
Date: November 24, 2025

To: Golden Valley Planning Commission

From: Steven Okey, Associate Planner

Subject: Ordinance Amending Sections 113-151, 113-88, 113-89, 113-91, and 113-159

Meeting dates:

Planning Commission work session 1: September 8, 2023

Planning Commission work session 2: October 13, 2025

Planning Commission – formal public hearing: November 24, 2025

City Council – consent agenda action: December 16, 2025

Planning Analysis:

City Code Section 113-29 governs the process for amending the zoning code. Zoning text amendments may be initiated by the City or by an outside applicant. Planning Commission holds a public hearing, reviews the application, and makes a recommendation to City Council.

Level of Discretion in Decision Making:

The City has a high level of discretion when considering changes to the zoning code. Zoning text amendments are considered a legislative action, which gives City Council broad authority to amend the zoning code in the interest of the general health, safety, and welfare of the community.

Section 113-151 Off-Street Parking and Loading

Staff proposes repealing and replacing the City Code sections that governs Off-Street Parking and Loading. Section 113-151 describes the purpose of the section as “The purpose of requiring and regulating off-street parking and loading is to prevent congestion on public rights-of-way and private roadways and to promote the safety and general welfare of the public.” This section is out of date and: it has not been updated substantially since 1988. There were three minor revisions: one in 2002 to remove Radio Zoning Districts and related parking regulations, the second one in 2019 to change the use from “Business and Professional Offices” to “Office”, and the third revision in 2023 with updates to lighting requirements, permeable pavers, external landscaping, joint parking setbacks, location, changes to the parking table, and the addition of electric vehicle provisions.

Some of the purposes of this ordinance are:

1. To edit outdated code language particularly that which pertains to design standards.
2. To reduce parking requirements for many uses in response to market demands and to reduce the burden on redevelopment.
3. To align with the City's Strategic Plan goal #5 – Strategic (Re)Development.
4. To reduce parking requirements for residential uses to make housing developments more affordable to build.
5. To simplify language to make it easier to use for the public.
6. To remove vague requirements.
7. To align with the recommendations in the Downtown User Experience Framework.
8. To make changes to further sustainability and to align with the Climate Equity Plan. This includes increasing Electric Vehicle requirements, reducing impervious surface, and increasing landscaping.
9. To reduce parking minimums as per the Zoning for Equity Report (2021).

Review of Substantial Changes to Section 113-151 Off-Street Parking and Loading

Section 113-151(a)(1) Purpose and Application

1. We updated the applicability requirements to remove the change of use trigger for complying with the new code. This was in part due to not having a good mechanism to track change of use and this could create an unequitable application of the code. We will still be applying the new standards to Restricted Uses, Conditional Use Permits, Planned Unit Developments and Site Plan Review.

Section 113-151(b) Design Standards

1. The design standards were updated to current standards that were out of date, removed any code references that could potentially be in conflict with right of way standards or other Engineering Department standards, and required submittal for review to City Engineer on any new site plans where parking changes are proposed.
2. We increased the required number of landscaping islands located in the parking lots. The requirement is now a landscape island for every 12 spots versus the old standard of 24 spots. We reduced external landscape setbacks to be more aligned with development while still keeping screening requirements for any parking lots abutting R-1 and R-2 zoning districts.
3. We removed vague language regarding providing pedestrian access across parking lots to increase pedestrian safety. We provided some written examples and images to demonstrate the types of access required.

Section 113-151(c) Minimum Number of Required Off-Street Parking Spaces.

1. Reductions were made in many uses to be more development friendly, removed uses from the table that were no longer valid, consolidated/simplified the restaurant categories to be clearer and combined other similar uses for simplicity. The recommended levels come from the Downtown User Experience Study, American Planning Association (APA) recommendations and Institute of Transportation (ITE) recommendations.
2. With the reductions in requirements we did allow for a higher percentage for maximum parking to not penalize businesses who can have a need for higher parking numbers. We also allowed for reductions in minimums and maximums based on a demonstrated need. This will help smaller businesses who may not be able to meet the requirements otherwise.
3. We have also created a more robust list of available reductions in parking for developments. These include reductions for developments with proximity to transit, proximity to regional bike trails, those who provide carpool spaces, those providing electrical vehicle charging stations above the requirement, and motorcycle/motor scooter spaces. This in an effort to encourage multi-modal transportation and reductions in vehicle miles traveled.

Section 113-151(e) Bicycle Parking

1. This section was expanded from a design standard to its own section. We included better definitions, increased the required short term bike parking and increased the amount required to one space per dwelling for multi-family dwellings. We also included location requirements for bike parking facilities and bicycle parking design standards.

Section 113-151(f) Electric Vehicle Provisions

1. We removed the requirement for multi-family residential uses to install electric vehicle charging stations to reduce costs for housing developments but we did require they have 25 percent parking spaces with electrical vehicle charging infrastructure which is less expensive but it still promotes sustainability goals.
2. Performance standards, setback requirements, and signage requirements were added. Performance standards include safety, location, and accessibility.

Section 113-151(g) Loading Regulations

1. Many changes were made to this section to include more robust design standards that include size, location, screening, and construction.
2. The vague requirements for off-street loading were removed and more specific numbers were implemented. We did allow for reductions in the number of required loading spaces through a demonstration of facility need.

Section 113-88 Single-Family Residential (R-1) Zoning District

Staff recommend changing **Subsection (f)(5)a** to amend the enclosed garage requirements for single-family dwellings from two to one for lots 50 feet in width or greater and no garage requirement for lots 50 feet in width or less to match the garage requirements in **Subsection 113-151(c) – Single family dwellings**.

Section 113-89 Moderate Density Residential (R-2) Zoning District

Staff recommend changing **Subsection (f)(5)a** to amend the enclosed garage requirements for single-family dwellings from two to one for lots 50 feet in width or greater and no garage requirement for lots 50 feet in width or less to match the garage requirements in **Subsection 113-151(c) – Single family dwellings**.

Section 113-91 High Density Residential (R-4) Zoning District

Staff recommend changing **Subsection (k)** to remove the parking space reductions language as the amended parking code provides reductions and alternatives in all zones in **Subsection 113-151(c)(6) – Reductions and Alternatives to Automobile Parking**.

Section 113-159 Accessory Dwelling Units

Staff recommend changing **Subsection (c)(4)** to remove the parking requirements for an Accessory Dwelling Unit to match the new parking requirements in **Subsection 113-151(c) – Accessory dwelling units**.

Public Notification

To comply with State law and the City's public hearing notice requirements, the City published a public hearing notice in the Sun Post Newspaper. At the time of this report staff has received no comments on the proposed ordinance.

Next Steps

City Council will take action on the proposed code amendments in January, 2026.

Staff Contact

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