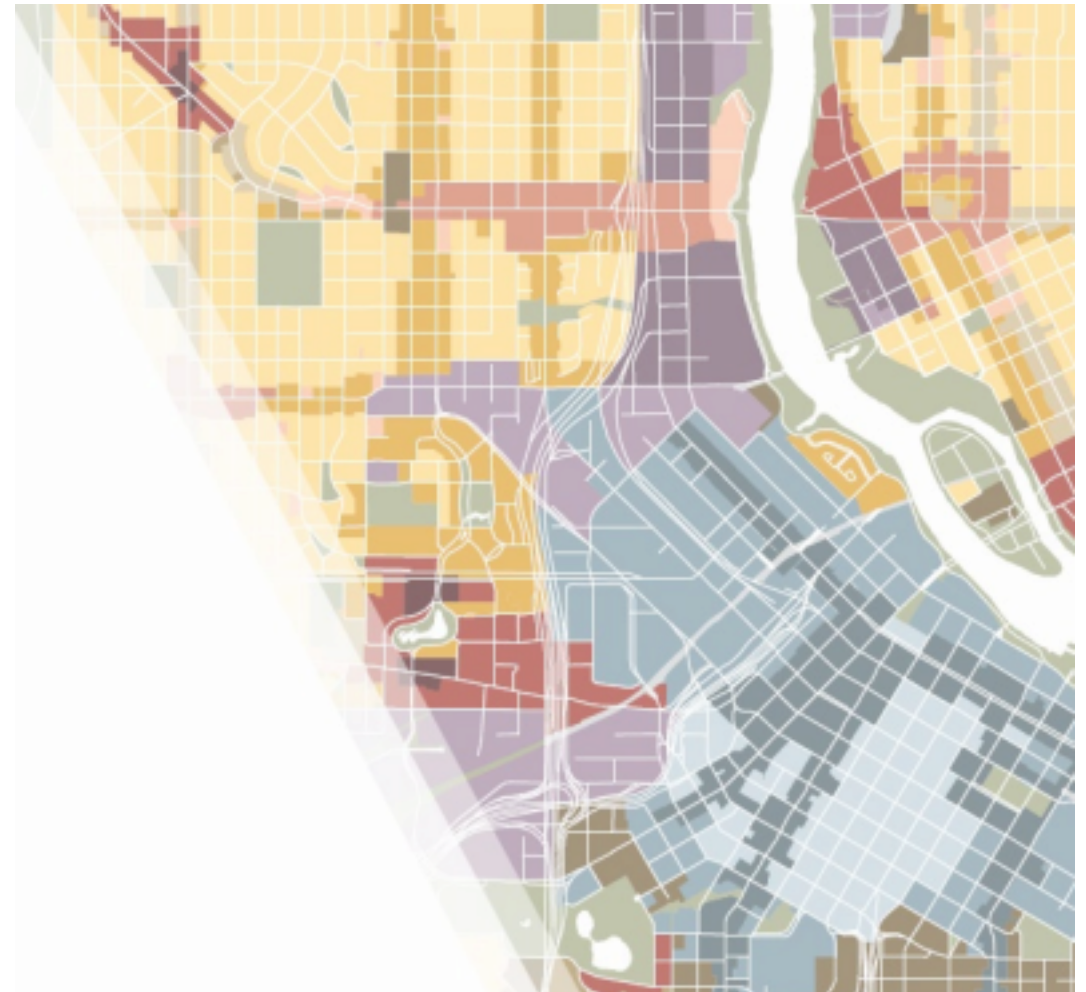
Zoning Code Implementation Timeline

2019

- Minneapolis 2040 Adopted

2020

- Inclusionary Zoning Code Amendment
- Allow 2- and 3-Unit Buildings in



Lowest Density Districts

2021

- Built Form Rezoning Study
- Parking and Travel Demand Management

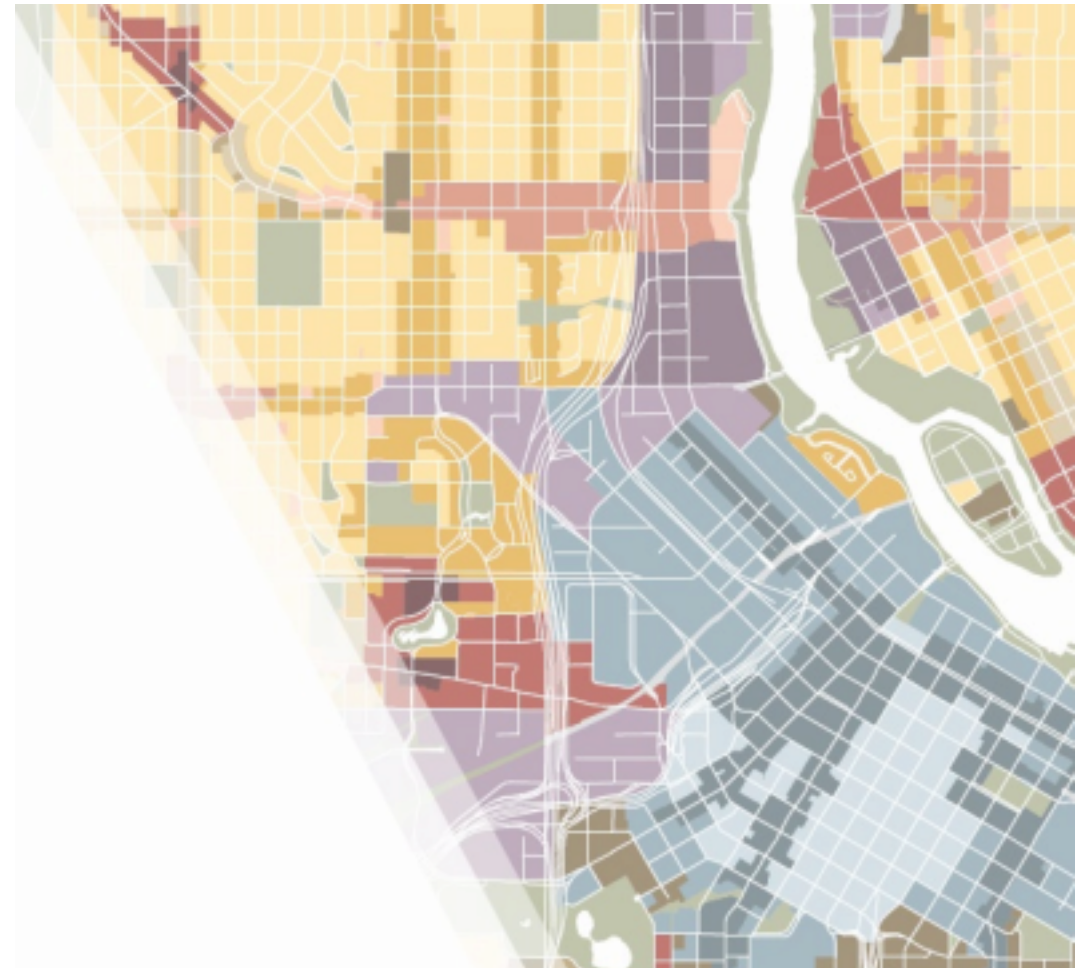
2023

- Land Use Rezoning Study

One to Three Unit Development

Allow Up to Three-unit Buildings in Lower Intensity Districts

- Related development standards (building bulk, lot size, required yards, setbacks, et al)
- Within the same building scale and building size allowed for single-family dwellings



Limit Lot Combinations in Lower Intensity

Districts • Maintain small scale context

minneapolis | 2040 Minimum Parking

- Eliminate minimum parking requirements for all uses and locations

Maximum Parking

- Tiered approach to maximums, with lower maximums in higher intensity areas with enhanced transit access
- Adopt more restrictive maximum parking requirements
- Residential maximums would apply citywide for developments with 4 or more units.
- Maximum surface parking lot size of 100 spaces to address outlier

Example of tiered maximums for offices

Example

situations. Downtown Parking Overlay District retains 20-space surface parking limit.

	1 space per 300 sq. ft. of GFA	1 space per 600 sq. ft. of GFA	1 space per 1,000 sq. ft. of GFA

Bicycle Parking

EV-Charging Requirement

- ~~• 10% of spaces in residential, office, and hotel uses to have EV stations, 5% for non-residential uses~~
- ~~• EV readiness required in lieu of stations for residential with fewer than 10 units or parking spaces~~
 - Old standard: 25 long-term bike parking spaces
 - New standard: 189 long term bike parking spaces
- Built for this project: 261 long-term bike parking spaces



Public Service Building – 378,000 square feet

minneapolis | **2040**

EV Charging

Replace Requirements with Incentives

- Incorporate EV Charging standards into existing incentive mechanisms in the code
 - PUD Chapter
 - Built Form Chapter
 - Site Plan Review Chapter

Introduce Requirement for Surface Parking

- A new standard requires 5 percent of all surface parking spaces to have a charging station capable of L2 charging. This applies to new parking areas with 20 or more spaces, or existing parking areas when 20 or more spaces are added.

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Travel Demand Management Changes

that allows development to comply with TDM requirements by

- Explicitly state intent to achieve mode split and greenhouse gas emissions goals in ordinance
- De-emphasize traffic studies as a mechanism for evaluating compliance
- Focus TDM requirements on physical improvements or characteristics of a development to achieve goals
- Introduce a point system (minor or major TDM) in the zoning ordinance

Strategy
Zero Vehicle Parking
Transit Pass (Provide)
Limited Parking

Transit Pass Subsidy (Offer)
Pedestrian Realm Improvements
Shower, locker, and long-term bicycle storage

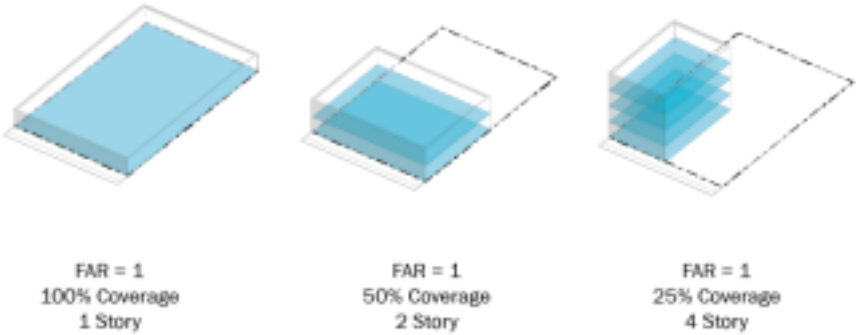
Shared Vehicles
Unbundling of Parking Cost
Real-time transit information

employing a series of pre-

determined TDM strategies

Public Service Building – 378,000 square feet

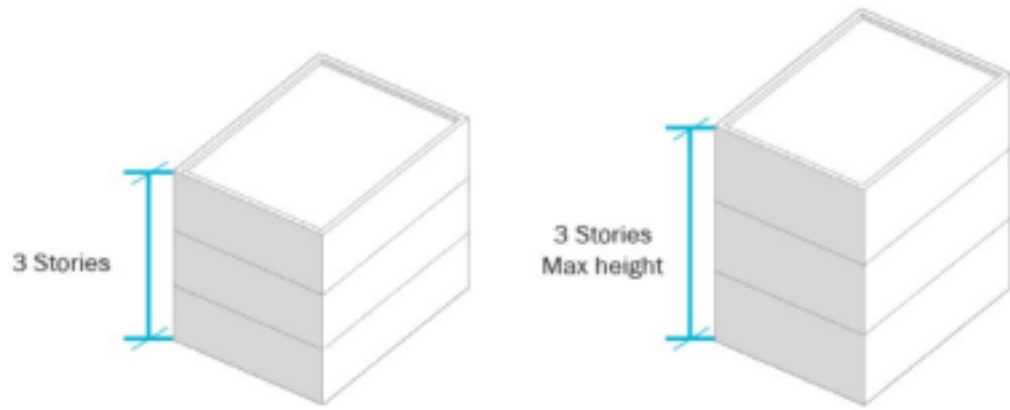
BUILT FORM REGULATIONS TOPICS



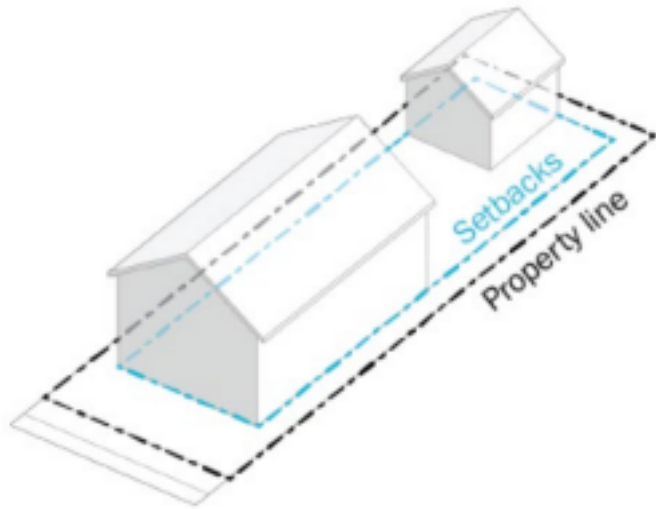
Floor Area Ratio (Incentives)

(Incentives)

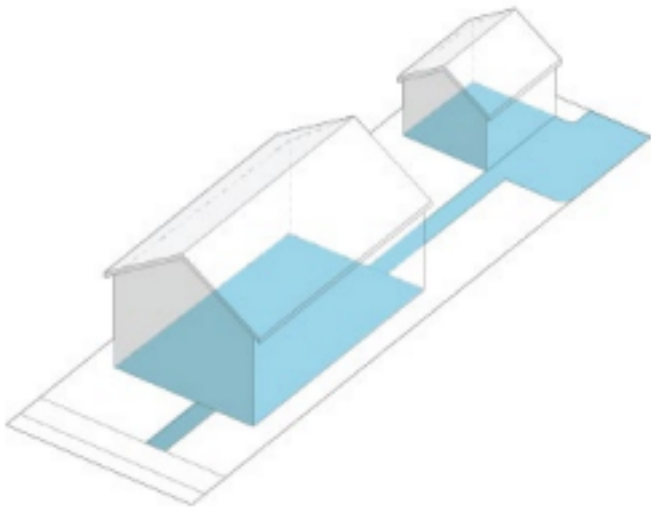
Building Height



Lot Size and Setbacks



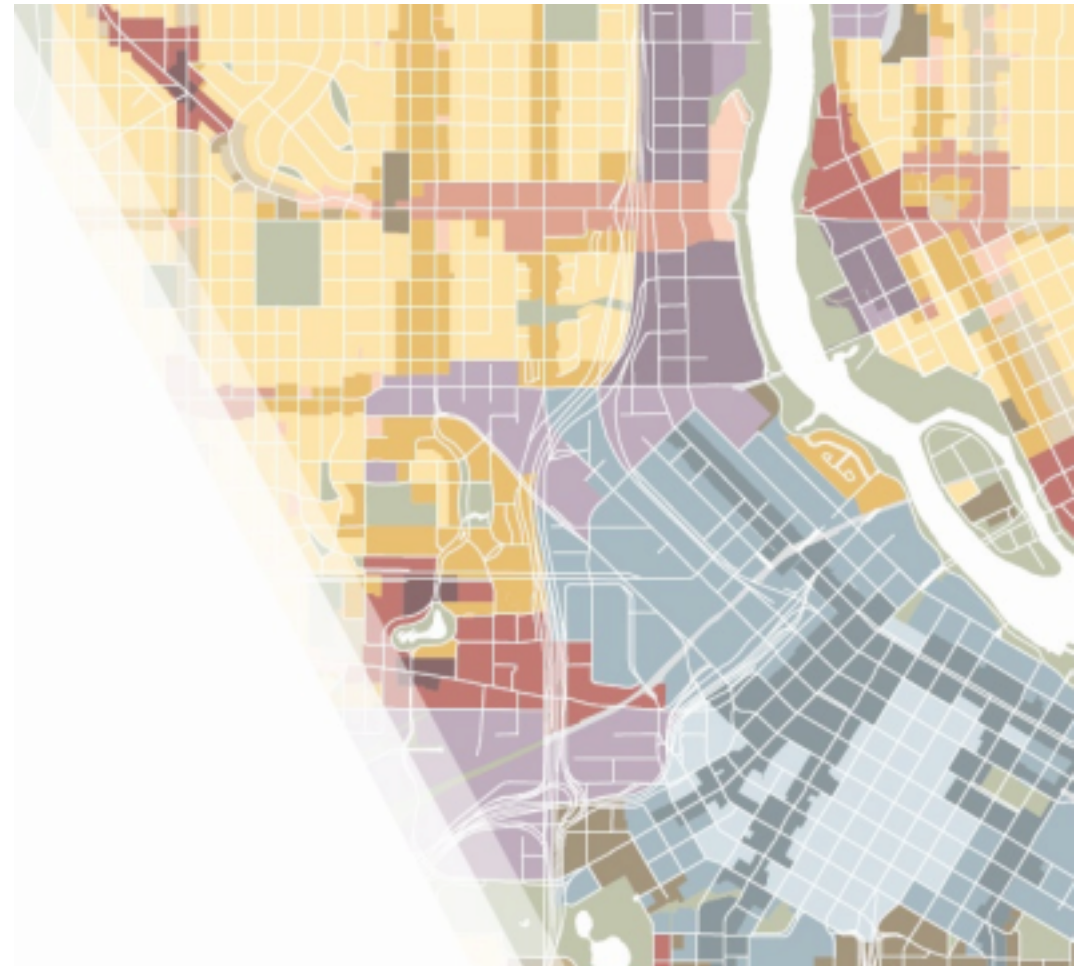
Impervious Surface and Lot Coverage



Built Form Regulations

New Height and FAR Standards

- Match guidance from Minneapolis 2040
- Increases to base Height and FAR allowance handled through premium process instead of CUP/Variance
- Minimum Height and FAR required in key locations (major corridors, transit stations, downtown)



- Maximum individual building size in some locations
- Separate out building bulk regulations from use regulations

Land Use Rezoning

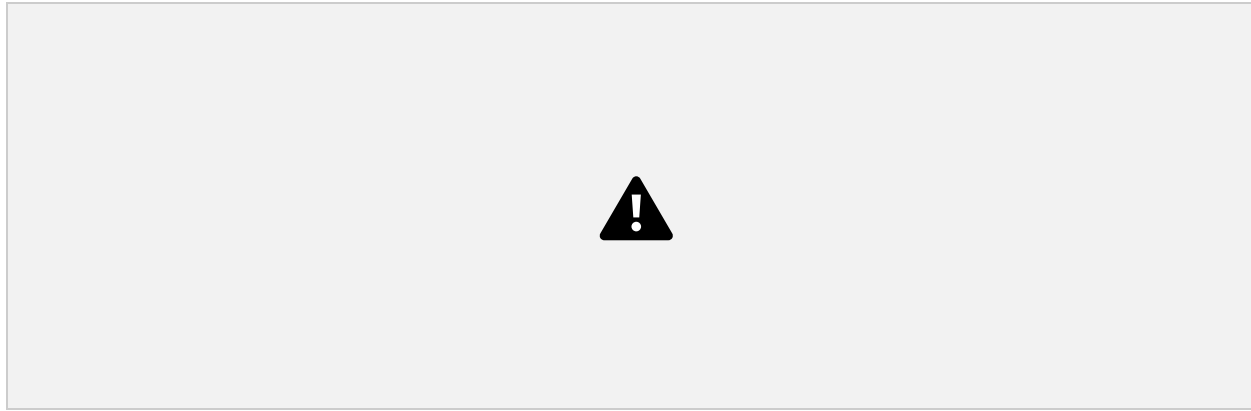
Table 545-1, Use Regulations Chapter

- **GROUP, Category,**
Specific Use
- “P” = permitted
“C” = conditional
“*” = only as part of
residential
mixed-use bldg.
“5” or “10” = max



square footage for the
use x1000

- Use Standards apply to categories and/or specific uses



Commercial Mixed-Use Districts

What does Minneapolis 2040 say?

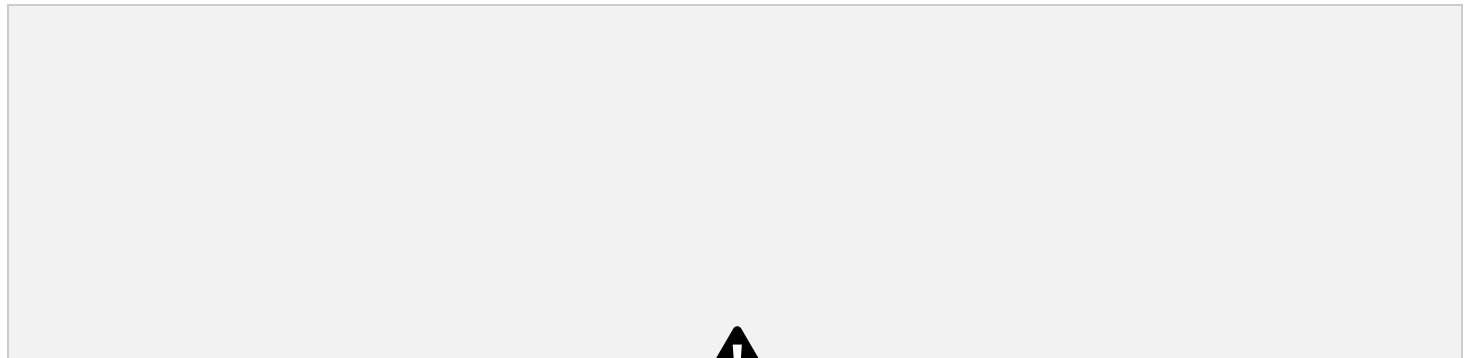
Neighborhood Mixed Use includes individual commercial uses and small collections of commercial uses, located primarily away from major streets, that should continue to serve their existing commercial function. Commercial zoning is appropriate, while expansion of commercial uses and zoning into surrounding areas is not encouraged. Semi-permanent or temporary commercial retail establishments such as farmer's markets are also appropriate in this category.

Corridor Mixed Use serves a larger market area than Neighborhood Mixed Use, and may have multiple competing uses of the same type. Commercial zoning is appropriate, mixed use multi story development is encouraged, and contiguous expansion of commercial zoning is allowed.

Community Mixed Use. Large-scale mixed use development is encouraged throughout these commercial uses fronting on major streets.

Commercial

retail spaces are typically smaller in order to pedestrian activity, and are often a destination customers coming from outside of the market Active uses that are accessible to the general



areas, with

generate
for
area.
public such

as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.

Destination Mixed Use. Commercial retail uses are required at the street level of all development in this category to encourage pedestrian activity beyond the typical daytime business hours. Multi-story development is required. Contiguous expansion of commercial zoning is allowed.

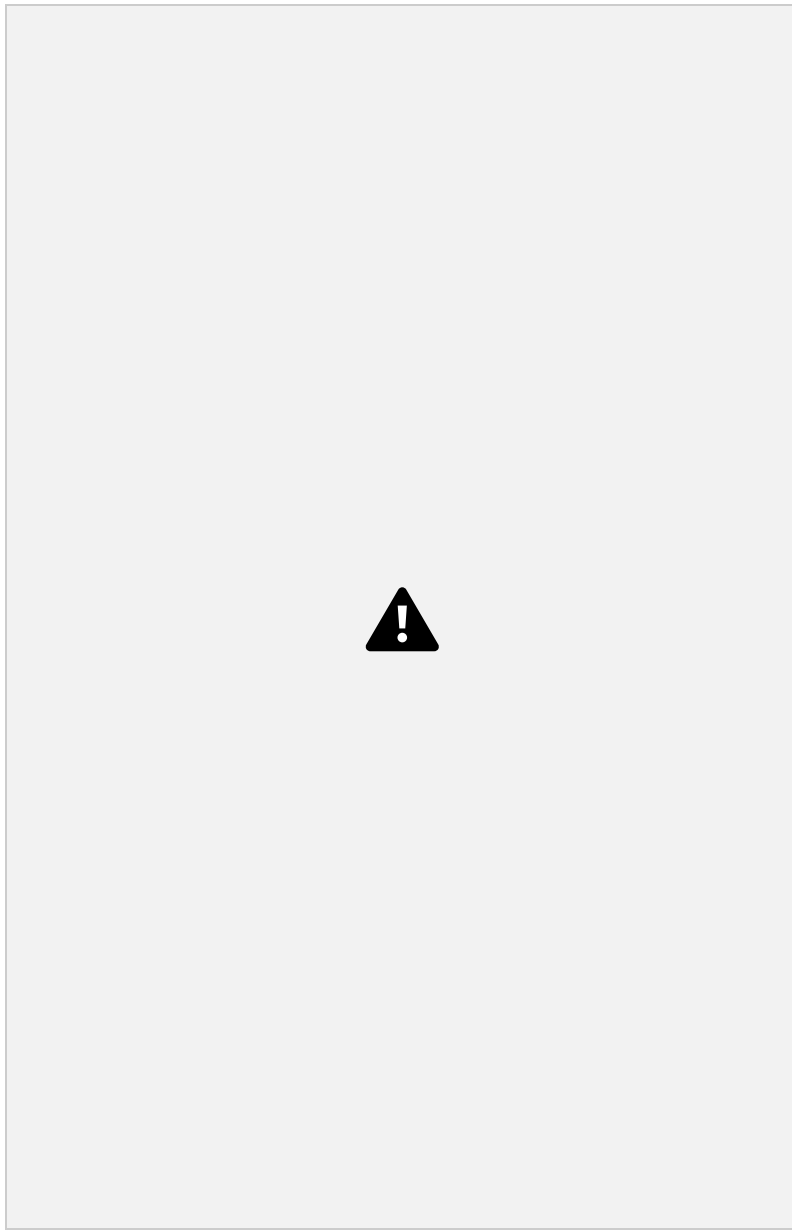
Commercial Mixed-Use Districts

Approach

- Increase in areas zoned with a commercial mixed-use district by 70% **Related 2040 Goals**
- Complete communities
- Climate change resilience
- More residents and jobs



Proposed zoning that allows commercial uses w/.25 mile buffer



Proposed zoning that allows commercial uses (black) Current zoning that allows commercial uses (yellow)

Production Districts

What does Minneapolis 2040 say?

Minneapolis 2040 has two policy layers on the future land use map that address industrial areas.

Production Mixed Use allows both production and non-production uses, recognizing that while many buildings in these areas are no longer viable for modern production industries, they are increasingly occupied by a wide variety of uses that contribute to the economic health and diversity of the city. Residential uses are allowed as part of mixed use buildings that provide production space. Adaptive re-use of older industrial property is encouraged.

Production and Processing areas are suitable for a wide range of employment-focused development. These areas are designated with the intent of protecting them from encroaching non-industrial uses that could erode the diverse job base that

these uses provide. Residential uses are strictly prohibited. **Minneapolis**

2040 related action steps

- Prioritize use of land in Production and Processing Areas for production, processing and last mile distribution of products and services uses that have minimal or no air, water, or noise pollution impacts, and that provide quality living-wage jobs.



- Identify and limit uses in Production and Processing Areas that do not provide a high concentration of high quality, low-impact production and processing jobs.
- Identify and limit new heavy industrial uses that harm human health or the environment throughout the city.
- Limit self-storage businesses to integration within active use buildings.

Overlay District Changes

Elimination of some Overlay Districts

- Industrial Living Overlay District (made redundant by PR1 district)
- Pedestrian Oriented Overlay District (regulations applied more broadly across the city)
- West Broadway Overlay District (regulations applied more broadly across the city)
- Nicollet Mall Overlay District (made redundant by the DD district)
- **Shoreland Overlay District Change**
 - Lot dimension requirements added to the Shoreland Overlay District in consideration of state rules



Built Form Overlay Districts

- Largely unchanged, but some updates are proposed, particularly minimum lot dimension and yard regulations tied to primary zoning districts

Minneapolis 2040 Implementation

<https://minneapolis2040.com/implementation/>