

ORDINANCE NO. XXX
AN ORDINANCE AMENDING THE CITY CODE SECTION 113-151 – OFF-STREET PARKING AND
LOADING

The City Council for the City of Golden Valley hereby ordains as follows:

Section 1. City Code Section 113-151 is hereby rescinded and replaced:

Sec. 113-151. Off-Street Parking and Loading.

(a) *Purpose and Application.* 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. The following minimums are established for off-street parking and loading based on the use of land and structures.

(1) *Applicability.* The following will require compliance with the current Off-Street Parking and Loading regulations:

- a. Construction of new principal buildings.
- b. Subsection (c) Minimum Number of Required Off-Street Parking Spaces applies to restricted uses, conditional use permit (CUPs), planned unit developments (PUDs), and through the site plan review process.

(b) *Design Standards.*

(1) *Site Plan.* Application for construction of new buildings, expansion of existing buildings, reuse of existing buildings and reconstruction of or the reconfiguration of existing parking, shall include a site plan or plot plan for parking, which is drawn to scale and dimensioned, which depicts the location and number of off-street parking spaces consistent with this section, which shows proposed internal landscaping, and which includes provisions for storage and/or removal of snow.

(2) *Access and Curb Cuts.* All off-street automobile parking facilities shall be designed with appropriate means of vehicular access to a street or alley and with adequate maneuvering area. Detailed plans must be submitted to the City Engineer for approval of all curb cuts or driveway openings before a permit will be granted.

(3) *Use.* With the exception of garage sales and other sales approved by the City, required off-street parking and loading areas and driveways shall not be used for the storage, display, sale or rental or repair of goods or for the storage of inoperable vehicles.

(4) *Lighting.* All light fixtures shall meet the standards outlined in **Sec. 113-153, Outdoor Lighting**, of the City Code.

(5) *Dimensions for Spaces.* All required off-street parking spaces shall meet the dimensional requirements in the parking layout table below. Accessible Parking spaces must meet the **Minnesota Accessibility Code**.

(6) *Surfacing; Construction Standards.* Parking areas and driveways shall be surfaced with an all-weather dustless material. Parking is not allowed on lawns or other landscaped areas. Parking lots containing more than six spaces and access drives, except for landscaped areas, shall be covered with asphalt, brick, concrete, or concrete pavers (including permeable pavers where deemed appropriate by the City Engineer or their designee) with proper surface drainage as required by the City. The finished surface shall be capable of carrying a load of 7,000 pounds per axle.

- a. Permeable pavers shall be considered pervious surface for purposes of meeting City impervious surface maximums with approval from City Engineer and if designed and maintained to manufacturer specifications.

(7) *Grade, Drainage and Curbing.*

- a. *Grade.* In general, grades shall not exceed five percent. Site grading plans shall be submitted to the City Engineer or their designee for review.
- b. *Drainage.* Off-street parking areas shall be designed to drain and properly dispose of surface water. Alternative low impact development practices such as rain gardens and vegetative swales are encouraged by the City. Detailed plans for drainage shall be submitted to the City Engineer or their designee for review.
- c. *Curbing.* Parking lots containing more than six spaces shall be delineated by a concrete box curb or concrete curb and gutter extending at least six inches above and six inches below the surface. The curb may have cuts for drainage. Exception: Some exception for rain gardens may be allowed provided suitable controls are provided to prevent cars from parking beyond the intended limits.

(8) *Parking Layouts.* Required off-street parking consisting of six or more spaces shall be consistent with the layout alternatives and dimensions specified in the parking layout chart below except Accessible spaces and compact car spaces.

- a. *Landscape Traffic Islands.* Traffic islands shall be provided based on the circulation system, number of spaces, frequency of use (turnover rate), and other relevant factors. Traffic islands shall be landscaped to meet interior landscape requirements.

(9) *Landscaping; Internal and External.* The minimum required landscaped areas, within which there shall be no parking or drive aisles (except driveway access from street) in all Zoning Districts, shall be:

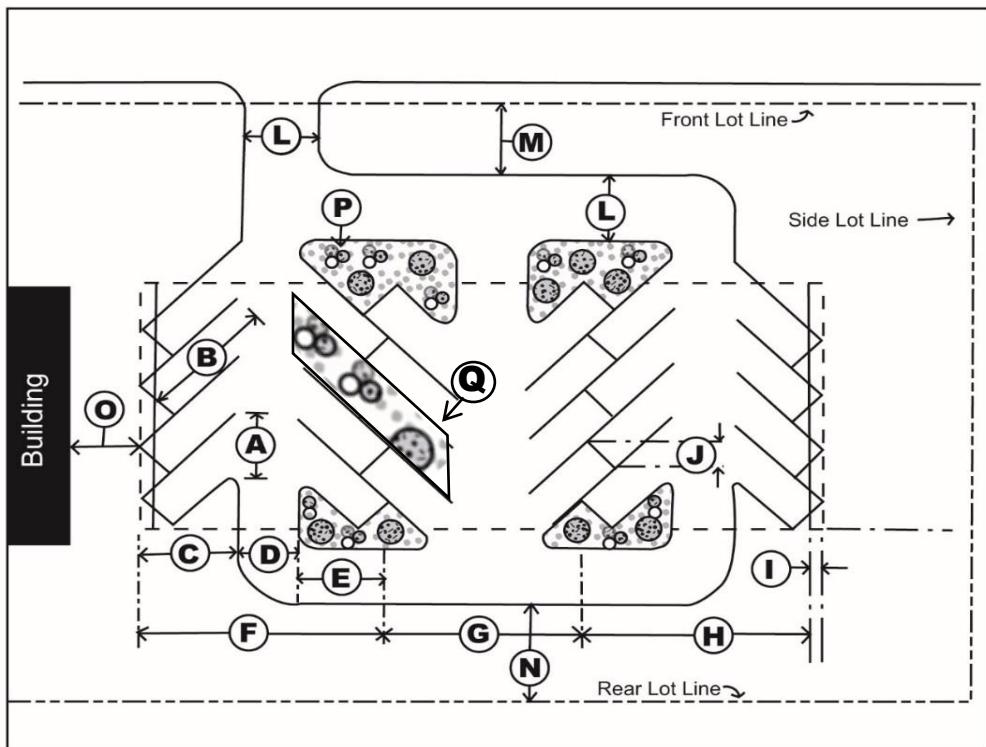
- a. *External Landscaping.* These areas shall be maintained fully as landscaped green space and may or may not include vegetation such as trees, shrubs, and other native plants. In cases where a parking lot is located on the periphery of sites and adjacent to R-1 and R-2 Zoning Districts, the City will require them to be screened with trees, shrubs, fencing, berms or some combination of these in setback areas along one or more lot lines.

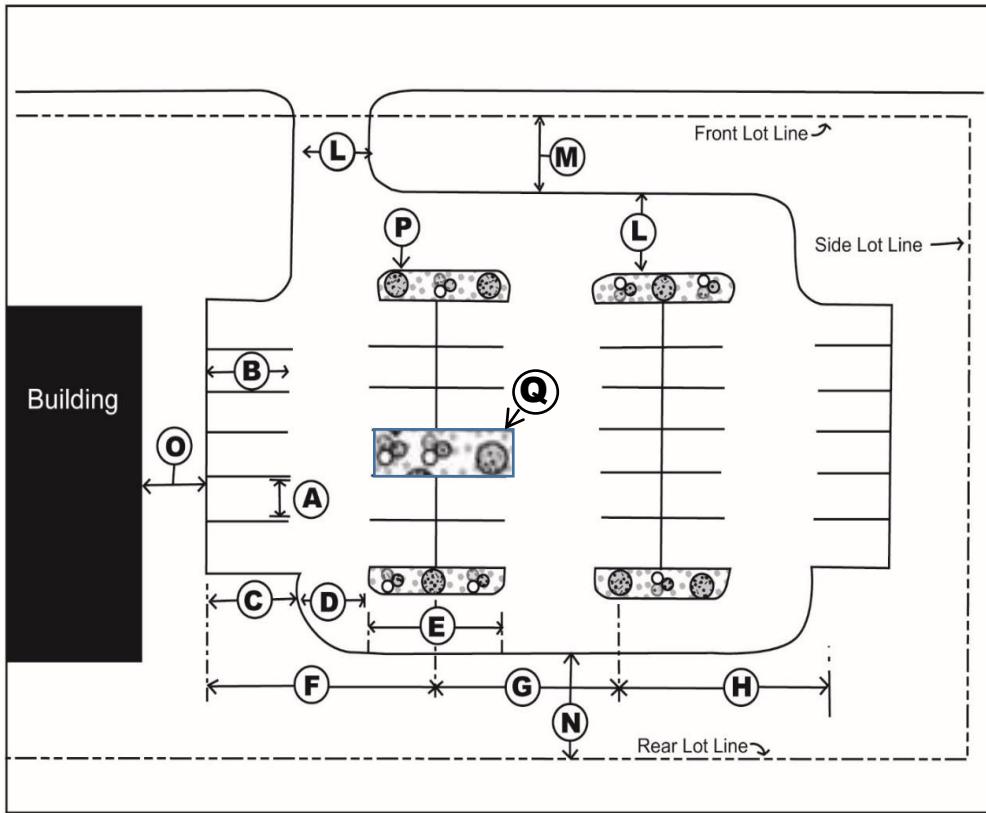
1. Front yard: 15 feet for R-3 and R-4 districts; 10 feet for all others (see M on diagram).
2. Side and rear yards: one-half of the required building setback (see N on diagram).

b. *Internal Landscaping.* Parking lots designed and constructed for more than 30 off-street parking spaces shall have at least eight percent of the interior of the parking lot landscaped with vegetation including shade trees. Each landscape break shall occur at least every 12 spaces. Such landscaping is expected to be in traffic islands, other islands or other areas used for drainage or lighting or exclusive landscape islands located within the interior portion of the parking lot. A landscape plan shall be submitted as part of the required site plan. The landscape plan shall be approved by the City Manager or their designee. Financial security shall be provided as per Tree and Landscape Compliance Requirements, [Sec. 111-9.\(b\)](#).

PARKING LAYOUT CHART		MINIMUM REQUIREMENTS			
Dimension	Diagram	Parking Angle to Curb or Lane			
		45°	60°	75°	90°
Stall width parallel to aisle*	A	12.7 ft.	10.4 ft.	9.3 ft.	9.0 ft.
Stall length of line	B	25.0 ft.	22.0 ft.	20.0 ft.	18.5 ft.
Stall depth	C	17.5 ft.	19.0 ft.	19.5 ft.	18.5 ft.
Aisle width	D	12.0 ft.	16.0 ft.	23.0 ft.	24.0 ft.
Stall depth, interlock	E	15.3 ft.	17.5 ft.	18.8 ft.	18.5 ft.
Module, edge of pavement to interlock	F	44.8 ft.	52.5 ft.	61.3 ft.	61.0 ft.
Module, interlocking	G	42.6 ft.	51.0 ft.	61.0 ft.	63.0 ft.
Module, interlock to curb face	H	42.8 ft.	50.2 ft.	58.8 ft.	60.5 ft.
Bumper overhang (typical)	I	2.0 ft.	2.3 ft.	2.5 ft.	2.5 ft.
Offset	J	6.3 ft.	2.7 ft.	0.5 ft.	0.0 ft.
Cross aisle, one-way	L	14.0 ft.	14.0 ft.	14.0 ft.	14.0 ft.
Cross aisle, two-way	L 90°	24.0 ft.	24.0 ft.	24.0 ft.	24.0 ft.
Fire Lane Requirements		Must meet current adopted fire code and appendi			
Parking or drive aisle setback to principal structure	O	10 ft.	10 ft.	10 ft.	10 ft.
Landscape traffic islands	P	Landscape traffic islands shall be at a minimum the width of one parking space and the length of two parking spaces based on the measurements above.			
Landscaped islands located between parking spaces.	Q	Landscape islands shall be at the minimum the width of one parking space and the length of two parking spaces based on the measurements above.			
Parallel parking:					

Stall width (8.5 or 9 ft.)
Stall length (22 or 23 ft.)
Compact parking space:
Stall width 8 ft.
Stall length 17.5 ft.
Motorcycle/Motor Scooter parking space:
Stall width 4 ft.
Stall length 9 ft.
Motorcycle/Motor Scooter parking spaces should be constructed of rigid pavement not bituminous pavement.
*Required Accessible stalls and ramps shall be per State Code. Minnesota Accessibility Code
*Some minor deviations from this table may be allowed in special circumstances related to the number and percent of spaces involved and site-dimensional constraints which support a minor deviation. As determined by the City Manager or their designee.





- (10) *Joint Parking Setbacks.* Approved joint or combined parking facilities, on separate lots constructed adjacent to a common lot line separating two or more parking areas, are not required to observe the parking area setback from the common lot line.
- (12) *Spaces Delineated.* All required off-street parking areas consisting of six or more spaces shall be delineated by durable painted stripes at least four inches wide unless walls or columns are used to provide an equivalent means to delineate the spaces such as in a parking structure.
- (14) *Parking Ramps and Underground Parking.* Because of the cost of such spaces and more control over environmental factors, the City Manager or their designee may administratively approve a reduction in the width of aisles and spaces as long as it meets public safety standards for vehicular maneuverability.
- (15) *Internal driveway access.* Private internal driveways between properties are permitted with approval of the City Manager and/or their designee. Internal driveways between properties shall be allowed only when they do not cause either property to exceed impervious surface limits, they follow drive aisle dimension guidelines from this chapter, both properties have a legal access to a public roadway, and that a cross-access agreement is signed by both properties and recorded in the County property records. In the case of the agreement

terminating, the internal drive shall be removed and restored to landscaped green space.

- (16) *Plowing and Snow Storage or Removal.* Required off-street parking plans shall include provisions for snow storage and/or removal. Snow shall not be deposited by plowing, stockpiling, or other artificial means that creates significant concentrations of stormwater which cause damage to or creates unreasonable environmental, health, or safety conditions on adjacent properties. Plans for plowing and snow storage/removal shall be reviewed by the City Engineer or their designee.
- (17) *Provisions for Pedestrian Access.* Provisions for pedestrian circulation to and from, and in some cases through, parking lots shall be provided to connect to building entrances, public sidewalks, transit stops, and other pedestrian destinations. Pedestrian routes within a parking lot shall include a clear division from vehicular area, through a change in grade, patterned pavement, decorative lighting, crosswalks, pedestrian islands, or other means of separation, see examples below.



- (18) *Maintenance.* Off-street parking areas including spaces, accessway, striping, landscaping, and required buffers and fences, shall be maintained in a neat, safe and adequate manner. Potholes, deteriorated pavement, and striping must be repaired or restored in a timely manner by the owner of the off-street parking.
- (19) *Accessible Parking.* Accessible parking spaces shall be provided pursuant to the [Minnesota Accessibility Code](#).
- (20) *Signs.* Signage shall meet all regulations in [Chapter 105 – Signs](#).
- (21) *Compact Vehicles.* If an off-street parking lot, ramp or garage contains 30 or more spaces, the City will allow up to 10 percent of the spaces to be designated compact cars only, provided a suitable parking plan for such spaces is submitted and approved by the City.

(22) *Joint Use of Parking.* Off-street parking facilities for a combination of one or more structures or uses may be provided collectively in any district, except the R-1 and R-2 Zoning Districts, provided the total number of spaces shall not be less than the sum of the separate requirements for each use. The City may permit such parking within one-quarter mile of the permitted use as long as a pedestrian sidewalk or similar path of travel exists between the two facilities.

(c) *Minimum Number of Required Off-Street Parking Spaces.*

Use	Requirement
Residential	
Single-family dwellings on (R-1 or R-2) lots greater than 50 feet wide	2 spaces per dwelling, one of which must be enclosed.
Single-family dwellings on (R-1 or R-2) lots 50 feet in width or less	2 spaces per dwelling unit.
Two-family dwellings	1 space per dwelling unit.
Rowhouses with up to four attached units	1 space per dwelling unit.
Townhouses	1 space per dwelling unit.
Accessory dwelling units	No additional parking required.
Multifamily dwellings	1 space per studio or 1-bed, 1.5 spaces per 2-bed, 2 spaces per 3- or 4-bed, at least one enclosed, plus 5% guest.
Congregate housing	.5 space per unit.
Senior and disability housing	.5 space per unit.
Manufactured home parks	1 space per dwelling unit.
Residential Facilities	1 space per 2 beds/participants.
Economic and Business Land Uses	
Bakeries	1 space per 200 s.f. of customer area
Bowling alleys	4 spaces per lane
Restaurants (sit down, including brewpubs)	1 space per 70 s.f. of gross floor area
Restaurants (fast food)	1 space per 75 s.f. of gross floor area. Fast food restaurants without indoor seating for customers require 1 space per 400 s.f.

Micro-distillery cocktail rooms	1 space per 70 s.f. of floor area.
Hotels/motels	1 space per unit
Indoor entertainment and amusement (theaters, arcades, etc.)	1 space per 250 s.f.
Private clubs/convention centers	1 space per 4 seats
Recreational uses (public and private), including gyms, skating rinks, etc.	1 space for every 400 s.f. of gross floor area
Retail store, shopping center, or service establishment	1 space per 400 s.f. of gross floor area
Showrooms (e.g., furniture, appliances)	1 space for every 400 s.f. gross floor area of show room,
Taprooms	1 space per 70 s.f. of floor area.
Care Services	
Adult day care centers	1 space per 5 persons cared for
Animal hospitals, veterinary clinics, kennels, and or pet grooming facilities	1 space per each 300 s.f. of gross floor area
Childcare centers	1 space per employee plus adequate client parking. No allowances for compact parking.
Mortuaries	1 per every 400 s.f. plus 1 space for every 4 seats
Trade schools or training centers	1 space per 5 students based on design capability
Offices and Financial Institutions	
Financial institutions	1 space per 300 s.f. of gross floor area
Medical and dental offices	1 space per 300 s.f. of gross floor area
Offices, excluding medical and dental	1 space per 300 s.f. of gross floor area, after 100,000 s.f. 1 space per 400 s.f. of gross floor area
Automotive	

Automobile repair shops	2 spaces for each service bay
Car wash	1 space per employee at the peak business time
Sales or show rooms (auto, machinery, boats, etc.)	1 space for every 1000 s.f. of gross floor area of display area plus 1 space for every 5,000 gross s.f. of outside display
Service stations	8 spaces plus 4 per service stall
Truck/van terminals	1 space per 3,000 s. f. of gross floor area
Manufacturing	
Manufacturing - Fabricating	1 space per 500 s.f. of gross floor area
Breweries	1 space per 500 s.f. of gross floor area
Distilleries	1 space per 500 s.f. of gross floor area
Micro-distilleries	1 space per 500 s.f. of gross floor area
Warehouse and Wholesale	
Outdoor storage and self-storage facilities	1 space per 10,000 s.f. of storage area
Warehouses and storage	1 space for every 3,000 s.f. of gross floor area
Institutional Land Uses	
Ball fields and other outdoor recreation	1 space per 4 seats based on design capacity or 1 per 4 members using the facility
Cemeteries	4 visitor spaces and 1 space per employee
City offices	1 space per 300 s.f. of gross floor area
Community centers	1 space per 300 s.f. of gross floor area
Convalescent homes, nursing homes, and clinics	1 space per 5 beds
Fire stations	1 space per 2 crewmembers
Golf courses, country clubs, and other recreational facilities	1 space per 5 patrons based on course capacity, 1 space per 2 driving range tees
Hospitals	1 space for every 4 beds
Libraries	1 space per 300 s.f. of gross floor area
Parks and playgrounds	Adequate off-street parking shall be provided as determined by Parks and Recreation Director or their designee.
Museums	1 space per 400 s.f. of gross floor area
Places of worship	1 space per 4 seats in the main assembly area
Post offices/parcel distribution	10 spaces plus 1 per 500 s.f. plus 1 for each service vehicle on site

Elementary and junior high schools	2 spaces per classroom
High schools	2 spaces per classroom plus 1 space per 6 students
Mixed Use Land Uses	
Mixed Use	In the case of mixed uses, the parking facilities required shall be the sum of the requirements for the various individual uses, computed separately in accordance with this section. Parking facilities for one use shall not be considered as providing the required parking facilities for any other use.

- (1) *General Requirement.* For any uses, City Manager or their designee may approve a different number based on Institute of Transportation (ITE) and American Planning Association (APA) guidelines.
- (2) *Maximum Parking.* In all Zoning Districts parking provided shall not exceed the minimum required parking + 20% of that minimum amount in the case of reconfigured, new or reconstructed surface parking lots. Does not apply to single-family, two-family, rowhouses, or townhouses.
- (3) *Required Ratios.* Where the number of required parking spaces is measured by seating capacity, such seating capacity shall be determined for maximum capacity.
- (4) *Rounding.* Where the parking calculations result in less than 1 spot the required number will be rounded up.
- (5) **Reductions and Alternatives to Automobile Parking**
 - a. **General**
 1. This subsection identifies allowed reductions and alternatives to required on-site parking spaces.
 2. These reductions are allowed either by-right or require approval of an Administrative Adjustment. If the reduction is requested as part of a project subject to discretionary approval, the request is considered by the review authority as part of the overall project.
 3. Available reductions apply only to non-exempt parking spaces as specified in (Applicability)
 4. Available reductions are additive (i.e., multiple reductions may be combined for a single project). Each allowed reduction is calculated using the number of parking spaces required before any other reduction is applied. For example, a development requiring 20 parking spaces that qualifies for a 10 percent transit

proximity reduction and a 30 percent bicycle facility proximity reduction may reduce their required parking by 40 percent.

5. Upon receipt of a written request, the City Manager and/or their designee may reduce or increase the parking minimum or maximum requirements, if the applicant demonstrates a demand which is different than required by this chapter based on specifics of the use or other factors. The City may in the case of a reduction, require that land be reserved for parking development should the use or demands change. This is in addition to the reductions allowed in section "b" below.

b. Available Reductions

1. *Transit Proximity.* For projects in proximity to an active public transit stop, required on-site parking may be reduced as shown in table below. Public transit stops exclude school bus stops.

Proximity to Public Transit Stop	Allowed Parking Reduction
<u>600 feet</u>	<u>30 percent</u>
<u>900 feet</u>	<u>20 percent</u>
<u>1,200 feet</u>	<u>10 Percent</u>

2. *Bicycle Facility Proximity.* Required on-site vehicle parking may be reduced by up to 30 percent for projects located within 300 feet of a regional bike trail.
3. *Carpool Spaces.* For non-residential uses, two automobile parking spaces may be exchanged for one carpool parking space. The carpool parking space must be designated as such with signage and/or space markings. There is a maximum reduction of 2% of spaces.
4. *Electric Vehicle Charging Stations.* Two required parking spaces may be exchanged for one space served by an electric vehicle charging station. To receive reduction, electric vehicle charging stations must be in excess of the minimum number of charging stations required by this code. There is a maximum reduction of 2% of spaces.
5. *Motorcycle and Motor Scooter Spaces.* Motorcycle and motor scooter parking may replace up to two required automobile spaces. Each automobile parking space must be replaced by space for at least 2 motorcycles.
6. *Differing Parking Demands.* The City may allow up to 50 percent reduction when joint use or combined parking is provided for uses which have different parking demands and peak parking needs such as a daytime use with a

nighttime use (e.g., office and movie theater) or a week day use with a weekend use (e.g., office and a places of assembly). This reduction requires approval of an Administrative Adjustment. The City may require an agreement between the users to qualify for this reduction.

7. *Required Accessible and Electric Vehicle Spaces.* Replacement parking spaces are not required if retrofitting a required accessible parking space or if installing a required electric vehicle charging station eliminates one or more required parking spaces (e.g., to accommodate accessible loading area).

(d) *Proof of Parking.* When the required off-street parking is 20 or more spaces, the owner is only required to pave and stripe 75 percent of the required parking spaces if the following conditions are met:

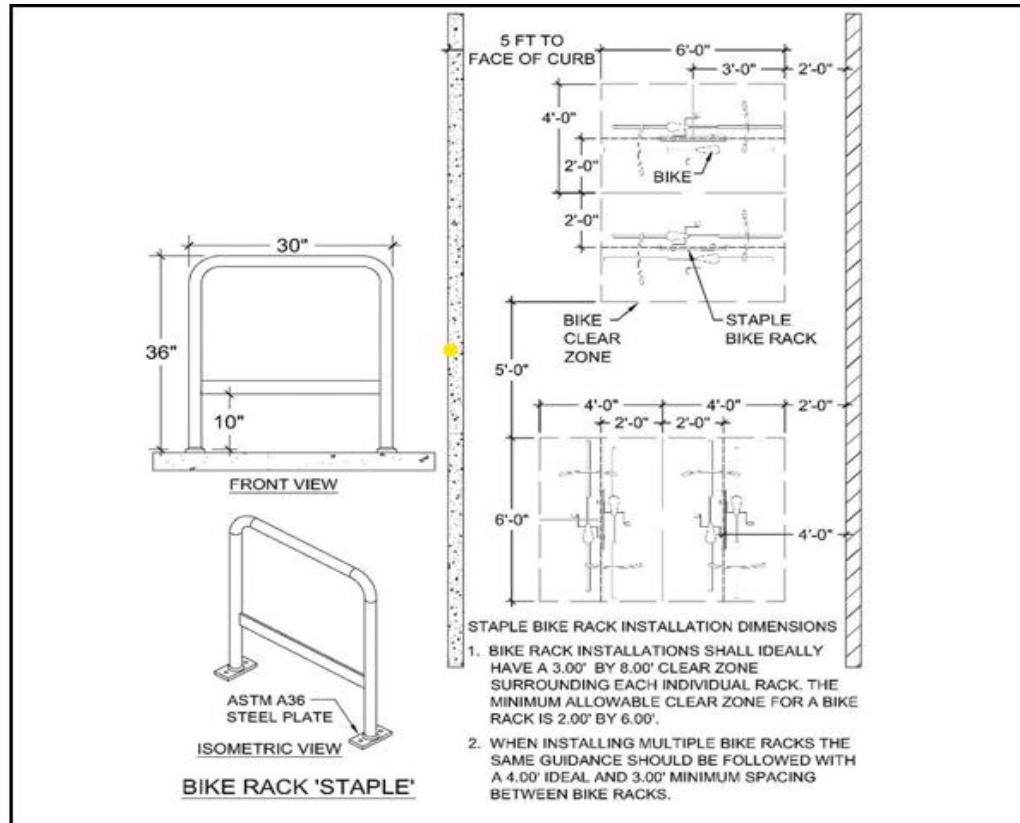
- (1) A parking plan drawn to scale for the lot is submitted to the City Manager or their designee and the plan indicates that the site complies with the total parking requirements stated above and the parking lot is designed to the standards required by this section.
- (2) The portion of the site which is not paved and is capable of containing the amount of parking equal to the difference between the total amount of required parking and the amount of parking required to be paved (known as the proof of parking area) is suitably landscaped and curbed to meet the requirements of this section.
- (3) The proof of parking area shall be clearly delineated on the parking plan for the site.
- (4) The paved portion of the parking area shall comply with the pertinent provisions of this section.
- (5) The proof of parking area is not used to satisfy any other landscaping or other requirement and is not located in an area occupied by a building.
- (6) The City shall record the proof of parking against the property and it shall run with the land.
- (7) The City may, at any time in its sole discretion, require proof that the parking area will be paved and striped in such a way that it meets the requirements to provide the total number of required parking spaces on the site or a percentage between 75 percent and 100 percent.
- (8) The City may require the owner to enter into a proof of parking agreement specifying the requirements and restrictions and stating that the owner developer and successor shall be responsible for making improvements to meet the Code at the time the City requires such action.

(e) *Bicycle Parking.* Short-term bicycle parking provides shoppers, customers, messengers and other visitors who generally park for two hours or less a convenient and readily accessible place to park bicycles. Long-term bicycle parking provides residents who live in a multi-family dwelling a secure and weather-protected place to park and store bicycles. Short-term and long-term bicycle parking shall be provided as stated below:

- (1) *Short Term:* Bicycle parking shall be provided at the rate of 10% of required vehicular parking.
 - a. Short-Term parking. Short-term bicycle parking shall be located on site within 50 feet of a primary entrance, or if there are site, setback, building design, or other constraints, bicycle parking shall be located no more than 100 feet from a primary entrance in the closest available area to the primary entrance as determined by the City Manager or their designee.
- (2) *Long Term:* Bicycle parking shall be provided in multi-family dwellings at the rate of 1 space per dwelling unit.
 - a. Long-Term parking. Long-term parking may be located in garages or other limited access areas for exclusive use by residents. Long-Term parking for residential dwellings can be within the unit as long as the space is dedicated to the bicycle and must be shown on building plans.
- (3) *Bicycle Parking Design*
 - a. A bicycle parking space shall measure at least two (2) feet wide by six (6) feet long, so staple racks, which hold two bicycles, shall be installed at least 36 inches apart. Bicycle parking spaces shall also be a minimum of six (6) feet in length and shall have a vertical clearance of seven (7) feet. A width of at least three (3) feet is encouraged.
 - b. The minimum distance between rows of bicycle parking spaces shall be five (5) feet.
 - c. Minimum clearance between a bicycle parking space and a wall or structure shall be two (2) feet. Bicycle parking spaces next to the curb shall be separated by at least two (2) feet, although a width of three (3) feet is encouraged.
 - d. Every bicycle parking space shall be accessible without moving another bicycle.
 - e. For buildings with multiple entrances, short-term bicycle parking spaces shall be distributed in a manner proportionate to the number of entrances.
 - f. Directional signage to the bicycle parking shall be provided if the parking is not directly visible and obvious from an entrance or public right-of-way.

- g. A bicycle rack shall accommodate common bicycle frame sizes and styles including bicycles without kickstands.
- h. A bicycle rack shall support the bicycle frame at a minimum of two contact points; one contact point shall be the frame.
- i. A rack shall allow both the frame and two wheels to be locked to the rack with the use of a cable or the frame and one wheel to be locked to the rack with a U-type lock.
- j. Bicycle racks and bicycle lockers shall be securely anchored to concrete with vandal-resistant concrete mounting hardware.
- k. Bicycle racks shall be a minimum of 30 inches wide by 36 inches tall.
- l. Inverted "U" or staple style bicycle racks are common and meet the requirements of this section.
- m. Bicycle parking shall be lighted to the standards outlined in **Sec. 113-153**, Outdoor Lighting, of the City Code.

Bicycle Parking Design



Bicycle Rack Examples



(f) *Electric Vehicle Provisions.*

(1) *Definitions.*

- a. Charging levels means the standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. The terms 1, 2, and 3 (DC) are the most common charging levels, and include the following specifications:
 1. Level 1 is considered slow charging with 120v outlets.
 2. Level 2 is considered medium charging with 240v outlets, charging head and cord hard-wired to the circuit.
 3. Level 3 (DC) is considered fast or rapid charging. Voltage is greater than 240 volts.
- b. Electric vehicle means a vehicle that operates, either partially or exclusively, on electrical energy from the electrical grid, or an off-grid source, that is stored on-board for motive purposes. "Electric vehicle" includes:
 1. Battery electric vehicle.
 2. Plug-in hybrid electric vehicle.
- c. Electric vehicle charging stations (EVCS) means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.
- d. Electric vehicle infrastructure means conduit/wiring, structures, machinery, and equipment necessary and integral to support an electric vehicle charging station.

(2) *Number of required Electric Vehicle Charging Stations.*

- a. All new or reconstructed parking structures shall be allowed, but not required, to install EVCS.
- b. All new or reconstructed parking lots with 14 or fewer parking spaces shall be allowed, but not required, to install electric vehicle infrastructure and/or EVCS.
- c. All new or reconstructed surface parking lots or parking structures with at least 15 but no more than 49 spaces or expanded parking lots that result in a parking lot with 15 to 49 parking spaces, shall install electric vehicle infrastructure and/or EVCS as required below.
 - 1. Multifamily residential land uses shall have 25% of required residential parking with electrical vehicle infrastructure installed. At least one accessible parking space shall have electric vehicle infrastructure installed.
 - 2. Non-residential land uses with surface parking spaces available for use by the general public shall have two Level 2 stations or one Level 3 station. At least one accessible parking space shall have access to an EVCS. Parking structures are exempt from this requirement.
- d. All new or reconstructed surface parking lots or parking structures with at least 50 parking spaces or expanded parking lots that result in 50 or more parking spaces, shall install electric vehicle infrastructure and/or EVCS as required below.
 - 1. Multifamily residential land uses shall have 25% of required residential parking with electrical vehicle infrastructure installed. At least one accessible parking space shall have electric vehicle infrastructure installed.
 - 2. Non-residential land uses with surface parking spaces available for use by the general public shall have at least 5% of required parking as Level 2, with at least one station adjacent to an accessible parking space. In non-residential zoned districts, Level 3 charging stations may be installed to satisfy the EVCS requirements described above on a one-for-one basis. Parking structures are exempt from this requirement.
- e. All new or reconstructed motor fuel stations shall be required to install at least one additional Level 2 or Level 3 charging station.

(3) *Reductions to EVCS requirements.* When the cost of installing EVCS required by this Chapter would exceed 25% of the total project cost, the property owner or applicant may request a reduction in the EVCS requirements and submit cost estimates for city consideration. Electric Vehicle Supply Equipment (EVCS). Any EVCS installed before the date of adoption of these regulations shall be legal, non-conforming structures. The provisions of this Subdivision apply to all Zoning Districts.

(4) Performance standards.

- a. Safety, Location, and Accessibility.
 1. EVCS shall not interfere with the right-of-way user sight lines.
 2. EVCS shall incorporate a cord management system or method to eliminate potential for cable entanglement, user injury or connector damage from lying on the ground.
 3. EVCS shall not obstruct a sidewalk or walkway and must minimize trip and safety hazards.
 4. EVCS shall be protected by appropriate curbing or bollards.
 5. EVCS shall be under eight feet in height except where approved by the City Manager or their designee.
 6. EVCS and parking stalls served by EVCS shall follow accessibility requirements for parking stalls and equipment access when required by the adopted version of MN building code.
 7. EVCS shall be installed pursuant to manufacturer specification and shall comply with all applicable state building codes, state fire codes, state electrical codes, and relevant permitting processes.
 8. EVCS shall be adequately maintained for safety and continual usage.
 9. The area surrounding the EVCS shall be maintained appropriately to reduce hazards and allow access to EVCS, including snow removal around the equipment to allow for safety and access.
 10. At the end of life for EVCS, the EVCS shall be replaced with new equipment or the EVCS shall be properly removed, and all utilities and equipment shall be safely decommissioned.

(5) Setbacks.

- a. EVCS in residential districts shall not be considered accessory buildings but shall adhere to the setbacks for accessory buildings and structures each zoning district.
- b. EVCS in all other districts are not subject to structural setbacks and may be located anywhere within property lines, subject to the other standards in this Chapter.

(6) Parking Minimums, Parking Lot Requirements, Parking Restrictions.

- a. All Electric Vehicle Charging Stations (EVCS) shall count towards off-street parking minimums required in this Chapter as specified in Section 113.151.

(7) Signage.

- a. EVCS signage shall include a phone number to contact for regular maintenance issues. Signage shall state to call 911 in case of an emergency.
- b. If parking time limits or usage requirements are to be enforced by towing by the property owner, this shall be posted with signage.
- c. All signage shall meet the requirements in Code Section 105.
- d. There shall be no offsite signage/advertisements, nor video or amplified sound, associated with EVCS.

(g) *Loading Regulations.*

(1) Design Standards.

- a. Residential Uses. Required off-street truck loading or unloading spaces for residential uses shall be at least 12 feet in width and 32 feet in length. Where a loading space parallel to a building is to be utilized, such area shall not be less than 12 feet in width nor less than 40 feet in length. In no instance shall any designated side loading space encroach upon a fire lane or driving aisle or parking spaces.
- b. Non-Residential Uses. Required off-street truck loading or unloading spaces for non-residential uses shall be at least 12 feet in width, 14 feet in height, and 60 feet in length. Where a loading space parallel to a building is to be utilized, such area shall not be less than 12 feet in width nor less than 65 feet in length. In no instance shall any designated side loading space encroach upon a fire lane or driving aisle or parking spaces.
- c. All maneuvering for off-street loading shall be accomplished on private property.
- d. In addition to the required loading space, all loading spaces shall include a maneuvering area. The maneuvering area shall not use any of that portion of the site containing parking stalls or customer service areas. Maneuvering areas shall be of such size as to permit the backing of truck tractors and coupled trailers into the loading space, without blocking the use of other loading spaces, drives, parking spaces, or maneuvering areas on public right-of-way.
- e. Customer drop off spaces shall not constitute off-street loading spaces.
- f. Construction of loading areas needs to meet the applicable standards as per Section 113-151.(b) *Design Standards*

(2) *Number of Loading Spaces Required.* The number of required off-street loading spaces shall be as follows:

Use	Required number of loading spaces*
Residential Uses:	
1. Single Family and Two Family Dwellings	None
2. Multiple Family Dwellings -	
a. Less than 4 dwelling units	None
b. Four to 48 dwelling units	1 per building
c. For each additional 48 dwelling units over 48	1 per building
Non-Residential Uses:	
Gross Floor Area (Square Feet)	
Less than 10,000	1
10,001 to 20,000	2
20,001 to 50,000	3
50,001 to 75,000	4
75,001 to 100,000	5
For each additional 50,000 over 100,000	1
Mixed use	In the case of mixed uses, the loading spaces required shall be the sum of the requirements for the various individual uses, computed separately in accordance with this section.
* Reductions to loading space quantity requirements may be granted by the City Manager or their designee upon determination of facility need.	

(3) *Landscaping and Screening of Loading Spaces.* Loading spaces shall be screened from all property lines. Said screening shall be accomplished by a solid wall or fence and shall be designed so as to be architecturally harmonious with the principal structure. Screening plantings may be substituted, provided such plantings are in conformance with Chapter 111 *Tree and Landscape Requirements*.

(4) *Location.*

- a. Off-Street. All required loading spaces for a non-residential use shall be off-street and located on the same lot as the building or use to be served.
- b. Distance from Intersection. All loading space curb cuts shall be located at minimum 50 feet from the intersection of two or more street rights-of-way. This distance shall be measured from the property line.
- c. Distance from Residential Use. Loading areas established after shall be prohibited within 300 feet of residentially zoned or guided property unless completely screened by an intervening building, or unless screened from adjacent residentially zoned or guided property by the use of berms, fences, or walls to provide 100 percent opacity to a height of at least eight feet. The height of the screening shall be measured from the grade of the loading areas.
- d. Pedestrians. Loading spaces shall not conflict with pedestrian movement.
- e. Visibility. Loading spaces shall not obstruct the view of the public right-of-way from off-street parking access.
- f. General Compliance. Loading spaces shall comply with all other requirements of this section.
- g. Traffic Interference. Each loading space shall be located with appropriate means of vehicular access to a street or public alley in a manner which will cause the least interference with traffic.
- h. Accessory Use; Parking and Storage. Required loading spaces shall not be used for the storage of goods, inoperable vehicles or snow and shall not be included as part of the space requirements to meet off-street parking requirements.

Section 2. City Code Section 113-88 is amended to read as follows. "****" denotes a section break.

(5) *Garage Provisions.* Garages in the R-1 Zoning District shall be governed by the following requirements:

- a. *Minimum Garage Stalls.* For lots greater than 50 feet wide, no building permit shall be issued for a single-family dwelling not having a ~~two stall one-stall garage. unless the registered survey submitted at the time of application for the building permit reflects the necessary area and setback requirements for a future two stall (minimum) garage.~~ Lots 50 feet in width or less may be constructed ~~with~~ without an enclosed ~~one~~ garage stall.

Section 3. City Code Section 113-89 is amended to read as follows."****" denotes a section break.

(5)*Garage Provisions.* The following requirements shall apply to all garages constructed in the R-2 Zoning District:

- a. *Minimum Garage Stalls.* ~~No building permit shall be issued for the construction of a new principal structure in the R-2 Zoning District which does not include at least a one garage stall per dwelling unit. For lots greater than 50 feet wide, no building permit shall be issued for a single-family dwelling not having a two-stall one-stall garage. Lots 50 feet in width or less may be constructed with without an enclosed one garage stall.~~

Section 4. City Code Section 113-91 is amended to read as follows."****" denotes a section break.

(+) ~~Parking Space Reduction. Properties providing sidewalks along all street frontages may pursue the following non enclosed parking space reduction:~~

- (1) ~~Underground Parking. The provision of one stall of underground parking per unit shall result in a 10 percent reduction in the number of required non enclosed parking spaces.~~
- (2) ~~Public Transit. Scheduled public transit route available within 1,000 feet of the primary entrance accessed by a public sidewalk shall result in a 10 percent reduction in the number of required non enclosed parking spaces.~~

Section 5. City Code Section 113-159 is amended to read as follows."****" denotes a section break.

- (4) ~~A minimum of one additional off street parking space shall be provided for the accessory dwelling unit in addition to those required for the principal dwelling.~~
The creation of the accessory dwelling unit by conversion of garage space shall not reduce the home's provided off-street parking below the minimum requirements listed in [Section 113-151](#) of zoning code.