

REDUCING PARKING NEAR TRANSIT

In 2015, the City of Minneapolis significantly reduced off-street parking requirements for multifamily residential uses near high frequency transit. The City was concerned that these requirements could undermine objectives to support transit, infill development, and affordable housing. The City chose to let other factors influence the amount of parking, including market demand, lender requirements, cost, and physical/space constraints.

The City's previous parking regulations did not require parking downtown. However, in most other districts, the City required one off-street parking space per dwelling unit, regardless of unit size. For locations near transit, the City had allowed only a 10% reduction for uses within 300 feet of a transit stop with frequent service.

As shown in the table below, the zoning code changes in 2015 *eliminated* parking requirements for smaller projects and cut the requirement for larger projects *in half*.

Parking Reductions Near Bus Stop or Rail Stations

Midday Service Frequency	Geography	Reduction	
		3-50 units	51+ units
15 minutes or less	½ mile from rail station	100%	50%
	¼ mile from bus stop		
15-30 minutes	350 feet from stop/station	10%	10%

RECENT EXPERIENCE

A recent academic paper (Degerstrom, 2017) analyzed the reduced parking requirement. It inventoried 28 projects located outside of downtown Minneapolis that were approved between July 2015 and September 2017. The inventory included a total of 28 projects representing 2,783 units. Overall, these projects provided 2,686 spaces.

One important finding is that 18 projects (representing 62% of total units) provided less than one space per unit. Of these 18 projects:

- 16 projects either provided less parking than they otherwise would have, or they avoided the need for a zoning variance
- 2 projects required a variance below the 50% reduction
- 7 projects (17% of total units) provided 0.5 spaces per unit or less.

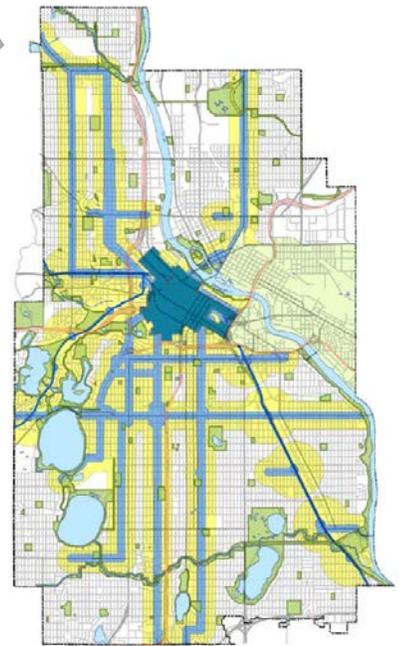
FAST FACTS

Transit:

[METRO Lines](#)
[Rapid Bus / Arterial BRT](#)
[High Frequency Network](#)

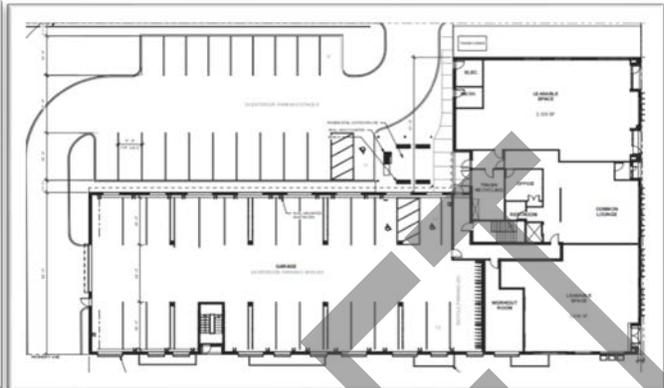
Geography:

Station areas and bus corridors throughout the city



Outcomes:

Development occurring with less parking than previously required, including projects that address workforce housing.



“Workforce housing” at 26th & Stevens, approved in 2015, provides 46 off-street parking spaces for 70 units (0.64 per unit). Spaces are in the ground floor and behind the building.

HOW DOES THIS PLANNING WORK SUPPORT TOD?

Cities often enact off-street parking requirements to ensure that the demand for parking does not congest public streets. However, the need for parking will be less in areas where there are lower rates of car ownership and greater levels of transit service.

Connect: Individuals and households who want to live near transit service will need less off-street parking. By requiring less parking, it connects the market for TOD with nearby transit service.

Intensify: It may be impractical, undesirable, or cost prohibitive to incorporate underground, structured, or surface parking on many sites. By providing limited or no parking, a project may can avoid the costs that make smaller scale projects infeasible.

Demonstrate: The City of Minneapolis has demonstrated support for development in cases where the need or demand for off-street parking is less. By reducing or eliminating parking requirements near transit, the City is also reducing uncertainty for projects that would otherwise request a variance from higher parking standards.

For further information:

Residential Parking Reform Presentation (May 21, 2015)

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FEEDBACK

Did you find this information useful? Do you have questions or suggestions for improvement? Contact us at TODGuide@metc.state.mn.us.