

ZONING REGULATIONS UPDATE WORKING GROUP

AGENDA

Wednesday, December 9, 2020

6:30 pm

**THIS AGENDA IS SUBJECT TO CHANGE UNTIL THE START OF
THE MEETING**

I. PRESENTATION

1. Directions Memo and Appendix
2. Discussion
3. Next Steps

II. ADJOURN



MEMO

To: Zoning Regulations Working Group
From: Jason Lindahl, AICP
Date: November 25, 2020
Subject: Zoning Update Directions Report

Attached for your review is the Zoning Update Directions Report. City staff and the consultant team will present this document to you at the December 9 virtual meeting. Instructions on how to participate in the virtual meeting will follow in a separate email the Monday before the meeting. In the meantime, please review this document and bring your comments and questions with you to the December 9 meeting. I'm also available for questions before the meeting should you have them.

The Directions Report summarizes the consultant team's initial recommendations regarding the scope and direction to pursue when drafting the new zoning regulations. The intent of this document is to provide a sense of the general direction to be pursued in the update, not to identify the specifics of every needed or proposed change. After review by the project steering committee, the report will serve as a general road map for drafting the updated zoning regulations.

The Directions Report document is divided into two sections. The first section provides background information and general recommendations about the zoning update including the regulatory approach, code structure, administrative procedures and various zoning provisions. It also summarizes the public feedback from the initial listening sessions and steering committee meeting earlier this year. The second section is the appendix. It includes the recommended structure for the updated zoning code, descriptions of each proposed zone including specific uses and building types, and the corresponding draft zoning map illustrating the location for the proposed zones.

Attachments

- Zoning Update Directions Report

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HOPKINS
Rooted. Vibrant. Connected. Resilient.
Zoning Regulations Update
Project Direction Memo

May 2020

DRAFT

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Zoning Regulations Update Project

In 2019, the City of Hopkins completed preparation of a new comprehensive plan. Known as **Cultivate Hopkins**, the new plan establishes a vision for the city's physical form, economic and social health, and overall quality of life. By establishing policies governing land use, housing, transportation, the environment, parks, and utilities, **Cultivate Hopkins** will help guide future growth and development in the city for years to come. Completion of the comprehensive planning process marks a turning point, as Hopkins begins the on-going process of plan implementation through targeted public investments and other activities, including the creation of updated zoning and land use regulations.

General Objectives

State law requires that the city's zoning and land use regulations (including the zoning map) are consistent with the comprehensive plan. To ensure that the regulations are properly aligned with the plan, Hopkins' zoning regulations need to be revamped to:

- Promote walkable, mixed-use development patterns;
- Encourage transit use and alternative travel modes;
- Offer a variety of housing choices and lifestyle options for city residents;
- Support job growth and economic development activities;
- Include updated design standards and new place-making tools;
- Manage change in stable residential neighborhoods;
- Promote sustainability, resiliency and protection of natural resources; and
- Rely on predictable and efficient development approval procedures.

The zoning regulations update project also provides an opportunity to ensure that the regulations are easy to use, administer and enforce.

This Report

This report summarizes the consultant team's initial recommendations regarding the scope and direction to be pursued in the zoning update. The intent is to provide a sense of the general direction to be pursued in the update, not to identify the specifics of every needed or proposed change. After review by the project steering committee, the report will serve as a general road map for creation of the updated zoning regulations.

In preparing the report, a variety of policy documents and regulations were reviewed to gain an understanding of the city's planning and regulatory framework. This office work was supplemented by time touring Hopkins and its many neighborhoods. This field work was invaluable in translating existing zoning provisions and stakeholder comments into actual on-the-ground conditions.

The recommendations in the report represent broadly framed ideas for addressing identified

Cultivate Hopkins (2040 Comprehensive Plan)



deficiencies within the current zoning regulations. They are intended to serve as the starting point for discussion, prior to beginning the code drafting and zoning map preparation work. Recommendations can and will be revised and tailored in response to local reviews and issues encountered as the project proceeds.

It is important to point out that any shortcomings stated or implied in the report are not intended to reflect poorly on previous authors or upon public officials and staff charged with administering them. The types of issues identified in this report are commonplace, as land use and planning policies evolve and as regulations are incrementally revised in response to ever-emerging issues.

Key Advisors

Steering Committee

A project steering committee has been appointed to work with staff and the consultant team on the initial zoning regulations draft. The committee's role in the zoning regulations update will be to provide high-level guidance and oversight and to help ensure that various perspectives and opinions are considered.

User Groups

Individuals who are regular code users and development process participants were invited to participate in small group listening sessions at the beginning of the project. By engaging in discussions with property owners, builders, developers, civic leaders, neighborhood advocates and others, these listening sessions provided the consultant team with a first-hand account of the views of groups directly affected by zoning regulations.

General Public

During the formulation of *Cultivate Hopkins*, the general public was engaged and asked to participate in a variety of ways. As a plan implementation exercise, the zoning regulations update demands more targeted and focused participation. Still, it is essential that the general public be informed about the project and engaged at key points in the updated effort.

The city's website (<https://www.hopkinsmn.com/1037/Zoning-Regulations-Update-Project>) will serve as a key portal for sharing information about the zoning regulations update project, including the posting of documents and announcements about project meetings and events. Once draft regulations are ready for review, city staff and the consultant

team will conduct meetings to introduce the public review draft and solicit input on the updated zoning regulations and zoning map.

Planning and Zoning Commission

The planning and zoning commission will have a formal role towards the end of the zoning regulations update process. As with any proposed zoning text or map amendment, the planning and zoning commission will conduct public hearings and ultimately issue a recommendation to the city council.

Beyond their formal role, the planning and zoning commission has significant representation on the project steering committee. City staff and the consultant team will provide periodic project status updates as part of regular planning and zoning commission meetings.

City Council

As with the planning and zoning commission, the city council will play a vital role in the adoption process and have final decision-making authority on all zoning ordinance text and map amendments. Beyond their formal final decision-making role, the city council has representation on the project steering committee.

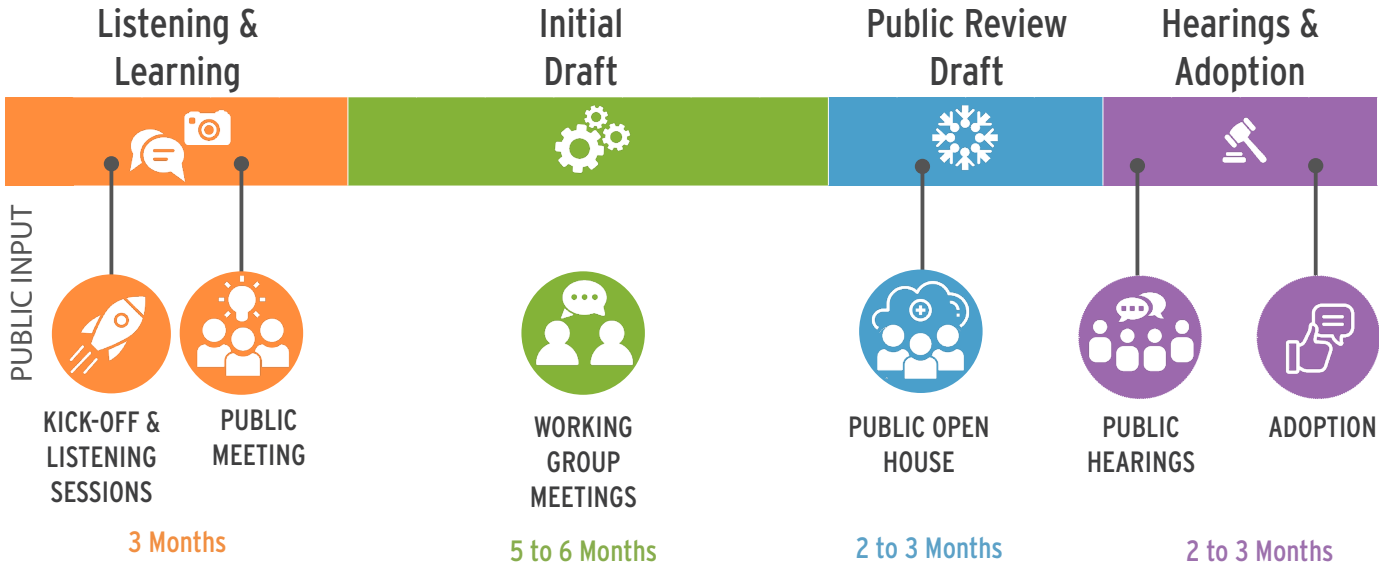
Consultant Team

The city has retained a team of consultants to prepare the updated regulations. The team includes Duncan Associates and Codametrics, two firms with a wealth of experience in updating local zoning and development codes.

Work Plan

The project work plan, which is expected to take approximately 15 months to complete, is summarized in the following timeline. This schedule will likely be impacted by the COVID-19 pandemic.

Project Timeline





Zoning Regulations Update Project What we've heard so far...

As one of the first steps of the zoning update project, city staff and the consultant team held a series of meetings to solicit early input about the types of issues that should be addressed in the updated regulations. So far, we've met with the project working group, which consists of city council members, planning and zoning commissioners, and citizens. We've also conducted small-group listening sessions with citizens representing neighborhood, business, civic, social and development interests.

Many issues and questions have been posed in early project meetings, with the following representing some of the most common themes:



Protect & Grow Mainstreet

Folks are understandably proud of Mainstreet and want to protect this special place. Many support extension of the vibrant, walkable elements west to Shady Oak Road.



Respect Context

New infill and redevelopment should fit the context of the area in which it is located.



Protect Established Neighborhoods

Need to provide appropriate transitions between new higher intensity development and existing neighborhoods.



Economic Development

The city's economic development goals should help inform the zoning update, including growing the tax base, but growth needs to be thoughtful and in context.



Increase Housing Choice and Ownership Opportunities

Ensure that zoning allows for a broad range of housing types for all ages, incomes, and lifestyles.



Promote Walkability

Zoning regulations should promote pedestrian safety and comfort through activation of the street-level experience.



Support Cycling

Maintain Hopkins' reputation as "Bicycle Friendly Community," and promote as an economic/competitive advantage.



Focus on Built Environment

Focus on building form and urban design should be expanded beyond Mainstreet and LRT station areas.



Enhance Clarity, Usability and Predictability

Regulations should be clear, richly illustrated and produce predictable results. The code should be easy to navigate for all users.



Make Procedures Clear

Processes should be streamlined, and procedures should be written so citizens understand how and when they can participate in decision-making.



Modernize & Right-Size Parking

Excessive parking requirements can be a powerful barrier to private investment and redevelopment.



Promote Sustainability

Make greater use of green infrastructure, reduce parking lots and other hard surface areas, and encourage energy efficiency.



Strive for Balance

Seek to balance need for growth with importance of preserving what is special about Hopkins.



Manage Auto-oriented Uses

Drive-through and other auto-oriented uses that detract from the character of Mainstreet and other walkable areas should be addressed through zoning.



Reduce Need for Variances

Nonconforming (undersized) lots should be reclaimed for productive use and other standards that are a frequent subject of variance requests should be examined for possible adjustment.

Summary of input from early project "listening sessions." Full version available at: <https://www.hopkinsmn.com/DocumentCenter/View/2802/Kick-Off-Listening-Sessions-Summary>



Plan Implementation

The Comprehensive Plan

The city's new comprehensive plan begins by establishing a vision of the city's future, organized around the concept of sustainability, as related to built, natural, social, and economic environments.

Hopkins will cultivate the best elements of the Built, Natural, Social, and Economic Environments into complete and sustainable community that is rooted in tradition, characterized by vibrant and unique places, physically and socially connected, and resilient to changing conditions.

Subsequent sections of the plan are organized around the plan's guiding principles and identify goals and policies that will help the city achieve the established vision. Some of these goals and policies provide direction for needed zoning and land use changes and provide a policy foundation for the zoning regulations update.

This section provides a general overview of the types of zoning amendments and land use policy shifts that will help realign the city's zoning regulations to be consistent with and help implement the comprehensive plan.

1. Promote sustainability and resiliency

Sustainability and resiliency are important values emphasized throughout the comprehensive plan. These core values will need to inform all aspects of the zoning regulations update and are directly and indirectly addressed in many of the recommendations in this report.

2. Accommodate higher density in appropriate locations

Promoting higher intensity development in designated nodes and centers, particularly in areas well-served by transit will help advance many plan goals and policies, including those related to mixed-use, walkability and the accommodation of a broader range of housing types.

Updating zoning to support transit investments will necessitate getting the right kinds of land uses in the right places, promoting walkability (safe, attractive and vibrant places) and ensuring that parking requirements and other regulations are not working to undermine transit-oriented development objectives.

Accommodating additional residential development offers many potential benefits, including support for transit and for businesses located in mixed-use nodes and centers. Higher density residential growth in appropriate locations can also relieve pressure on low-density, stable residential neighborhoods and help breathe new life into aging commercial centers.

3. Create new mixed-use zoning

One of *Cultivate Hopkins'* major themes is its call for promotion of walkable, mixed-use development patterns and conversion of single-use zones into mixed-use zones.

In contrast to single-use zoning, mixed-use zoning districts promote a combination of land uses in a given area. Promoting a mix of residential, retail, service and entertainment uses helps create walkable, connected places where people can live, work and play.

Mixed-use can come in the form of “vertical mixed-use” buildings, where different uses are found within the same building (e.g., ground-level storefronts with residential or office space on upper floors). Mixed-use can also be manifest in “horizontal mixed-use” communities where single-use buildings occupied by different land uses are integrated within a single neighborhood or development project.

There are many benefits of walkable mixed-use development patterns. They are more compact and they tend to be more economically viable. Because mixed-use projects are more densely developed, they can also increase property tax revenue for local governments. Finally, there is growing

evidence that mixed-use environments have positive public health benefits in the form of increased active transportation options (e.g., transit, walking, and cycling) and lower greenhouse gas emissions due to reductions in vehicle miles traveled.

New mixed-use zoning districts are generally proposed as a replacement for the city’s nonresidential zoning districts (see appendix for further discussion).

4. Increase housing options and choice

The city’s current zoning regulations define and allow a relatively narrow palette of residential dwelling types. As illustrated in the zoning map on page 7, a significant proportion of the city is zoned to permit only single-family detached houses. Moreover, the minimum lot area requirements for most of the single-dwelling districts are high and sometimes out of sync with actual platted lot sizes.

The updated zoning regulations should accommodate a wider range of housing options by allowing additional housing types in one or more districts. Among the alternative approaches that should be considered are:

- Allowing small-scale, multi-unit residential buildings (sometimes referred to as “missing middle” housing types) in more locations;
- Rezoning centers and nodes to accommodate higher density housing;
- Relaxing or eliminating multi-family density limits and instead focusing on building scale and design-based regulations as the chief control on

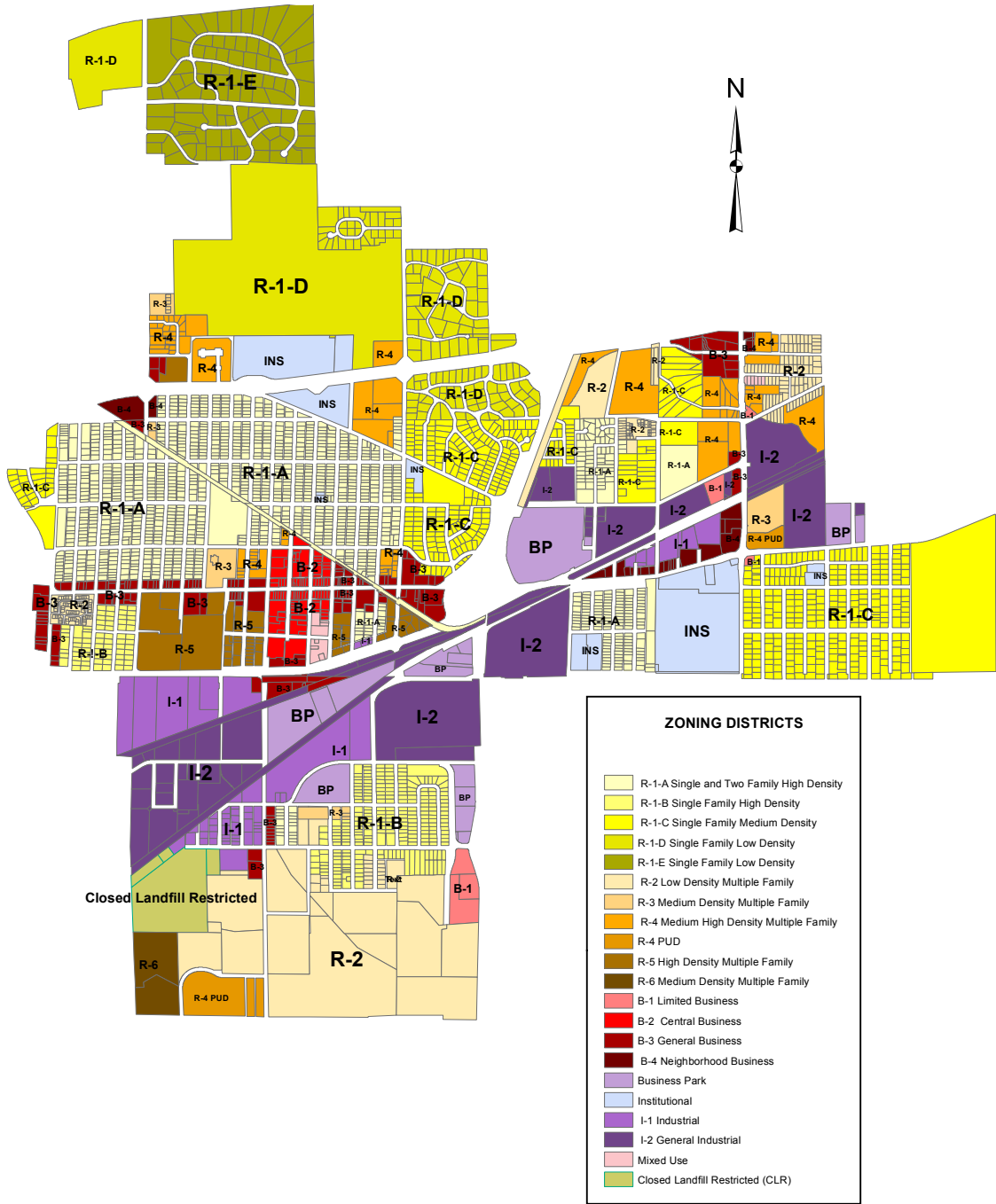


“Missing Middle” housing is a term coined to describe relative small-scale (house-size) buildings occupied by multiple dwelling units. Typical examples include duplexes, triplexes, fourplexes, rowhouses and other housing configurations that are compatible in scale with (single-family) detached houses. (Image: Design Coalition Institute)

Housing Types Permitted in Existing Residential Districts

	R-1-E	R-1-D	R-1-C	R-1-B	R-1-A	R-2	R-3	R-4	R-5	R-6
Detached house	●	●	●	●	●	-	-	-	-	-
Attached house (townhouse)	●	-	-	-	-	●	-	-	●	-
2-unit house	-	-	-	-	●	●	●	-	-	-
3-4-unit building	-	-	-	-	-	●	●	-	-	-
5+ unit building	-	-	-	-	-	●	●	●	●	●

● = permitted housing type | - = prohibited housing type



Existing zoning map

mixed-use and multi-unit residential buildings;

- Adjusting minimum lot area requirements or creating a smaller lot residential zoning classification so that lawfully created small lots can be reclaimed; and
- Permitting accessory dwelling units and live-work buildings.

The recommendation to incorporate additional housing options into the zoning regulations should not be interpreted as a call to necessarily include them in *all* zones, but rather a recommendation to identify an expanded range of options in at least some. It is also important to note that new site planning and design criteria can be crafted to ensure that these new housing options can be seamlessly integrated into existing neighborhoods without disrupting established character.

The zoning regulations update project offers an opportunity to identify, evaluate and remove unnecessary obstacles to maintaining and providing affordable housing options. Such barriers can come in the form of inflexible density and lot size restrictions, excessive off-street parking requirements and other zoning

regulations that directly or indirectly affect the cost of housing.

5. Reclaim potential of R-1-A

R-1-A zoning district regulations should be adjusted to help realize the full intent of the district, which is to accommodate detached houses and two-unit houses. Under current R-1-A regulations, detached houses are allowed on 6,000 square-foot lots, but two-unit houses require a lot size of at least 7,000 square feet. Since most R-1-A zoned lots have an area of less than 7,000 square feet, the true housing potential of R-1-A is largely untapped.

6. Protect and grow Mainstreet

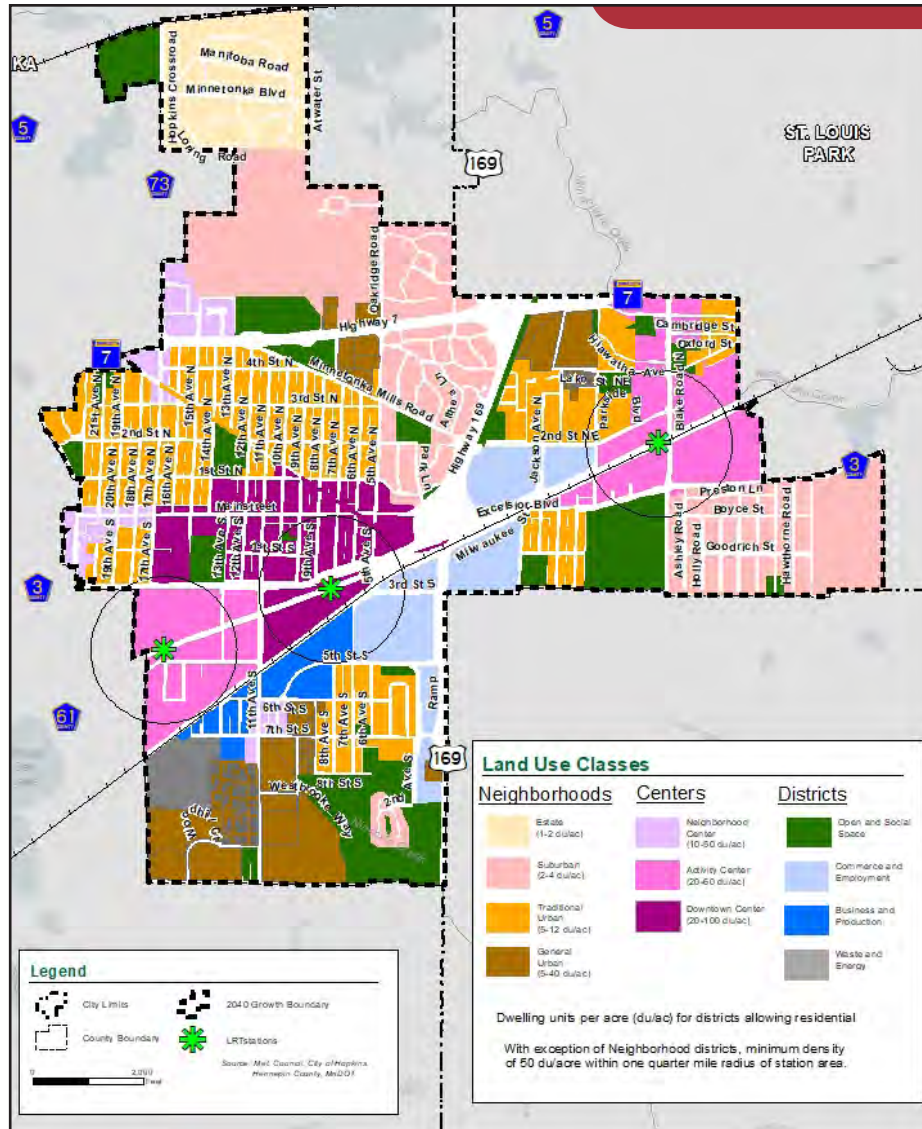
The city's zoning regulations have been updated over the years to address the special character of downtown and west Mainstreet. This project offers an opportunity to build upon these successes by continuing to refine applicable zoning regulations and continuing expansion of downtown's vibrant walkable character west along Mainstreet to Shady Oak Road.

7. Address character and context

Though expressed in different ways and in varying contexts, individuals who have offered suggestions for the new code have expressed a desire for additional emphasis



Downtown Hopkins is widely recognized as the city's economic and cultural hub. (*Cultivate Hopkins*)



Cultivate Hopkins Future Land Use Map

on the “form” of new buildings and the degree to which development positively contributes to the existing or desired physical (design) character of the city’s many neighborhoods and places.

Some of the newer provisions of Hopkins’ regulatory regime include provisions intended to promote desirable urban form and high-quality place-making. In order to promote *Cultivate Hopkins* priorities, such as infill compatibility, neighborhood character preservation, walkability, and transit-orientation, the updated zoning regulations will need to include additional provisions addressing urban form and basic

elements of site and building design. To the maximum extent possible, these new regulations should consist of *objective, measurable criteria*, thereby enabling a determination of compliance through an efficient, administrative site plan review process (see also recommendation 14).

8. Promote increased bikeability/walkability

Walkable neighborhoods and a complete transportation system that includes support for walking and bicycling as well as transit are key to realizing *Cultivate Hopkins’* vision.



Zoning should not impose unnecessary regulatory obstacles for uses such as community gardens and farmers markets

The updated regulations should address walkability by requiring buildings to interface directly with sidewalks, and promoting context-sensitive building designs that consider and respond to abutting street types.

When large properties are redeveloped, the updated regulations should require that such parcels be master planned to include predictable street types, block patterns, and a variety of building forms and uses (see discussion of Master Plan Overlay on page A-18).

9. Promote environmental and public health goals

The zoning regulations update project offers an opportunity to advance several of the city's environmental and public health goals. The updated regulations should accommodate and promote sustainable development practices and healthy lifestyles through the removal of unintended barriers and the inclusion of appropriate regulations and incentives that address such issues as:

- The use of renewable energy sources;
- Connectivity and walkability;

- Promotion of green development practices, including low-impact infrastructure solutions;
- Zoning for community gardens and farmers markets and other forms of urban agriculture; and
- Continued protection of flood-prone areas and sensitive natural resources.

10. Support employment growth and entrepreneurship

As the city's zoning map is evaluated as part of the zoning update, it will be important to maintain an adequate supply of land zoned for employment-generating land uses. Additionally, maintaining a supply of smaller scale office and maker spaces should be addressed. The retention of older office spaces with reasonable rents as well as designating appropriate locations for live-work spaces can support burgeoning start-ups and small businesses.

Finally, the zoning regulations update presents an opportunity to address aspects of the changing workplace (e.g., work from home) and new "shared economy" (e.g., short-term rentals) that are not adequately covered by the current regulations.



Other Recommendations

While there is much to do to bring zoning regulations into alignment with Cultivate Hopkins, the zoning regulations update project also offers the opportunity to modernize the code and to address specific regulatory issues. This section describes a few of the modernization, usability and known technical issues to be addressed.

Regulatory Approach

11. Transition to form-based regulations

The update project offers an opportunity to expand the use of form-based controls, primarily in the plan-designated centers. Building on the success of the city's existing mixed-use development standards, such an approach should reap benefits in terms of greater predictability and promotion of desired urban design and preservation of community character.

Form-based zoning is an increasingly popular alternative to conventional zoning. In simple terms, form-based codes focus primarily on building form or physical character and secondarily on use. In contrast, conventional zoning has historically focused almost exclusively on use. Form-based controls are intended to achieve a particular type of "place," based

on a shared vision for an area. They have proven particularly effective over the past 20 to 25 years in helping to foster and create walkable, mixed-use communities.

To the extent that conventional zoning attempts to address form or character, it does so in ineffective ways, relying on abstract concepts such as "dwelling units per acre" and "floor area ratios." Such abstract measures suggest specificity and precision but they produce unpredictable and often unsatisfying results. A density of 20 dwelling units per acre, for example, can result in many different building forms. FAR (floor area ratio) requirements reveal very little about the actual scale of a building and virtually nothing about how it will relate to the street or to other nearby buildings.

Another way to think about the distinction is that conventional zoning regulations typically focus on *proscriptions*, provisions describing the limits of what is allowed (e.g., don't build closer to a property line than x, taller than y or more units than z). Form-based zoning, on the other hand, is largely focused on *prescriptions*, regulations describing the types of buildings and development activities that are required (e.g., do build within this area and do include sidewalk-facing doors and windows). Perhaps more than any other factor, this distinction helps to explain how form-based zoning produces predictable results.

Code Structure

12. Improve organization and format

One of the goals for the zoning update project is to ensure that Hopkins' updated zoning regulations are easier to use than their present-day counterpart. Substantive regulations should be clear, comprehensive and internally consistent. Administrative and procedural provisions should be streamlined, consistent and easy to understand.

Given the important role that zoning plays, the updated regulations should be logically organized, well-formatted and easy to use. The code document should be laid out in a way that people can find the information they need and written so that information can be understood once it is found.

The new regulations should include illustrations and graphics—instead of just long passages of text—to help convey the meaning of regulatory concepts. Generous white space and graphics should be used to enhance the regulations' visual appearance and improve their usability. Page headers and footers should be used to provide navigational aids to those searching for information within the code document.

Administration and Procedures

13. Collect and consolidate

All of the city's key zoning- and development related procedures should

User Friendly Code Features

- Plain English
- Tables, charts
- Illustrations/graphics
- Detailed table of contents and index
- Accurate cross-references
- Short sentences, sections
- Web-ready and hyper-linked
- Consistency (among code sections and with related codes)

be consolidated in a single article of the updated regulations. The clarity of procedural provisions should be improved through editing, reorganization and use of parallel construction. The procedures should be presented following a logical flow of development reviews and permits, from beginning to end.

As part of the zoning update, procedures should be edited to be clear, consistent and efficient. The updated procedures should also follow rules of "parallel construction."



Flowcharts, such as the sample presented above, will be used to summarize the updated development review procedures.

14. Increase reliance on objective standards

Some important provisions of the existing regulations are stated as “recommended” actions and “encouraged” features. Others rely on vague standards (e.g., “Creation of a functional and harmonious design for structures and site features...”) or discretionary reviews of proposed site and building elements. These types of provisions and processes add time and a level of uncertainty to the development approval process.

To the extent possible, Hopkins’ updated zoning regulations should make greater use of clear, objective development regulations, which will, in turn, enable more efficient staff-level review and decision-making and a more predictable framework for approval of projects that meet the city’s defined objectives for high-quality development. After all, an efficient, transparent development approval process is one of the best economic development incentives a city can offer.

15. Clarify nonconformity regulations

Analysis to-date indicates that (legal) nonconforming lots exist in some neighborhoods. This issue should be addressed as part of the update. Options for consideration include: (a) adjusting existing lot size and setback regulations; (b) creating one or more new districts to be applied in areas that don’t fit existing classifications; or (c) employing some other technique to reduce or eliminate the nonconformities.

In addition, the existing nonconformity regulations should be rewritten to address issues of clarity—i.e., more clearly distinguishing among the regulations that apply to nonconforming lots, uses and structures—and to allow greater flexibility in dealing with nonconforming situations that are not likely to cause substantial adverse impacts on the surrounding area.

Care will be taken to ensure that any new or modified regulations do not create needless nonconformities.

Other Zoning Provisions

16. Update definitions

The definitions section of the updated regulations should be comprehensive, modern, easy-to-understand and illustrated. The definitions will be pruned, supplemented and revised as necessary to reflect new and revised substantive regulations. Separate sections will likely be set-aside for use classifications and measurement-related terms (e.g., how to measure building height, setbacks, facade transparency, etc.,).

17. Right-size parking requirements

The zoning regulations minimum off-street parking ratios require more vehicle parking spaces than many modern zoning codes, especially those of urbanized, built-out cities. Excessive off-street parking requirements can lead to the over-development of parking infrastructure, which can inhibit reuse of older buildings and stymie infill and redevelopment efforts. Existing parking requirements also predate cultural and technological shifts that are or will be resulting from trends such ride-sharing and greater use of autonomous vehicles.

Existing Parking Requirements

Use/Building Type	Min. Spaces per Unit
Multi-family residential	2 per dwelling unit [1]
Offices	4 per 1,000 sq. ft.
Banks	4 per 1,000 sq. ft.
Retail	5 per 1,000 sq. ft.
Restaurants	28 per 1,000 sq. ft. [2]

[1] 1.5 spaces per unit in mixed-use districts

[2] Or one per 3 seats

Most multi-dwelling buildings are required to provide at least 1.5 to 2 parking spaces per dwelling regardless of dwelling size or bedroom count. Excessive residential parking requirements can result in an increase in the cost of housing, which is inconsistent with the city’s stated policy of encouraging production of housing that is affordable to a broad cross-section of residents.



Reducing or eliminating minimum parking requirements can help reduce the amount of hard-surface area on a site which means less stormwater runoff and decreased flooding risks. Lowering such requirements can also reduce the urban heat island effect caused by the sun's heating of large paved areas and reap community appearance benefits.

All existing minimum parking ratios will be re-evaluated during the update. Where appropriate, existing requirements will be recommended for reduction or even elimination, particularly within transit-served locations.

As mentioned above, "right-sized" minimum parking ratios can help to address infill and redevelopment challenges and reduce the cost of development. Reducing minimum parking requirements can help reduce the amount of hard-surface area on a site which means less stormwater runoff and decreased flooding risks. Lowering the amount of area that is required to be paved can also reduce the urban heat island effect caused by the sun's heating of large paved areas. Reducing the amount of land area devoted to surface parking lots can also reap community appearance benefits.

Other parking changes that will likely be proposed as part of the code update include:

- Requiring bicycle parking (currently required only in mixed-use zones);
- Exploring the use of context-based parking requirements (i.e., variable requirements by location, such as centers and nodes) or even maximum parking ratios for some types of uses;
- Evaluating the use of new requirements for pick-up and drop-off zones to accommodate ride-sharing and delivery services;
- Promoting greater use of shared parking and allowing greater flexibility for meeting parking and transportation access demands (e.g., giving as-of-right credit for abutting on-street parking spaces, nearby public parking spaces, car-share parking spaces and other amenities that provide transportation/access options for city residents and workers); and
- Addressing parking (and charging/fueling facilities) for alternative fuel vehicles.

18. Focus on urban landscape practices

Existing landscape and screening (buffer) regulations are currently scattered through several sections of the existing regulations. The updated regulations should include a consolidated section of landscape and screening regulations, which can include different standards for different districts, building types or contexts.

19. Rethink planned unit developments

The PUD regulations of Article XX provide flexibility by allowing prospective developers to essentially propose their own proposed zoning and development standards, subject to consistency with the comprehensive plan and underlying zoning and review and approval by the city council.

The theory behind the PUD zoning tool is that it can be used to accommodate development that would be difficult or impossible to carry out under otherwise applicable zoning regulations due to unique site conditions. The process of establishing PUD zoning involves more upfront planning and public involvement than does a standard rezoning. While PUD-style zoning

provisions are found in most older zoning regulations, communities are increasingly moving away from this type of open-ended, unpredictable approach. Instead, the updated zoning regulations should include predictable standards that will help ensure the city gets the type and quality of development it wants. Such an approach offers greater certainty for property owners and the community as a whole.

The updated zoning regulations should include a revamped version of the PUD tool that will retain needed flexibility, while at the same time ensuring that large-scale redevelopments result in an overall system of walkable streets and blocks, smaller-scaled open spaces, and a mix of uses and building forms. The process for approval of such large-scale master planned developments should generally follow the same approach as today, moving from approval of overall (concept) plan to more detailed final development plans when individual phases of the project are carried out (see discussion of Master Plan Overlay on page A-18).



Image from Hopkins Comprehensive Plan

APPENDIX: DRAFT ZONES & MAP

The City's recently approved comprehensive plan provides a clear direction for the city's mixed-use, commercial, and station areas. This appendix outlines a series of zones and building forms based on the goals and objectives of the comprehensive plan, planning documents for the future LRT stations, and successful recent developments in the city. These proposed zones, along with the draft map included in this appendix, will provide the basis for drafting new building, site, and use regulations for the city.

This appendix is mainly focused on building form and broad categories of uses anticipated within the proposed form-based zones. Other topics such as parking and landscape are addressed generally in first sections of this report.

The zones proposed for Hopkins are outlined in Tables 1

and 2. Each set of zones are discussed broadly below.

Additionally, at the end of this appendix, a specific explanation of each zone proposed to be a form-based zone is included. Each of those explanations includes a short table of building types allowed in the zone, some images of potential building forms in the zone, and a brief summary of key regulations.

Neighborhoods Zones

NEIGHBORHOOD ZONES (CONVENTIONAL)

The N zones are intended to be used in the residential neighborhoods of the city. N3 zones generally follow the traditional residential use areas of the comprehensive plan, while N2 follows the suburban areas and N1 the estate areas. These zones are then defined further by building form and lot size (-A, -B, and -C suffixes). These zones will be generally conventional zones, though still

organized by building types (single-unit house, 2-unit house, 3-unit house, backyard cottage, etc.).

NX ZONES (FORM-BASED)

The NX zones are intended to be used in locations for a mix of residential building types. Because these zones are located throughout the city, less geographically specific, they are numbered (NX1 and NX2). See each zone page for a discussion of the building types, uses, and different scales of each of these zones.

These zones include NX1 in neighborhood locations where existing R2 and R3 include duplexes, triplexes, quadruplexes, and townhouses; and NX2 in the General Urban areas with denser apartment buildings and rowhouse/townhouses (currently R4, R5, and R6). The building types allowed are similar to the proposed RX zones, but the NX zones are intended to be primarily residential.

Mixed-Use Centers Zones

RX ZONES (FORM-BASED)

The RX zones are intended to be used in locations at the edges of the MX zones, where residential and office uses. These zones are meant to be walkable as well, and may serve as transitions between neighborhoods and the MX zones. See each zone page for a discussion of the building types, uses, and different scales of each of these zones.

Similar to the MX zones, these zones are labeled as RX for residential-office mix with letters denoting the general location. For example, RX-TOD for transit-oriented development (TOD) at the station areas, RX-D for Mainstreet in the downtown center, and RX-N for the west end of Mainstreet's neighborhood center and other neighborhood centers in the city.

MX ZONES (FORM-BASED)

The MX zones are intended to be used in high pedestrian traffic locations, where ground-floor storefront windows are located at the sidewalk with retail, restaurant, and service uses inside. See each zone page for a discussion of the building types, uses, and different scales of each of these zones.

These zones are labeled as MX for mixed-use with letters denoting the general location. For example, MX-TOD for transit-oriented development (TOD) at the station areas, MX-D for Mainstreet in the downtown center, MX-N for the west end of Mainstreet's neighborhood center, and MX-S for the more suburban-style neighborhood centers of the city.

I AND IX ZONES (FORM-BASED)

The IX zone is intended for locations with form-based building regulations allowing for a mix of office, research

and development, laboratory, artisan, and production uses in a more walkable environment. The I-TOD zone allows for industrial and manufacturing uses in a walkable environment while allowing truck access. See each zone page for a discussion of the building types, uses, and different scales of each of these zones. Also, see page A-15 for explanation of the new zones in relation to the Shady Oak station area master plan.

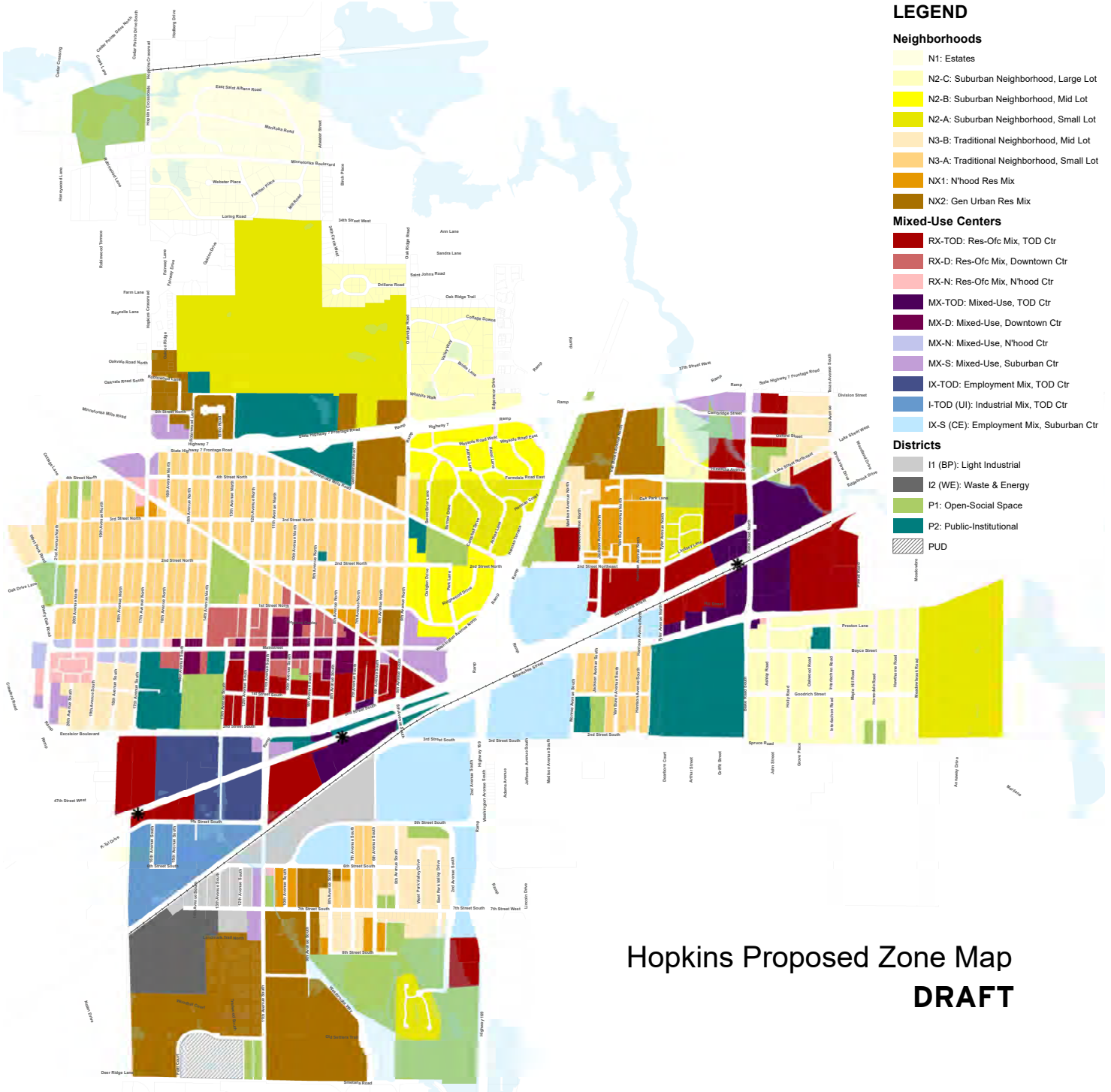
Districts Zones

INDUSTRIAL ZONES

The I zones, including I-TOD, I1, AND I2, allow for mainly manufacturing and industrial uses. The I-TOD relates to the Urban Industrial discussed in the Shady Oak master plan, and I1 and I2 are shown in the Comprehensive Plan as BP and WE land uses. These zones will include more conventional regulations with a mix of allowable uses.

PUBLIC ZONES

The P zones are intended to be used for open and social spaces (P1 zone) identified in the future land use map, and city-owned and school facilities (P2 zone).



LEGEND

Neighborhoods

- N1: Estates
- N2-C: Suburban Neighborhood, Large Lot
- N2-B: Suburban Neighborhood, Mid Lot
- N2-A: Suburban Neighborhood, Small Lot
- N3-B: Traditional Neighborhood, Mid Lot
- N3-A: Traditional Neighborhood, Small Lot
- NX1: N'hood Res Mix
- NX2: Gen Urban Res Mix

Mixed-Use Centers

- RX-TOD: Res-Ofc Mix, TOD Ctr
- RX-D: Res-Ofc Mix, Downtown Ctr
- RX-N: Res-Ofc Mix, N'hood Ctr
- MX-TOD: Mixed-Use, TOD Ctr
- MX-D: Mixed-Use, Downtown Ctr
- MX-N: Mixed-Use, N'hood Ctr
- MX-S: Mixed-Use, Suburban Ctr
- IX-TOD: Employment Mix, TOD Ctr
- I-TOD (UI): Industrial Mix, TOD Ctr
- IX-S (CE): Employment Mix, Suburban Ctr

Districts

- I1 (BP): Light Industrial
- I2 (WE): Waste & Energy
- P1: Open-Social Space
- P2: Public-Institutional
- PUD

**Hopkins Proposed Zone Map
DRAFT**

Building Types for Form-Based Zones

A series of building types is a clear and understandable way to guide new building design and renovations of existing buildings along the city's corridors, at the station areas, in the downtown, and at neighborhood centers.

Building and site regulations for the form-based zones will be organized based upon these building types. Building types can include regulation of building mass and scale, height, frontage and how the building relates to the street, parking locations, and other site and building details.

The form-based zones outlined on the following pages include a small table showing which building types will be allowed in the zone. Building types in different zones retain the base characteristics of the building type, but may have different regulations based upon the proposed scale, intensity, or character of each zone. Images in the zones sections provides examples of each building type.

STOREFRONT BUILDING

The Storefront is highly walkable building, built close to the sidewalk with ground story storefront glass, upper story windows facing the street, and entrances directly off the sidewalk, allowing a pedestrian to enter multiple shops within a short walking distance.

Many storefront buildings have multiple stories and include a mix of uses, organized vertically in the building. Shops, restaurants, and services are located in the ground story with offices or residences in the upper stories.

The storefront building typically has a flat roof with a parapet, similar to historic main-street-style buildings. Most often the storefront building is built of masonry construction, but other types of facade materials may also be used.

COMMERCIAL COTTAGE

The Commercial Cottage has similar characteristics to a house, and, in fact, may have once been a single family house, now used as an office or shop. This building usually has more space surrounding the building than the storefront, with somewhat deeper front and side setbacks than the storefront building. The Commercial Cottage is still oriented to the street with a door connected directly to the public sidewalk.

While Commercial Cottages have windows on the front facade, some first floor windows on Commercial Cottages may have been expanded. Because many of these buildings may have originally been houses, front entrances may transition through porches.

The Commercial Cottage, similar to a traditional house, typically has a pitched roof, usually with a proportion of 5:12 or 6:12. A wide variety of facade materials are used on Commercial Cottages, most often a horizontal wood or similar siding.

COMMERCIAL CENTER

The Commercial Center is a more suburban-style commercial or mixed-use building, usually with a series of buildings located on the same site. Each building is similar to the Storefront building, but may also have characteristics of the Commercial Cottage.

The Commercial Center, while still highly accessible by walking, provides for more parking area than the Storefront or Commercial Cottage. Portions of the Commercial Center are located at the public sidewalk, but additional building frontage may occur on the interior of the lot along a parking drive.

GENERAL BUILDING

The General building is a standard urban building with both office and residential uses. Some commercial uses may also be located in the building, usually on corners or along primary streets.

The General building typically has deeper setbacks than the Storefront building with more landscape or plaza area in the front. While windows are located on front facades, additional glass on the ground story may occur, but is not required.

ROW BUILDING

The Row building is similar in many ways to the General building, but with divisions between the units. Multiple entrances occur along the facade, with an entrance into each unit directly from the outside.

The Row building accommodates a variety of subtypes, such as rowhouses, townhouses, and live-work units. Where office or other commercial uses are allowed, live-work units may have those uses on the ground story.

HOUSE BUILDING

The House building has all the characteristics of a typical detached traditional house: a front yard, front door, windows on the front facade, rear parking either on a driveway or in a garage, and usually a pitched roof. Accommodating up to six units in the building, however, allows the House building, to fit well in a neighborhood setting.

Table 1. Summary of Conventional Zones

NEIGHBORHOOD ZONES
N1: Estates
N2-A: Suburban Small Lot
N2-B: Suburban Small Lot
N2-C: Suburban Large Lot
N3-A: Traditional Small Lot
N3-B: Traditional Mid Lot
DISTRICTS ZONES
I1: Light Industrial 1 (Business & Production)
I2: Waste & Energy
P1: Parks & Open Space
P2: Public-Institutional

WORKSHOP-WAREHOUSE

The Workshop-Warehouse building is a production, packaging, and warehousing building, sometimes accommodating a level of trucking and distribution.

This building type may change significantly depending on the zone. For example, in the urban innovation district, the number of loading or garage bays allowed on the street facade may be limited; while in the industrial zones, bays may be unlimited on street facades.

CIVIC BUILDING

The Civic building type is the most flexible building type, but is limited to such civic and institutional uses as schools, city halls, community centers, libraries, museums, and churches,.

The intent is to allow more flexibility in terms of design of these buildings, with more creative freedom for the architect. Basic parameters ensure a high level of pedestrian focus with parking is located in the rear, entrances facing the street, and a minimum amount of facade transparency (windows).

FUEL PUMPS & DRIVE-THRU FACILITIES

The allowance of drive-through facilities and fueling pumps is key to the definition of an area’s character. Drive-through facilities are accessory to banks, restaurants, drugstores, and other uses. Fuel pumps are associated with gas stations and often include a convenience store, car wash, and other auto-focused activities. Fuel pumps may also be included at industrial uses for fueling trucks and fleet vehicles.

Table 2. Summary of Form-Based Zones

	BUILDING TYPES						
	STOREFRONT	COMMERCIAL COTTAGE	COMMERCIAL CENTER	GENERAL BUILDING	ROW BUILDING	HOUSE BUILDING	WORKSHOP-WAREHOUSE CIVIC BUILDING
NEIGHBORHOOD ZONES							
NX1: Neighborhood Residential Mix				●	●	○	●
NX2: Community Residential Mix				●	●	○	●
MIXED-USE CENTERS ZONES							
RX-TOD: Res-Office Mix, TOD Center				●	●		●
RX-D: Res-Office Mix, Downtown Center				●	●		●
RX-N: Res-Office Mix, Neighborhood Center		●		●	●		●
MX-TOD: Mixed-Use, TOD Center	●						●
MX-D: Mixed-Use, Downtown Center	●						●
MX-N: Mixed-Use, Neighborhood Center (West Mainstreet)	●	●					●
MX-S: Mixed-Use, Suburban Center	●	●	●				●
IX-TOD: Employment Mix, TOD Center (Innovation District)				●	●	○	●
I-TOD : Industrial Mix, TOD Center (Urban Industrial)				●	●		●
IX-S (CE): Employment Mix, Suburban Center				●			●
KEY:	● = Allowed			○ = Limited Use			

MX-TOD: MIXED-USE, TOD CENTER

BUILDING TYPES

STOREFRONT BUILDING	●
COMMERCIAL COTTAGE	
COMMERCIAL CENTER	
GENERAL BUILDING	
ROW BUILDING	
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRU	
●=permitted	

The MX-TOD zone is intended for use in the mixed-use activity centers around the new LRT stations. Similar to the MX-D zone, the primary building type is a storefront building, but allowing more height close to the stations. Multiple buildings may occur on a single lot with multiple frontages addressed. Front setbacks may be larger in this zone, to accommodate wider pedestrian walkways, outdoor seating, and other pedestrian focused elements.

Storefront windows on the ground story will be required along the primary street facades with high visibility retail, restaurant, artisan, and service uses. Drive-through uses will not be allowed in this zone.

Refer to Master Plan Sites recommendations for open space, streets, and general site layout standards for multiple zones in station areas.

CHARACTERISTICS

- 3 - 6 stories
- Variety of roof types
- Multiple buildings
- Retail, restaurant, artisan, service uses on primary ground stories
- Residential, office uses on non-primary facades and upper stories

Storefront Buildings at the Downtown Station Area



Storefront Buildings in Other Places



MX-D: MIXED-USE, DOWNTOWN CENTER

BUILDING TYPES

STOREFRONT BUILDING	●
COMMERCIAL COTTAGE	
COMMERCIAL CENTER	
GENERAL BUILDING	
ROW BUILDING	
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRUS	

●=permitted

The MX-D zone is intended for use in the downtown primarily along Mainstreet. The primary building type is a small to mid-scale storefront building with characteristics typical of the historic buildings. Single story storefronts are also common in the downtown, having the same ground story treatment as multi-story storefronts.

Accessory to the storefront building are outdoor dining areas, located in the front, side, or rear of the lot. Where located in front, the building may be setback from the front lot line to accommodate the patio. Drive-through uses will not be allowed in this zone.

CHARACTERISTICS

- 1 - 4 stories
- Flat roofs with parapets
- Varied setbacks
- Retail, restaurant, artisan, service uses on primary ground stories
- Residential, office uses on non-primary facades and upper stories

Storefront Buildings in the Downtown



Unless otherwise noted, images from Codametrics or googlemaps.com.

MX-N: MIXED-USE, NEIGHBORHOOD CENTER (WEST MAINSTREET)

BUILDING TYPES

STOREFRONT BUILDING	●
COMMERCIAL COTTAGE	●
COMMERCIAL CENTER	
GENERAL BUILDING	
ROW BUILDING	
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRU	

●=permitted

The MX-N zone is intended for mixed-use, walkable neighborhood centers, specifically along West Mainstreet. Building types include the Storefront building, similar to downtown, and the Commercial Cottage buildings. Front setbacks will vary to accommodate outdoor dining and display areas, and more landscape areas, especially for the Commercial Cottage buildings.

Uses in this zone can initially be very flexible, allowing the area to transition to more retail, restaurant, artisan, and service uses as an extension of the downtown.

Auto-oriented uses and drive-through facilities should be limited in this location as parcels are shallow and abut residential neighborhoods.

CHARACTERISTICS

- 1 - 2.5 stories
- Variety of roof types
- Varied front setbacks
- Retail, restaurant, artisan, office, service uses on primary ground stories
- Residential, office uses on non-primary facades and upper stories

Commercial Cottages and a Storefront Building on West Mainstreet



Commercial Cottages in Other Places



MX-S: MIXED-USE, SUBURBAN CENTER

BUILDING TYPES

STOREFRONT BUILDING	●
COMMERCIAL COTTAGE	●
COMMERCIAL CENTER	●
GENERAL BUILDING	
ROW BUILDING	
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRU	●

●-permitted

The MX-S zone is a mixed-use zone accommodating visitors arriving by both walking and driving, and intended for the neighborhood centers throughout the city. The key building type for this zone is the Commercial Center, though both the Storefront and Commercial Cottage may be used.

Ground story uses are Storefront windows on the ground story will be required along the primary street facades or at specific nodes, with other uses on the ground stories of non-primary street. Front setbacks may be larger in this zone, to accommodate wider pedestrian walkways, outdoor seating, and other pedestrian focused elements. Drive-through uses will be allowed in this zone with design standards.

CHARACTERISTICS

- 3 - 6 stories
- Variety of roof types
- Multiple buildings on a lot
- Retail, restaurant, artisan, office, service uses on primary ground stories
- Residential, office uses on non-primary facades and upper stories

Commercial Centers along Highway 7



Commercial Centers in Other Places



Unless otherwise noted, images from Codametrics or googlemaps.com.

RX-TOD: RESIDENTIAL-OFFICE MIX, TOD CENTER

BUILDING TYPES

STOREFRONT BUILDING	
COMMERCIAL COTTAGE	
COMMERCIAL CENTER	
GENERAL BUILDING	●
ROW BUILDING	●
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRU	○

●=permitted | ○=special conditions

The RX-TOD zone is intended for use in the activity centers around the new LRT stations. This zone provides office and residential space in support of station area businesses, transit riders, and the city in general.

Similar to the RX-D zone, the key building types are the General and Row buildings, allowing more height close to the stations. Multiple buildings may occur on a single lot with multiple frontages addressed. Drive-through uses associated with banks and similar uses may occur in this zone, located in the rear of the building.

Refer to Master Plan Sites recommendations for open space, streets, and general site layout standards for multiple zones in station areas.

CHARACTERISTICS

- 2 - 6 stories
- Variety of roof types
- Varied front setbacks
- Residential and office (including financial institution) uses with limited retail, restaurant, artisan, services uses

General and Row Buildings in Other Places



General Building on Blake Road



RX-D: RESIDENTIAL-OFFICE MIX, DOWNTOWN CENTER

BUILDING TYPES

STOREFRONT BUILDING	
COMMERCIAL COTTAGE	
COMMERCIAL CENTER	
GENERAL BUILDING	●
ROW BUILDING	●
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRUS	○
●=permitted ○=special conditions	

The RX-D zone is intended for use primarily in the downtown behind Mainstreet, providing office and residential space in support of Mainstreet businesses and the city in general. Storefronts with higher traffic retail, restaurant, and service uses are intended to be consolidated within the Mainstreet corridor zone.

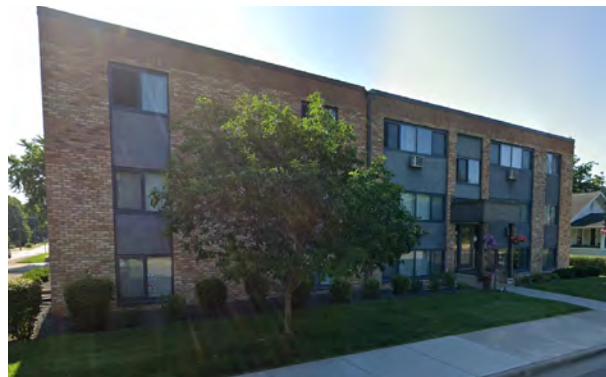
The key building type in the RX-D zone is the General building, a basic urban building oriented to the street with no requirement for storefront glass. The General building can accommodate either or a mix of residential and office types of uses. The Row building may also occur in this area, housing residential units, commercial condominiums, or live-work units.

Drive-through uses associated with banks and similar uses may occur in this zone, located in the rear of the building.

CHARACTERISTICS

- 1 - 4 stories
- Variety of roof types
- Varied front setbacks
- Residential and office (including financial institution) uses with limited retail, restaurant, artisan, services uses

General Buildings in the Downtown



Unless otherwise noted, images from Codametrics or googlemaps.com.

RX-N: OFFICE-RESIDENTIAL MIX, NEIGHBORHOOD CENTER

BUILDING TYPES

STOREFRONT BUILDING	
COMMERCIAL COTTAGE	●
COMMERCIAL CENTER	
GENERAL BUILDING	●
ROW BUILDING	●
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRU	

●=permitted

The RX-N zone is intended within walkable neighborhood centers, specifically along West Mainstreet, and in locations within neighborhoods. This zone provides office and residential space.

This zone consists of a wider mix of buildings, including the Commercial Cottage also allowed in the MX-N sister zone. The Commercial Cottage in this location will house office and residential uses. Smaller versions of the General and Row buildings may also occur in this zone. A key characteristic of this zone is deeper front setbacks, usually landscaped.

Drive-through may not occur in this zone as parcels are typically shallow and usually abut residential neighborhoods..

CHARACTERISTICS

- 1 - 2.5 stories
- Variety of roof types
- Deeper front setbacks with more landscape areas
- Residential and office uses

General Buildings in the Neighborhood Centers



NX1: NEIGHBORHOOD RESIDENTIAL MIX

BUILDING TYPES

STOREFRONT BUILDING	
COMMERCIAL COTTAGE	
COMMERCIAL CENTER	
GENERAL BUILDING	●
ROW BUILDING	●
HOUSE BUILDING	●
WORKSHOP-WAREHOUSE	
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRU	

● permitted

The NX1 zone accommodates a mix of smaller scaled residential building types and is intended for use on the edges of neighborhoods and as transitions between neighborhoods and more intensive zones.

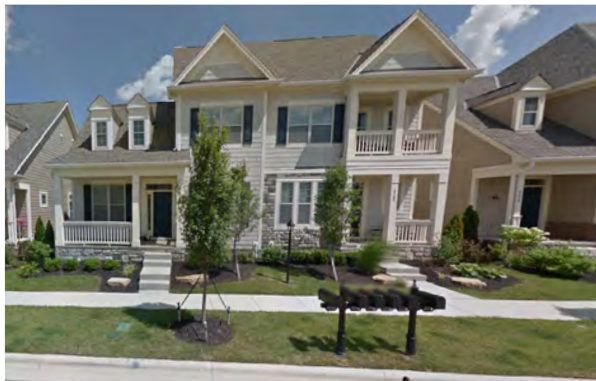
The NX1 residential mix zone includes multi-unit and single-unit houses in the House building; townhouses and rowhouses in the Row building; and apartments in small-scale General buildings. Where larger lots exist, multiple buildings may create a set of buildings around a courtyard.

Key characteristics include an entrance and windows on the front facade, parking located in the rear. Front landscape areas are similar to detached houses in nearby neighborhoods.

CHARACTERISTICS

- 1 - 2.5 stories
- Residential uses only
- Home occupations accommodated
- Depending on the building type, up to 6 units
- Maximum building widths
- Rear parking

General, Row, and House Buildings in Other Places



Unless otherwise noted, images from Codametrics or googlemaps.com.

NX2: COMMUNITY RESIDENTIAL MIX

BUILDING TYPES

STOREFRONT BUILDING	
COMMERCIAL COTTAGE	
COMMERCIAL CENTER	
GENERAL BUILDING	●
ROW BUILDING	●
HOUSE BUILDING	○
WORKSHOP-WAREHOUSE	
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRUS	

●=permitted | ○=special conditions

The NX2 zone accommodates a mix of mid- to large scaled residential building types and is intended for use more intensive residential areas.

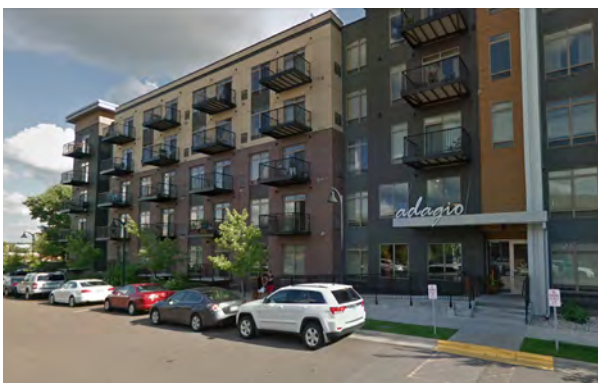
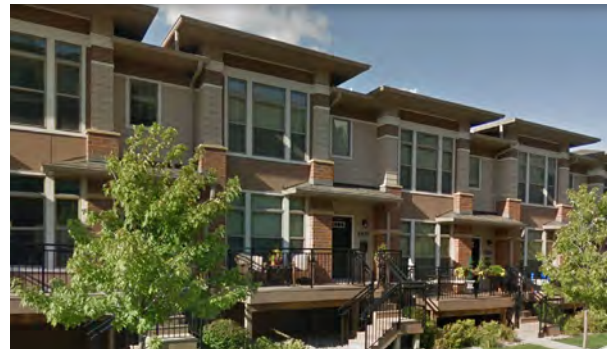
Key buildings include townhouses and rowhouses in the Row building type and apartment buildings in the General building type. The House building may also be used as a multi-unit apartment house with a minimum of 4 or 6 units. Courtyard buildings or developments may also occur.

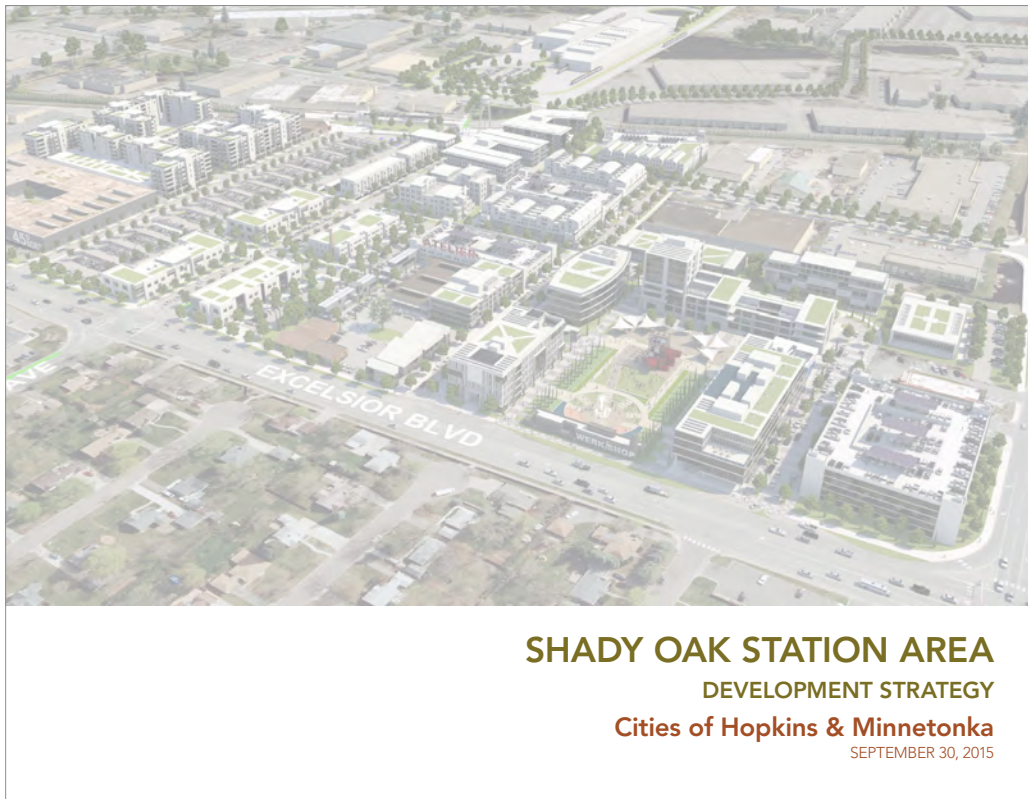
Similar to NX1, key characteristics include an entrance and windows on the front facade, parking located in the rear. Structured parking entrances may occur off a non-primary street. Front landscape areas are shallow, compared with a detached house in the city.

CHARACTERISTICS

- 2- 5 stories
- Residential uses only
- Home occupations accommodated
- Shallow front yards or courts
- Rear or internal parking

General and Row Buildings in the Neighborhoods





Unlike the Blake Road and Downtown stations, the Shady Oak Station is located within a successful industrial area between Hopkins and Minnetonka. While the Blake Road and Downtown Station planning documents discuss more typical station area forms and uses, such as vertically mixed-use buildings adjacent to the station and higher density housing with a half mile of the station, the Shady Oak Station Area development strategy focuses more on employment goals.

The planning documents for the Shady Oak Station Area also include clear zoning recommendations applicable to the land adjacent to the station. The document clearly lines out the following three different land use/form areas:

- A. Station Hub Area.** A more typical walkable, mixed use development centered on the station, including residential and vertical mixed-use buildings with ground floor support commercial. This hub area is just north of the railroad tracks and straddles the line between Hopkins and Minnetonka. This area may be carved out of the existing parcels with the Master Plan Development tool, applying the MX-TOD and/or RX-TOD zone to this specific location.
- B. Innovation District (Proposed IX-TOD zone).** Along Excelsior Boulevard and south of the station to 5th

Street S, the innovation district is intended to be urban in form as opposed to a suburban office or research park, but with similar uses. Uses might include office, research and development, clean/low impact production and manufacturing, limited warehouse uses. Auto-focused uses should not be permitted per the document.

- C. Urban Industrial District (Proposed I-TOD zone).** The remainder of the station area is designated as Urban Industrial District. This zone is intended to allow a wider range of uses, including auto-oriented uses, warehousing, and production. Again, the form is intended to be more urban, though with loading docks and larger buildings.

The zoning recommendations combine the Station Hub Area and the Innovation District into one zone. Given the clear character and location of the Station Hub Area, use of the zones defined for the other station areas will apply here. For the Urban Industrial Districts, the use of primary street designations will focus the urban edge on particular streets, allowing others to receive truck access and other less walkable building activities.

IX-TOD: EMPLOYMENT MIX, TOD CENTER

BUILDING TYPES

STOREFRONT BUILDING	
COMMERCIAL COTTAGE	
COMMERCIAL CENTER	
GENERAL BUILDING	●
ROW BUILDING	●
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	○
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRU	

●=permitted | ○=special conditions

The IX-TOD zone includes urban General and Row buildings, intended for a mix of large and small office, research and development, and low-impact, innocuous production, assembly, and manufacturing. Limited warehouse uses may be located in the workshop-warehouse building. Support retail, restaurant, and service uses may be located on key corners or at defined nodes of activity. Auto-oriented uses are not allowed.

The goal of this zone is to create walkable, urban system of streets where the buildings support the system. Other aspects of this zone, such as sustainability goals (e.g. green roofs, wind/solar), parking accommodations, and performance standards for uses, may also need to be addressed.

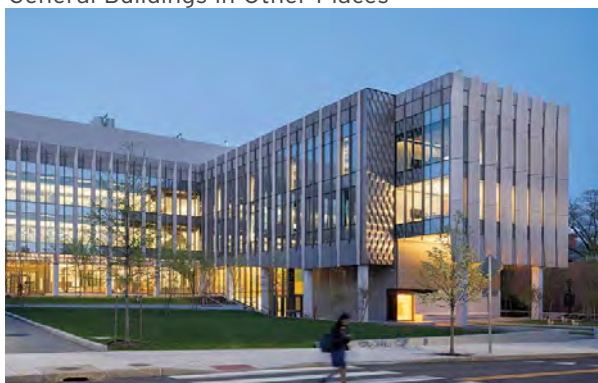
Refer to Master Plan Sites recommendations for open space, streets, and general site layout standards for multiple zones in station areas.

CHARACTERISTICS

- 1 - 6 stories; 2-6 stories along new 17th Avenue S
- Mix of office and low impact production
- Limited distribution
- Support uses
- Urban frontages
- Rear, side, or internal parking
- Flexible building materials & design



General Buildings in Other Places



I-TOD: INDUSTRIAL MIX, TOD CENTER

BUILDING TYPES

STOREFRONT BUILDING	
COMMERCIAL COTTAGE	
COMMERCIAL CENTER	
GENERAL BUILDING	●
ROW BUILDING	●
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	●
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRU	

●=permitted

The I-TOD zone includes the General and Row buildings, as well as the Workshop-Warehouse building. In this zone, these 3 building types are more flexible than in other zones, allowing more types of production, assembly, and manufacturing; auto-oriented uses; and warehouse and distribution uses. The goal, however, is to retain a level of urban frontage with buildings built up to certain streets and loading facilities in the side and rear. The definition of primary streets through the zone will organize the urban frontages.

Refer to Master Plan Sites recommendations for open space, streets, and general site layout standards for multiple zones in station areas.

CHARACTERISTICS

- 1 - 6 stories
- Low impact production; vehicle-focused uses; warehouse and distribution
- Urban frontages
- Rear, side, or internal parking and loading
- Flexible building materials & design

General, Row, and Workshop-Warehouse Buildings in Other Places



Unless otherwise noted, images from Codametrics or googlemaps.com.

IX-S: EMPLOYMENT MIX, SUBURBAN CENTER

BUILDING TYPES

STOREFRONT BUILDING	
COMMERCIAL COTTAGE	
COMMERCIAL CENTER	
GENERAL BUILDING	●
ROW BUILDING	●
HOUSE BUILDING	
WORKSHOP-WAREHOUSE	○
CIVIC BUILDING	●
FUEL PUMPS/DRIVE-THRU	

●=permitted | ○=special conditions

The IX-S zone includes General and Row buildings, in a more suburban form accessed off adjacent highways. This zone is intended to allow a mix of large and small office, research and development, and low-impact, innocuous production, assembly, and manufacturing. Limited warehouse uses may be located in the workshop-warehouse building.

The goal of this zone is to address the design of these buildings, visible from adjacent highways. Other aspects of this zone, such as sustainability goals (e.g. green roofs, wind/solar), parking accommodations, and performance standards for uses, may also need to be addressed.

Refer to Master Plan Sites recommendations for open space, streets, and general site layout standards for larger developments that may accommodate more than this one zone.

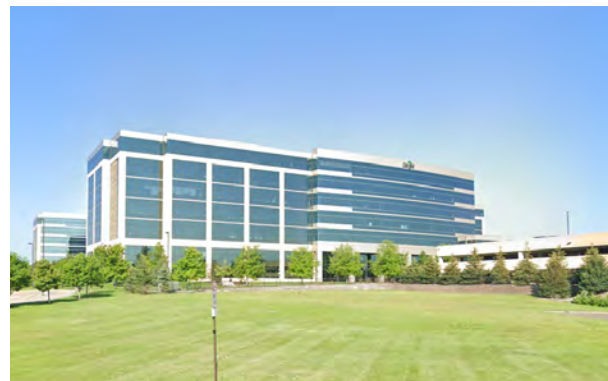
CHARACTERISTICS

- 1 - 6 stories
- Low impact production; vehicle-focused uses; warehouse and distribution
- Urban frontages
- Rear, side, or internal parking and loading
- Flexible building materials & design

General Buildings in Other Places



Suburban General Buildings in Hopkins



MASTER PLAN DEVELOPMENT (MPD) OVERLAY

The Master Plan Development Overlay is a process for applying block and street regulations, open space requirements, and multiple zones on a large site, usually 3 acres or more. The process includes the review of a master plan developed for the site, including the location of proposed zones. Upon approval of the master plan, parcel definition and rezoning occurs on the site, establishing by-right approvals for the newly created development parcels.

Multiple types of Master Plan Development Overlays may also be created for different context areas within the community.

While similar to a planned development or planned unit development, the MPD differs in the following ways:

- Regulations are established for streets and block layout resulting in the establishment

of a walkable system of blocks, the definition of primary and non-primary streets, and a sensitivity of how and where street views terminate.

- Open space regulations define types of open space and parameters for their development. A series of smaller scaled, more urban spaces, geared to the type of development planned for the area can then be more easily established.
- The use of established zones for the building sites means the development will be mapped more clearly on the city's zoning map and allows future buildings to be developed by-right through an administrative approval process.
- Finally, the approval of the MPD, rezoning, and subdivision is objective and more predictable than a PD or PUD process, saving time and money through the process.

