

ORDINANCE NO. 2022-30

AN ORDINANCE TO UPDATE PARKING REQUIREMENTS FOR MULTIFAMILY BUILDINGS AND ASSOCIATED FLEXIBILITY IN THE OPPORTUNITY HOUSING ORDINANCE, THEREBY AMENDING CHAPTERS 9 AND 21 OF THE CITY CODE

The City Council of the City of Bloomington, Minnesota ordains:

Section 1. That Chapter 9 of the City Code is hereby amended by deleting those words that are contained in brackets and ~~stricken through~~ and adding those words that are underlined, to read as follows:

CHAPTER 9

ARTICLE I: GENERAL PROVISIONS

§ 9.04 DEFINITIONS.

~~**[DESIGNATED TRANSIT AREA.** The area within a one-half mile walk of a transit stop or station that offers at least hourly service weekdays between 7:00 a.m. and 6:00 p.m., measured from the closest general purpose door of the development to the nearest qualifying transit stop or station.]~~

DESIGNATED TRANSIT AREA, TIER I. The area within a one-half mile walk of a transit stop or station for transit lines designated METRO by Metro Transit, measured from the closest general purpose door of the development to the nearest qualifying transit stop or station.

DESIGNATED TRANSIT AREA, TIER II. The area within a one-half mile walk of a transit stop or station that offers at least hourly service weekdays between 7:00 a.m. and 6:00 p.m., measured from the closest general purpose door of the development to the nearest qualifying transit stop or station.

INCOME. Household income adjusted for household size includes:

- (A) **EXTREMELY LOW INCOME.** Household income at or below 30% of AMI.
- (B) **VERY LOW INCOME.** Household income above 30% to at or below 50% of AMI.
- (C) **LOW INCOME.** Household income above 50% to at or below 80% of AMI.
- (D) **MODERATE INCOME.** Household income at 80% to one hundred 120% of AMI.

ARTICLE III: AFFORDABLE HOUSING TOOLS AND INCENTIVES

§ 9.19 PARKING REDUCTION

- (a) To incentivize the creation of opportunity housing units, a residential development with at least 9% of its total dwelling units affordable to households at or below ~~6~~50% of AMI qualifies for car parking reductions provided that the affordable housing agreement required pursuant to § 9.32 affirms that the owner will not charge the opportunity housing units for access to parking. Potential parking reduction incentives are based upon the level of affordability ~~provided~~ as follows:

<u>Affordability provided:</u>	<u>Projects located in the Designated Transit Area, Tier I:</u>	<u>Projects located in the Designated Transit Area, Tier II:</u>	<u>Projects located outside a Designated Transit Area:</u>
<u>9% of units qualifying as very low or extremely low income</u>	<u>15%</u>	<u>10%</u>	<u>5%</u>

<u>20% of units qualifying as very low income</u>	<u>25%</u>	<u>20%</u>	<u>10%</u>
<u>50% of units qualifying as very low income</u> or <u>20% of units qualifying as extremely low income</u>	<u>35%</u>	<u>30%</u>	<u>15%</u>
<u>100% of units qualifying as very low income</u> or <u>50% of units qualifying as extremely low income</u>	<u>45%</u>	<u>40%</u>	<u>20%</u>

~~[(1) A development with 9% of its units qualifying as extremely low income affordable housing qualifies for a 20% parking reduction when outside a designated transit area and a 40% parking reduction when within a designated transit area provided that the affordable housing agreement required pursuant to § 9.32 provides that the owner will not charge the opportunity housing units for access to parking;~~

~~(2) A development with 20% of its units qualifying as extremely low income affordable housing qualifies for a 25% parking reduction when outside a designated transit area and a 50% parking reduction when within a designated transit area provided that the affordable housing agreement required pursuant to § 9.32 provides that the owner will not charge the opportunity housing units for access to parking;~~

~~(3) A development with 9% of its units qualifying as very low income affordable housing qualifies for a 15% parking reduction when outside a designated transit area and a 30% parking reduction when within a designated transit area provided that the affordable housing agreement required pursuant to § 9.32 provides that the owner will not charge the opportunity housing units for access to parking; or~~

~~(4) A development with 9% of its units qualifying as low income affordable housing qualifies for a 10% parking reduction when outside a designated transit area and a 20% parking reduction when within a designated transit area provided that the affordable housing agreement required pursuant to § 9.32 provides that the owner will not charge the opportunity housing units for access to parking.]~~

(b) The car parking reductions provided in this section are not cumulative. Each qualifying development is eligible for only one parking reduction of [40] 5% to [50]45% depending upon the level of affordability provided.

Section 2. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets and ~~stricken through~~ and adding those words that are underlined, to read as follows:

CHAPTER 21

ARTICLE III: DEVELOPMENT STANDARDS

Division A: General Standards

§ 21.301.06 PARKING AND LOADING.

(d) *Number of off-street parking spaces required.*

(1) The minimum number of off-street parking spaces provided within a development must meet the provisions of this subsection (d), varying by land use as provided in the following table. If more than one land use is present on a site, the required parking is determined by adding together the required number of parking spaces for each use.

If the number of off-street parking spaces results in a fraction, each fraction of one-half or more will constitute another space required. A lesser number of constructed off-street parking spaces may be allowed through flexibility measures (see subsection (e) below). The requirements for off-street surface parking space dimensions are set forth in subsection (c) above.

Minimum Off-Street Parking Requirements		
RESIDENTIAL ***		
Multiple-family residence	One bedroom <u>and efficiency units</u>	1. 6 ⁸ spaces per dwelling unit
	Two <u>or more</u> bedrooms	2. 0 ² spaces per dwelling unit
	[Three bedroom]	[2.6 spaces per dwelling unit]
	[Four bedroom]	[3.0 spaces per dwelling unit]
	<u>Additional requirements for units of all sizes</u>	Of <u>the above requirements</u> , at least [which] one (1) space per unit must be within a fully enclosed garage <u>or covered within a structured parking ramp</u> [-, and where party room space is provided, an additional 1 space per 100 square feet of party room is required]; guest parking spaces must be appropriately provided and dispersed throughout the development, subject to approval of the issuing authority, 1 space per 50 units must be equipped with a Charging Level 2 electric vehicle charger or higher.

Passed and adopted this 6th day of June, 2022.

/s/ Tim Busse
Mayor

ATTEST:

/s/ Matt Brillhart
Secretary to the Council

APPROVED:

/s/ Melissa J. Manderschied
City Attorney