

**Joint Planning Commission Agenda
City of Hopkins
City of Minnetonka**

July 26, 2016—7:00 P.M.

**Raspberry Room — Hopkins City Hall
1010 1st Street S.
Hopkins, MN 55343**

- 1. Call to Order**
- 2. Discussion - Shady Oak Station Area Zoning**
- 3. Adjournment**

**City of Minnetonka and City of Hopkins
Joint Planning Commission Study Session
Meeting of July 26, 2016**

Brief Description Shady Oak Station Zoning Discussion

Background

The cities of Minnetonka and Hopkins have a long standing engagement of planning for the Shady Oak Station area. The most recent effort created a joint vision and development strategy for the Shady Oak Station Area. The Development Strategy was informed through a series of joint meetings, public open houses, on-line discussions and information gathering. Both cities adopted the Development Strategy in the spring of 2016.

As a part of the Shady Oak Station Development Strategy, a unified regulatory framework to implement zoning was drafted. This zoning approach was specifically crafted to implement the cities' joint vision for the Shady Oak Station area. Implementation of the zoning would be reviewed by a Joint Planning Board using this unified regulatory framework.

Although the current zoning ordinances allow a range of commercial, business, and industrial uses, they are inadequate for implementing the Shady Oak Station Development Strategy.

Within the Shady Oak Station Area , the Transit Supportive Employment (TSE) and Urban Industrial Employment (UIE) zoning districts delineates permitted and conditional land uses and development standards that promote or maintain family-wage jobs, professional office, industrial and manufacturing commerce, neighborhood-oriented businesses, high density housing close to transit, mixed-use projects and community services in a manner that enhances property values.

Station Area Land Use and Zoning

Implementation of the zoning requires changes to the Cities of Minnetonka and Hopkins Comprehensive Plans and zoning Maps, and to the Minnetonka Code of Ordinance - Chapter 3 zoning Regulations and the Hopkins City Code - Chapter V Planning and Land Use Regulations.

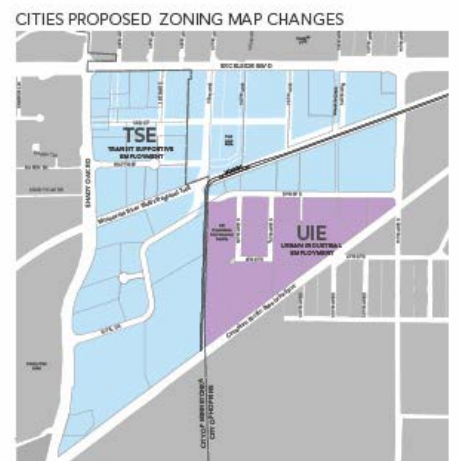
Hopkins

The Hopkins Future Land Use Map guides the property within the Shady Oak Station Area as either Mixed Use or Industrial. The area north of the station platform is guided Mixed Use while the area south of the station platform is guided Industrial. Similarly, the

Shady Oak Station Area is covered by 2 different zoning districts. The area north of the station platform is zoned I-1, Industrial, and the area south of the station platform is zoned I-2, General Industrial. Generally, each of these districts allows for manufacturing, fabrication, repair, storage, and wholesale sales uses with more intense uses and outdoor activity associated with the I-1 district. To implement the proposed Shady Oak Station Area zoning changes would require a comprehensive plan amendment changing the area currently guided as Industrial to Mixed Use. Rezoning the area from I-1 and I-2 to the Shady Oak Station Area zoning districts would follow.

Minnetonka

The Minnetonka Future Land Use Map guides property within the Shady Oak Station Area as Commercial or Industrial. The commercially guided parcels are primarily located along the Shady Oak Road frontage north of the Minnesota River Bluffs LRT trail. The remaining area in Minnetonka is guided as Industrial. Likewise, the zoning generally follows the guide plan except for a large parcel south of K-Tel Drive. To implement the proposed Shady Oak Station Area zoning changes would require a comprehensive plan amendment changing the area currently guided as Industrial and Commercial to Mixed Use. Rezoning the area from B-2 and I-1 to the Shady Oak Station Area zoning districts would follow.



Development Strategy Vision

The Shady Oak Station Area Development Strategy builds upon previous planning efforts to formulate a vision and draft development regulations and an implementation strategy that can be approved by both cities. The development strategy includes a master plan for the station area and review of both Hopkins' and Minnetonka's existing zoning and entitlement processes with a goal of removing barriers to the redevelopment process. The main objective of the work was to develop a master plan and zoning district that is buildable, station-specific, shared by the two communities, is transit-oriented and supportive of sustainable development. Part of the development strategy work also studied remnant parcels remaining after the light rail project construction and provided recommendations for how to best take advantage of these opportunities.

The Development Strategy's vision is based on four major themes, each of which is summarized below.

1. **Mobility-Oriented District.** Building upon existing and planned assets such as the Minnesota River Bluffs Trail, a network of active transportation pedestrian and bicycle routes to the station will significantly increase transit ridership and reduce auto dependency, traffic congestion, and the need for parking. By linking the station to the surrounding existing residential neighborhoods with pedestrian friendly sidewalks and protected bike lanes, people will be able to access new transit supportive employment, commercial, and retail uses.
2. **Trailhead.** At the confluence of two communities and at the crossroads of multiple transportation modes, the Shady Oak station provides an opportunity to emphasize both destination and departure functions. The plaza at the intersection of 17th and the park-and-ride entrance will serve as the focus of station area activities and a threshold between surrounding development and the station platform.
3. **Innovation District.** Establishment of unique and complementary Innovation District land uses will differentiate this station from other employment stations in Hopkins and Minnetonka or other Southwest Corridor communities.

The goal of the station area redevelopment will be to create a unique market niche that is based on emerging national trends for station area and urban development that positions the Shady Oak area to maximize benefits of its regional location and future transit access. The district will not be a corporate campus; instead it will give new start-ups, business incubators, and traditional employment enterprises the opportunity to build or lease corporate, clinical, and other space in proximity to the wealth of intellectual capital and institutional knowledge of major employers such as Cargill or United Health Care that are already present along the SW LRT Corridor.

4. **Authentic Character.** Unlike the adjacent campus-like development character of stations to the south, redevelopment of the Shady Oak Station is envisioned to embrace the station area's existing raw industrial character and build upon this asset as a distinct, authentic development theme.

Shady Oak Station Area Zoning

The Shady Oak Station zoning area includes approximately a land area of approximately 200-acres almost equally divided between the two cities - 96 acres in the city of Minnetonka and 104 acres in the city of Hopkins. Within the area, two general zoning districts would be proposed that would cross the jurisdictional border and include zoning regulations common to each community. The proposed zoning approach is not dissimilar from how each city's currently implement zoning. However, there are a number of detailed development regulations not found in zoning districts for either city.

The essential elements of the Shady Oak Station Area Zoning are the zoning districts, use regulations and the development standards. These regulations include a more detailed list of allowed uses and regulations for development than exist in either city's current zoning regulations. They provide a fairly prescriptive set of regulations and criteria that affect the development character.

The Shady Oak Station Area Zoning is comprised of the following sections:

1. Purpose - The Purpose section will focus on the four vision themes and connecting them with the use regulations and development standards.
2. General Requirements - The General Regulations section suggests a structure for the joint planning board and an amendments process.
3. Zoning Districts - The Zoning District section defines the two sub-areas within the district. The Transit Supportive Employment District (TSE) provides for office employment uses, a limited amount of retail and service development, and high density residential, while permitting existing industrial, warehousing and manufacturing functions. The Urban Industrial Employment District (UIE) maintains existing industrial uses while permitting redevelopment over time of transit supportive, high density residential, office, and a limited amount of retail and service uses.
4. Use Regulations - The Use Regulations section provides a detailed list of suggested permitted and conditional uses and maps areas where specific uses must be located.
5. Development Standards - Development Standards section provides specific requirements for the physical orientation, uses and arrangement of buildings; the management of parking; and access to development parcels.

The use regulations and development standards are the most detailed area of the Shady Oak Station Area Zoning. Although the location and intensity of uses is critical to the success of the area, the development standards are equally important to ensuring the desired character of the area is achieved. Below are the ten development standards described in more detail.

A. Required Active Edge. These standards are intended to increase visual and physical interaction between people inside and outside of buildings and create a safe and vibrant pedestrian environment. Active edges are characterized as building frontages with direct public street entries and a high degree of ground floor facade transparency. These entry and façade transparency standards are required in specific areas and optional in others (see Figure 11). Fronting parking lots, service bays/loading bays, and parking garage entrances are prohibited along identified active edges. By locating entries facing the street, residents and visitors will enter and exit the building to the public street, thereby activating and animating the public realm.

FIGURE 11. REQUIRED ACTIVE EDGE



B. Required Build-to-Line. These standards establish a continuous ‘street wall’ that frames pedestrian-oriented streets. Buildings with doors and windows facing the street and positioned along the property line provide for pedestrian-level features of interest, improve safety, and ensure that buildings are oriented to the street. These build-to-line regulations apply to ground floors only. As with the Active Edge regulation, this standard is required in specific locations and optional in others (see Figure 11). Some building setback may be allowed for privacy for residential users, landscaping in commercial areas, outdoor seating or display in retail areas, architectural elements or entry features. Automobile parking, service, or loading zones are prohibited within any permitted setback area.

C. Useable Open Space. The purpose for useable open space is to provide for outdoor living and recreational activity. These areas may be located on roofs, balconies, terraces, porches, decks or required front setback areas. The draft development regulations recommend a minimum of 100 square feet of useable open space per unit. Staff will need to consult with the City Attorney on how this recommendation relates to typical park dedication requirements.

D. Auto Parking. The transit and pedestrian orientation of this district necessitate unique off-street parking requirements that may not necessarily apply to the community wide off-street parking regulations for either Hopkins or Minnetonka. Table 2 details the minimum and maximum number of off-street parking stalls required based on the size and type of use. This section goes on to detail standards for mixed use buildings, joint uses parking, carpool parking and the distance parking areas may be from their associated use. It also provides for reductions of the minimum number of required off-street parking stalls based on provision bicycle sharing facilities or bicycle, motorcycle, or car sharing parking.

TABLE 2 MOTOR VEHICLE & BICYCLE PARKING REQUIREMENTS	MOTOR VEHICLE PARKING		BICYCLE PARKING	
	REQUIRED MINIMUM	REQUIRED MAXIMUM	REQUIRED LONG TERM	REQUIRED SHORT TERM
RESIDENTIAL				
MULTI-UNIT DWELLINGS	0.5/Unit/1 Guest/15 Units	2.0/Unit	1.5/Unit	1/20 Units
WORK- LIVE TOWNHOMES	1.0/Unit/1 Guest/ 5 Units	2.0/Unit	1/Unit	1/20 Units
SENIOR/CONGREGATE CARE	.25/Resident/ 1 Guest/15	1.0/ Resident	1/20 Residents	None

	Units			
GROUP LIVING/CO-HOUSING	.25/Unit/1 Guest/15 Units	1.0/Unit	0.5/Unit	1/20 Units
COMMERCIAL				
ALL USES EXCEPT THOSE IDENTIFIED BELOW	1.0/500 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
BAR/TAVERN/LOUNGE/NIGHTCLUB	1.0/250 SF	1.0/75 SF	1/10,000 SF	1/5,000 SF
BANQUET/RECEPTION/SOCIAL CLUBS	1.0/333SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
CHILD DAY CARE/NURSERY	1/1000 SF	1.0/333 SF	1/10,000 SF	NONE
HEALTH/FITNESS CLUB	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
HOTEL/HOSTEL (NOT INCLUDING ACCESSORY USES, I.E. RESTAURANTS)	1/ ROOM	1.5/ROOM	1/20 ROOMS	1/20 ROOMS
HOSPITAL/MEDICAL CLINIC	1.0/333 SF	1.0/200 SF	1/40,000 SF	1/40,000 SF
MARTIAL ARTS, YOGA, DANCE – STUDIO	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
INDOOR SPORTS & RECREATION FACILITY (PRIVATE)	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
OFFICES	1.0/500 SF	1.0/333 SF	1/4,000 SF	1/10,000 SF
RESTAURANT/CAFÉ	1.0/400 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
RESTAURANT – CARRY-OUT & DELIVERY	1.0/400 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
FOOD CART AND TRUCK VENDORS	NONE	1.0/ VENDOR	NONE	NONE
THEATER/PERFORMING ARTS VENUE	1/ 4 SEATS	1/ 2.5 SEATS	1/40 SEATS	NONE
VETERINARIAN CLINIC/HOSPITAL	1.0/500 S	1.0/333 SF	NONE	NONE
CIVIC				
PARK & RIDE FACILITY	10/ACRE		10% OF PARKING STALLS	
PUBLIC OPEN SPACE/PARK/PLAZA	X	X		

ESSENTIAL PUBLIC SERVICE & UTILITY STRUCTURES	X	X		
INDUSTRIAL				
ALL USES EXCEPT THOSE IDENTIFIED BELOW				
RESEARCH LAB				
MINI STORAGE				
TELECOMMUNICATION FACILITIES/ TOWERS				
<p>[i] Minimum of 1 per resident manager’s facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings. A maximum of 2 spaces per resident manager’s facility; 5 per leasing office; 1 per 67 leasable storage spaces in multi-story buildings.</p> <p>[ii] Note: When a building area is less than the identified for calculations, a minimum of two bicycle spaces must be provided.</p>				

In addition to the off-street parking regulations recommendations for private development within the Shady Oak Station Area zoning regulations, the Hopkins Planning & Zoning Commission had questions about the amount of parking associated with the Shady Oak station and how it has changed over time.

When addressing this question, there are several things to keep in mind. First, the zoning standards currently before us do not regulate the amount of parking associated with the LRT station. Second, the methodologies used to calculate parking for private development and light rail stations are different. Parking for private development is calculated based on the size and type of use while parking for the light rail stations is largely a function of budget, available land and ridership impact. Finally, because of the complex and fluid nature of transit system planning, the amount of parking at each station changed over the planning and design period and was finalized only this past spring.

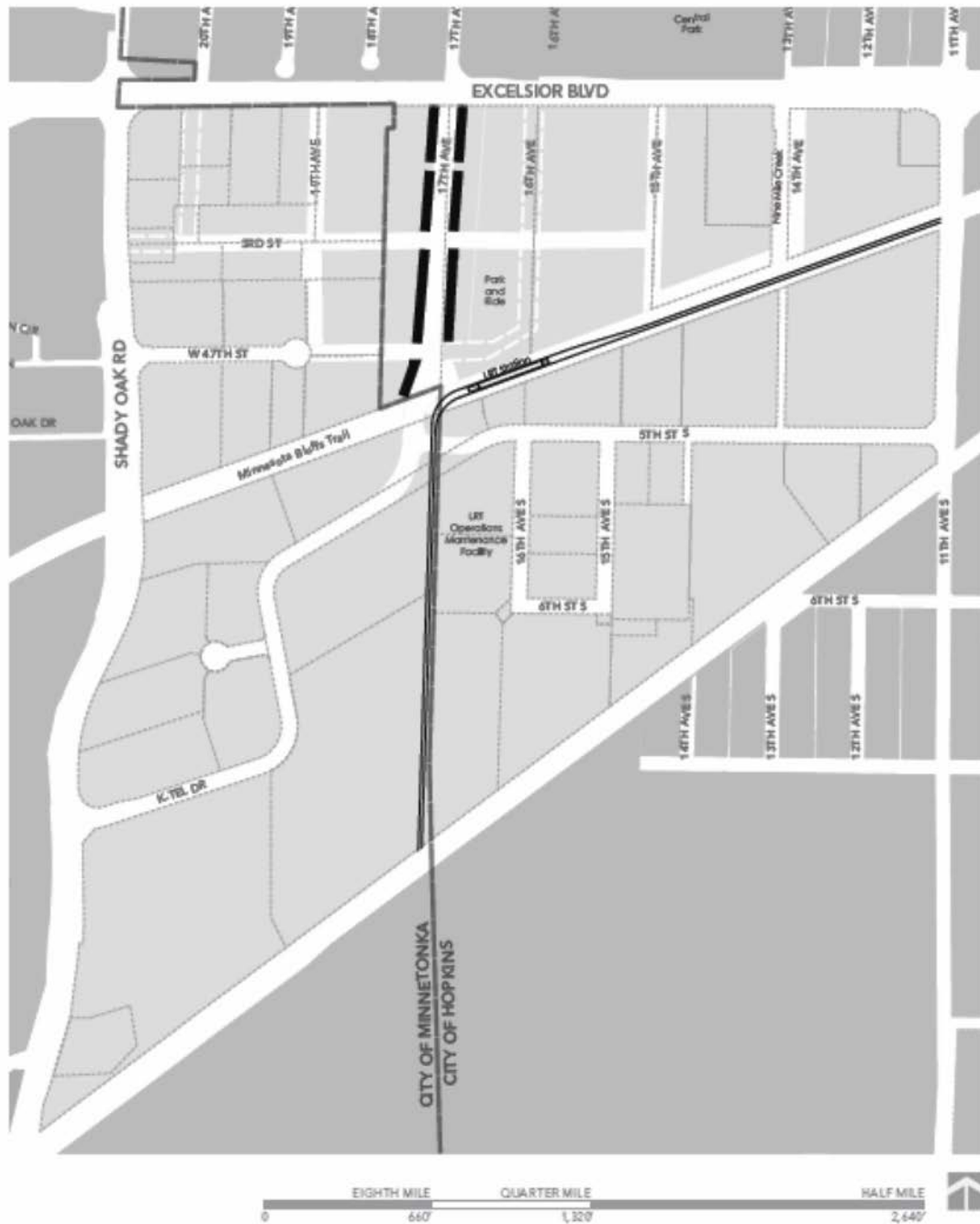
The table below details the parking changes at the three stations in Hopkins and the next station to the east in St. Louis Park. It finds that originally there were a total of 1,020 stalls at these four stations but final design calls for 1,328 stalls. This information shows a net increase of 308 stall and significant increase in parking at three of the four stations with the only decrease at the Blake Road station.

Parking Changes Associated with LRT Stations in Hopkins & St. Louis Park			
Station	Original Design	Final Design	Change
Shady Oak	550 Stalls	700 Stalls	+150 Stalls
Downtown Hopkins	0 Stalls	189 Stalls	+189 Stalls
Blake Road	240 Stalls	89 Stalls	-151

Louisiana Avenue	230	350	+120
Total	1,020	1,328	+308

- E. Bicycle Parking.** Similar to the automobile parking requirements above, the transit and pedestrian focus of this district necessitates unique bicycle parking standards that may not necessarily apply community wide in either Hopkins or Minnetonka. These regulations are designed to ensure adequate short-term and long-term bicycle parking based on the size and type of uses (see Table 2). It also includes specific standards for racks, bicycle lockers, maneuvering areas, signs and covered parking areas.
- F. Loading.** A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. The regulations are designed to ensure the location of or access to the loading facilities will not have a negative impact on the pedestrian environment, traffic safety or other transportation functions of the abutting right-of-way. This section details the size, placement, setback and landscaping standards for loading spaces associated with both residential and non-residential buildings.
- G. Restricted Parking Access.** Figure 19 below illustrates parking access restrictions along the proposed extension of 17th Avenue south of Excelsior Boulevard and north of the station platform. The purpose of this restriction is to ensure the continuity of the pedestrian environment along this route to the Shady Oak LRT Station. This standard would allow parcels along this section of 17th Avenue South to have vehicle access from the adjacent side streets or one curb cut per block for frontages greater than 400 feet.

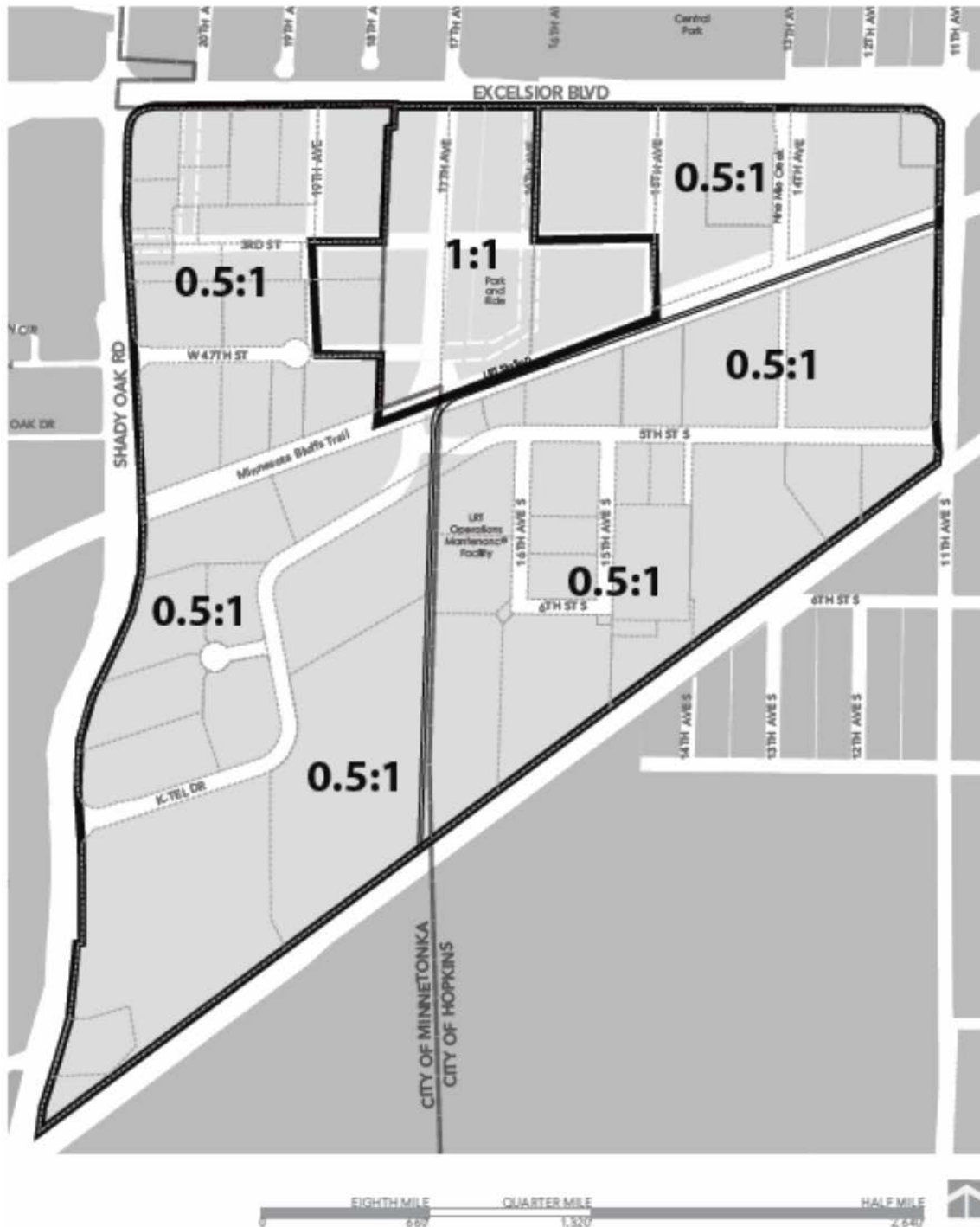
FIGURE 19. RESTRICTED PARKING ACCESS



H. Minimum Floor Area Ratio. The purpose of a FAR standard is to ensure that those sites zoned Transit Supportive Employment (TSE) or Urban Industrial Employment (UIE) develop at an intensity that is transit supportive and discourages auto-oriented development. A minimum FAR is required for parcels where 50 percent or more of the total building area is a non-residential activity (identified in Figure 20, below). There is no maximum FAR for any site. The ordinance standards also allow

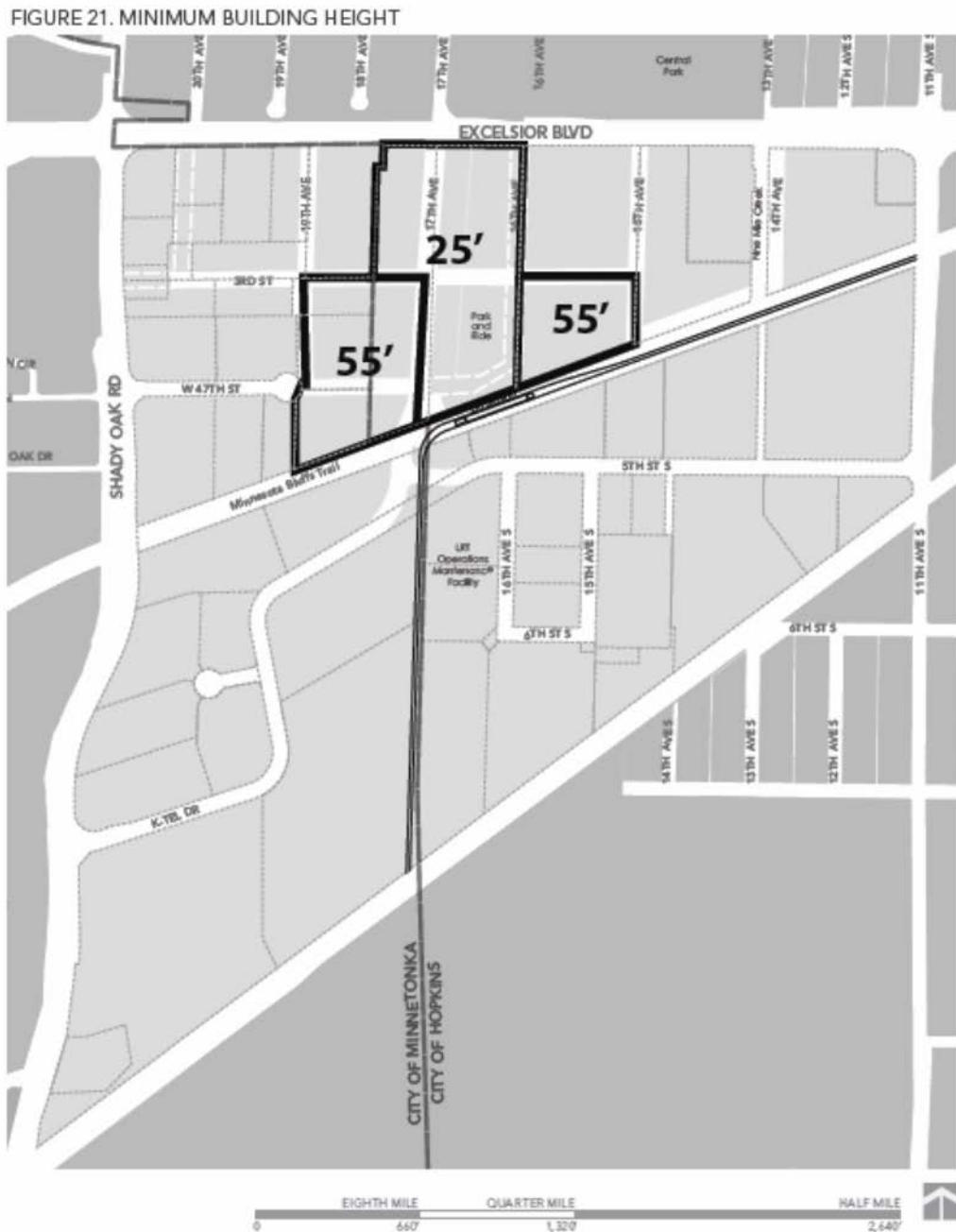
exceptions to the minimum FAR for those buildings that are more than 50 percent residential, are an adaptive reuse of an existing building that includes commercial or industrial development or for 'work-live' developments.

FIGURE 20. MINIMUM FLOOR AREA RATIO (FAR)



Minimum Floor Area Ratio (FAR) measures the intensity of sites where commercial or industrial development occurs. The ratio is generated by dividing the gross building area by the gross parcel area (typically in square feet). Only major use buildings and parking ramps are included when calculating a site's FAR. Minor use buildings such as covered bicycle parking shelters or utility buildings are not included when calculating FAR.

- I. **Minimum Building Height.** The purpose of the minimum building height requirements is to encourage transit supportive housing, office and commercial development in close proximity to the Shady Oak Station platform (there is no maximum height limit). These areas and minimum building height requirements are illustrated in Figure 21. The minimum building heights elsewhere in the Shady Oak Station Area zoning Districts shall be 20 feet.



J. Minimum Residential Density. Similar to the FAR and minimum building height standards above, minimum residential densities are required to ensure that development occurs at transit supportive intensities. Development of duplexes, townhomes, apartments, and condominium uses are appropriate. Single family residential development is prohibited.

Residential density is expressed as dwelling units per acre (du/ac). For parcels where the major use is residential activity (50 percent or more of the total building

area), minimum density is determined by dividing the number of residential units by the gross acreage of the entire residential site. There is no maximum density for any site.

Discussion

Staff is generally comfortable with the proposed Shady Oak Station Area Zoning. There are a few areas such as the joint powers board that will need further discussion in terms of the appropriate structure and city representation. City staff will continue to develop the appropriate mechanisms for future review.

For purposes of discussion for this joint meeting, staff is seeking feedback on:

1. Use Regulations
2. Development Standards

A short presentation of the material included will kick-off the meeting.

Originated by:

Jason Lindahl, AICP, City Planner — City of Hopkins
Loren Gordon, AICP, City Planner — City of Minnetonka

SECTION XX.XX.020 GENERAL REQUIREMENTS

A. JOINT PLANNING STATION AREA

The Shady Oak Station Area and its zoning districts (FIGURE 2) shall be regulated as a Joint Planning Station Area. The authority over development review within the joint planning station area shall be by a Joint Planning Board (JPB) and the City Councils of Hopkins and Minnetonka. The Joint Planning Board shall be comprised of Planning Commissioners from the City of Hopkins and the City of Minnetonka and will assist and advise the city councils in administration of the Shady Oak Station Area zoning ordinance, conducting public hearings on matters as required by provisions of the zoning/subdivision ordinances, and any other matters referred by the councils or by ordinance. Terms are for two Years.

B. CONFORMANCE WITH THE SHADY OAK STATION AREA ZONING

Land uses and development, including buildings, parking areas, streets, bicycle and pedestrian access ways, multi-use paths and open spaces shall be located in accordance with those shown on the Shady Oak Station Area zoning maps and figures adopted by ordinance.

C. AMENDMENTS TO SHADY OAK STATION AREA ZONING PROCEDURES:

1. Major amendments are those which result in any of the following:

- a) A change in the land use framework identified in the Shady Oak Station Area Development Strategy Plan.
- b) A modification to the circulation framework that necessitates a street or other transportation facility to be eliminated or redesigned in a manner inconsistent with the Shady Oak Station Area Development Strategy Plan.

2. Minor amendments are those which result in any of the following:

- a) No change in the land use framework identified in the Shady Oak Station Area Development Strategy Plan.
- b) A change in the circulation framework that requires a street, access way, multi-use path or other transportation facility to be shifted more than 25 feet in any direction, as long as the change maintains the design established by the Shady Oak Station Area Development Strategy Plan.

3. Amendment – approval procedure

An amendment to the Shady Oak Station Area zoning is subject to a Joint Planning Board review and the City Councils of Hopkins and Minnetonka decision. An amendment may be approved upon a finding that:

- a. The proposed modification maintains the intent established by the Shady Oak Station Area Development Strategy Plan, or the proposed

modification is necessary to adjust to physical constraints evident on the property, or to adjust to existing property lines between project boundaries;

- b. The proposed modification furthers the land use, and circulation concepts identified in the Shady Oak Station Area Development Strategy Plan; and
- c. The proposed modification will not adversely affect the purpose and objectives of the Shady Oak Station Area Development Strategy Plan.

SECTION XX.XX.030 ZONING DISTRICTS

The Shady Oak Station zoning districts promote family-wage jobs, through professional office, co-work and creative space, research and development incubator space, flex space and light industrial and manufacturing commerce, neighborhood-oriented retail businesses, mixed-use projects and high-density housing in a manner that enhances property values, promotes multi modal access to light rail transit and establishes pedestrian-friendly standards for site, building design and streets design.

A. TSE - Transit Supportive Employment District

The TSE district provides for office employment uses, a limited amount of retail and service development, and high density residential while permitting existing industrial, warehousing and manufacturing functions.

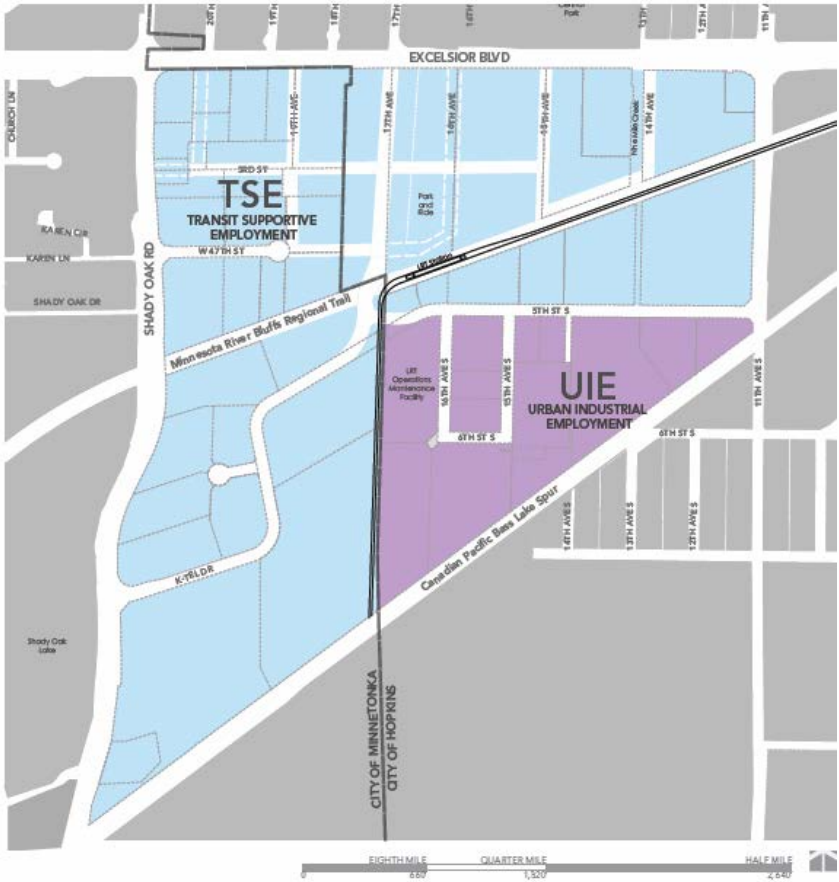
B. UIE – Urban Industrial Employment District

The UIE district maintains existing industrial uses while permitting redevelopment over time of transit supportive high density, residential, office, and a limited amount of retail and service uses.

FIGURE 1.
SHADY OAK STATION ZONING MAP

Zoning Districts

- TSE—Transit Supportive Employment District
- UIE—Urban Industrial Employment District



SECTION XX.XX.040 USE REGULATIONS

Uses are permitted, or conditional uses in the Shady Oak Station District as listed in the Land Use Table.

LAND USES	TSE	UIE
COMMERCIAL		
BAR/TAVERN/LOUNGE/NIGHTCLUB	C	—
BANQUET/RECEPTION/SOCIAL CLUBS	C	C
ART GALLERY	X	X
ART SUPPLIES	X	X
BAKERY	C(20)	X
BANK AND FINANCIAL SERVICES	C(2)	—
BEAUTY SALON/BARBER SHOP	X	X
BEAUTY/COSMETIC SALES	C(2)	—
BICYCLE SALES AND SERVICE	C(2)	X
BOOKSTORE	C(2)	—
BUTCHER SHOP	C(15)	X
CAMERA - PHOTOGRAPHIC. VIDEO	C(2)	—
CELL/MOBILE PHONE SALES	C(2)	—
CLOTHING STORE	C(2)	—
COFFEE SHOP	C(2)	C(12)
COLLECTIBLES (CARDS. COINS. COMICS. STAMPS. ETC.)	C(2)	—
CONSIGNMENT/THRIFT SHOPS	C(2)	—
CHILD DAY CARE/NURSERY	C(2)	—
DELICATESSEN	C(2)	C(12)
DRY CLEANING AND LAUNDRY (PICK-UP/DROP-OFF)	X	X
EDUCATIONAL FACILITIES	X	X
ELECTRONICS /HOME APPLIANCE SALES	C(2)	—
FABRIC. KNITTING AND SEWING STORE	C(2)	—
FLORIST	C(2)	—
FURNITURE AND HOUSEWARE SALES	C(2)	X
GARDEN / PLANT NURSERY	X	X
GIFTS AND NOVELTIES	X	C(2)
GLASSWARE. CHINA. TILE. POTTERY SALES	C(2)	C(4)
GROCERY STORE	C(5)	C(5)
HARDWARE STORE	C(6)	C(6)
HEALTH/FITNESS CLUB	C(7)	X
HOBBY- CRAFT –SALES AND INSTRUCTION	C(2)	—
HOTEL/HOSTEL	C(2)	X

Transit Supportive Employment (TSE) ¹ C () Conditional

Urban Industrial Employment (UIE) ² X Permitted — Prohibited

LAND USES	TSE	UIE
COMMERCIAL		
HOSPITAL/MEDICAL CLINIC	X	X
MARTIAL ARTS, YOGA, DANCE – STUDIO	X	X
ICE CREAM /CANDY	C(2)	—
INDOOR SPORTS & RECREATION FACILITY (PRIVATE)	X	X
JEWELRY	C(2)	—
LEATHER GOODS – LUGGAGE SALES	C(2)	—
LIQUOR/WINE/BEER – OFF-SITE CONSUMPTION SALES	C(2)	—
MICRO-BREWERY/DISTILLERY	C(9)	X
MUSIC AND VIDEO STORE	C(2)	—
MUSIC/VIDEO RECORDING STUDIO	X	X
NEIGHBORHOOD/CONVENIENCE MARKET	C(2)	C(1)
OFFICES	X	X
OFFICE SUPPLIES	C(2)	C(21)
OPTICAL	C(2)	—
PAINT AND WALLPAPER	C(2)	C(10)
PARKING RAMPS	X	X
PET GROOMING	X	X
PET STORE	C(2)	—
PHARMACY – DRUG STORE	C(2)	—
PHOTOGRAPHY – STUDIO	X	X
PICTURE FRAMING	X	X
REAL ESTATE SALES/BROKERAGE	X	X
RESTAURANT/CAFÉ	C(2)	C(12)
RESTAURANT – CARRY-OUT & DELIVERY	C(13)	C(14)
SHOE STORE	C(2)	—
SPORTING GOODS	C(2)	—
STATIONERY – CARD SHOP	C(2)	—
FOOD CART AND TRUCK VENDORS	X	X
TAILORING/ALTERATIONS	X	X
TRAVEL AGENT	X	X
THEATER/PERFORMING ARTS VENUE	X	X
TOY/GAME STORE	C(2)	—

LAND USES	TSE	UIE
CIVIC		
TRANSIT STATION/TRANSIT FACILITIES	X	X
BICYCLE STATION	X	X
CAR-SHARE/ELECTRIC VEHICLE FUEL STATION	X	X
CIVIC	X	X
PUBLIC OPEN SPACE/PARK/PLAZA	X	X
ESSENTIAL PUBLIC SERVICE & UTILITY STRUCTURES	X	X
INDUSTRIAL		
FOOD PRODUCTION	C(16)	X
APPAREL MANUFACTURING	C(16)	X
TEXTILE MANUFACTURING	C(16)	X
CABINETRY/CARPENTRY SHOPS	C(16)	X
FURNITURE AND FIXTURE PRODUCTION	C(16)	X
PAPER PRODUCT DISTRIBUTION	—	X
ELECTRIC APPLIANCES, MOTOR, ETC. SERVICE	—	X
ELECTRONIC PRODUCTION/SERVICING	—	X
PRINTING - PUBLISHING	C(16)	X
COMMERCIAL KENNEL	—	X
RUBBER AND PLASTIC	—	X
STONE, CLAY, TILE, GLASS PRODUCTS	C(16)	X
METAL FABRICATING	—	X
BLACKSMITHING - WELDING	C(16)	X
BOAT MFG. REPAIR, STORAGE	—	X
BUILDING CONTRACTOR'S YARD	C(17)	C(17)
LAUNDRY/DRY CLEANING FACILITY	—	X
LUMBER YARD - MILLWORKS	—	X
RESEARCH LAB	X	X
BUILDING MATERIALS YARD	—	X
VEHICLE PAINTING, BODY WORK, REPAIR	C(18)	X
COSMETIC AND PHARMACEUTICAL PRODUCTION	C(?)	X
MINI STORAGE	C(19)	X
BREWERY/ DISTILLERY	C(16)	X

Transit Supportive Employment (TSE) ¹ C() Conditional
Urban Industrial Employment (UIE) ² X Permitted
— Prohibited

LAND USES	TSE	UIE
RESIDENTIAL		
MULTI-UNIT DWELLINGS	X(1)	X
WORK-LIVE TOWNHOMES	X(1)	X
SENIOR/CONGREGATE CARE	X(1)	X
GROUP LIVING/CO-HOUSING	X(1)	X
CONDITIONS (C)		

- (1) Residential development required for parcels indicated on figure 2.
- (2) Commercial uses permitted for parcels indicated on figure 3 only. Commercial uses shall be limited to a building floor area maximum of 5,000 square feet per building per parcel except for grocery or hardware store uses. Drive through service windows are prohibited.
- (3) Allowable only as a retail component of a Dry Cleaning/Laundry processing facility. Retail space shall be limited to a floor area no greater than 1,500 square feet.
- (4) Allowable only as a retail component of a stone, clay, tile, glass products facility. Retail space shall be limited to a floor area no greater than 1,500 square feet.
- (5) Allowable for parcels indicated on figure 4 only. Maximum floor area for a grocery shall not exceed 40,000 square feet.
- (6) Allowable for parcels indicated on figure 4 only. Maximum floor area for a hardware store shall not exceed 20,000 square feet.
- (7) Permitted for all parcels except those indicated on figure 3.
- (8) Limit to a maximum of 100 hotel rooms.
- (9) Limit to a maximum of 10,000 square feet of building area.
- (10) Limit to a maximum of 2,000 square feet of building area.
- (11) Allowable only as a retail component of a paint and wall paper production facility. Retail space shall be limited to a floor area no greater than 1,500 square feet.
- (12) Limit to a maximum of 1,500 square feet of building floor area.
- (13) Limited to parcels indicated on figure 5. Allow existing drive through facility. Prohibit drive-through window service for all other parcels.
- (14) Limit to a maximum of 1,500 square feet of building area. Prohibit a drive-through window service.
- (15) Prohibit for use for parcels indicated on figure 6.

- (16) Permitted for parcels indicated on figure 7 only.
- (17) Prohibit for use for parcels indicated on figure 8.
- (18) Limit to parcels indicated on figure 9.
- (19) Prohibit for use on parcels indicated on figure 10.
- (20) Limit retail sales and production to a building floor area not greater than 5,000 square feet.
- (21) Office supplies warehousing and distribution with retail sales limited to a maximum 500 square feet of building area.

FIGURE 2.
REQUIRED RESIDENTIAL

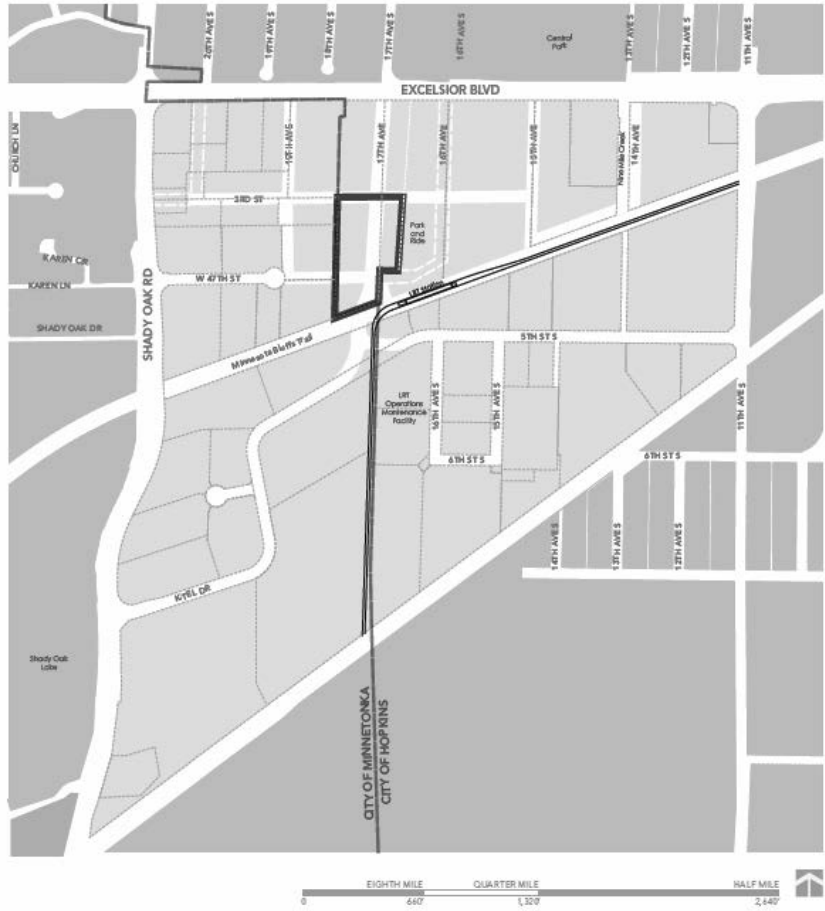


FIGURE 3.
LIMITED COMMERCIAL USE AREA

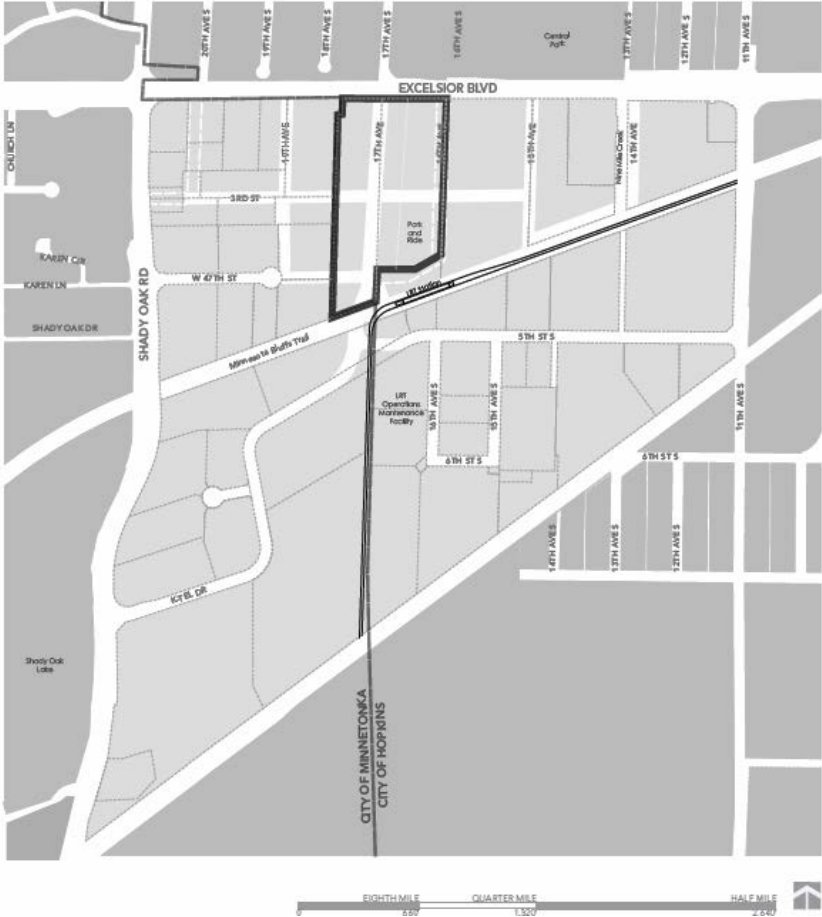


FIGURE 4.
PERMITTED GROCERY, HARDWARE STORE

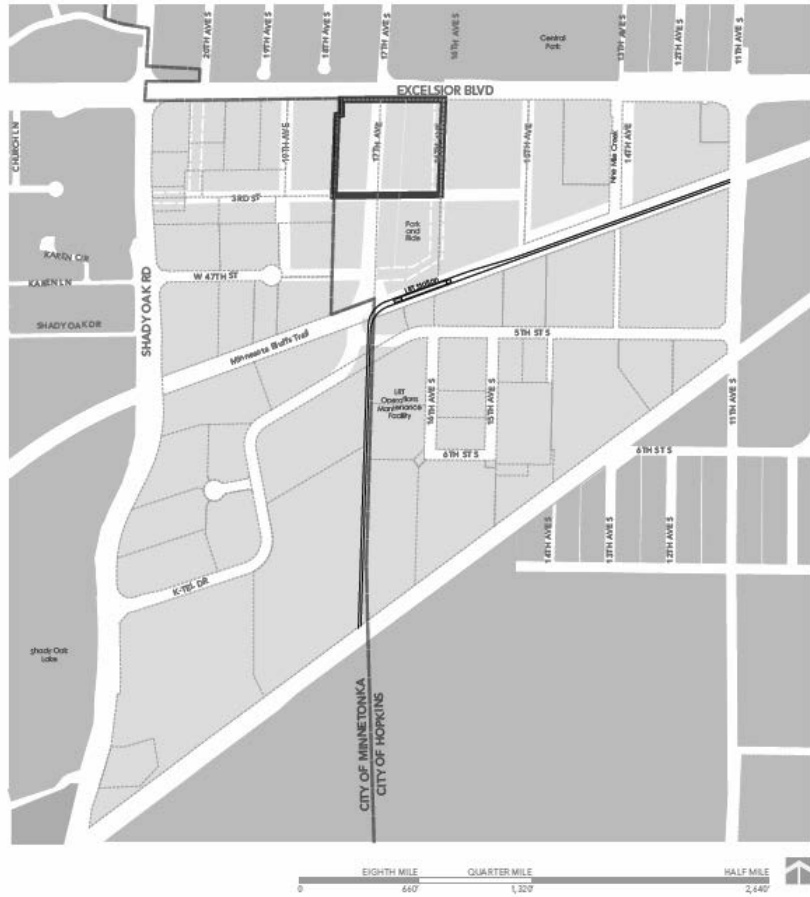


FIGURE 5.
 PERMITTED RESTAURANT- CARRY OUT & DELIVERY
 WITH DRIVE-THRU

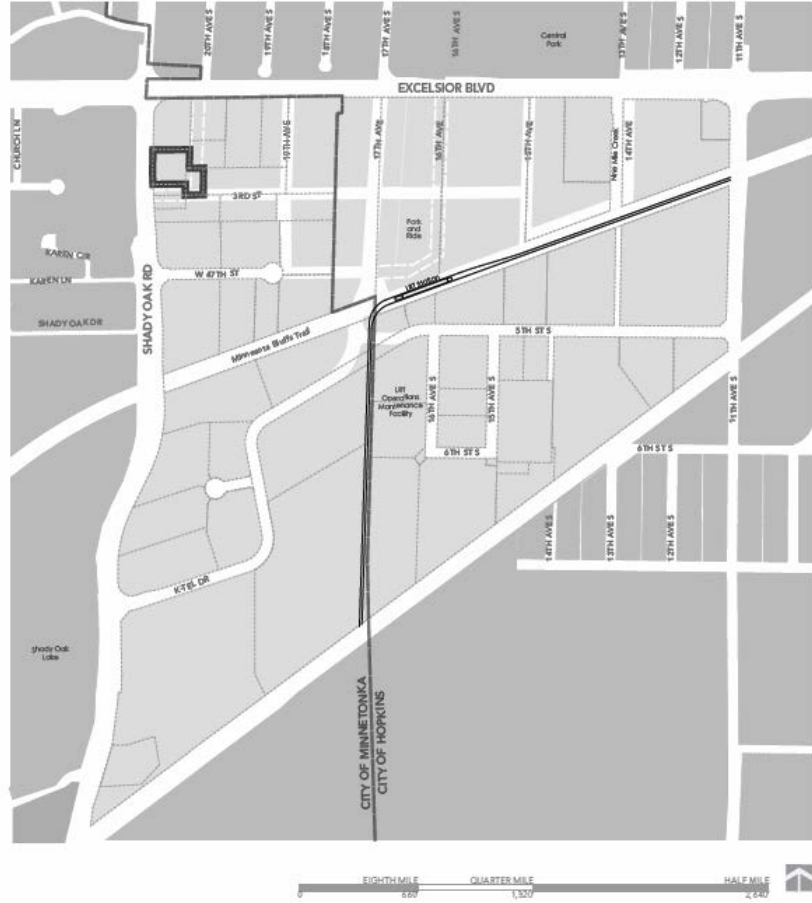


FIGURE 6.
PROHIBITED INDUSTRIAL/MANUFACTURING USES

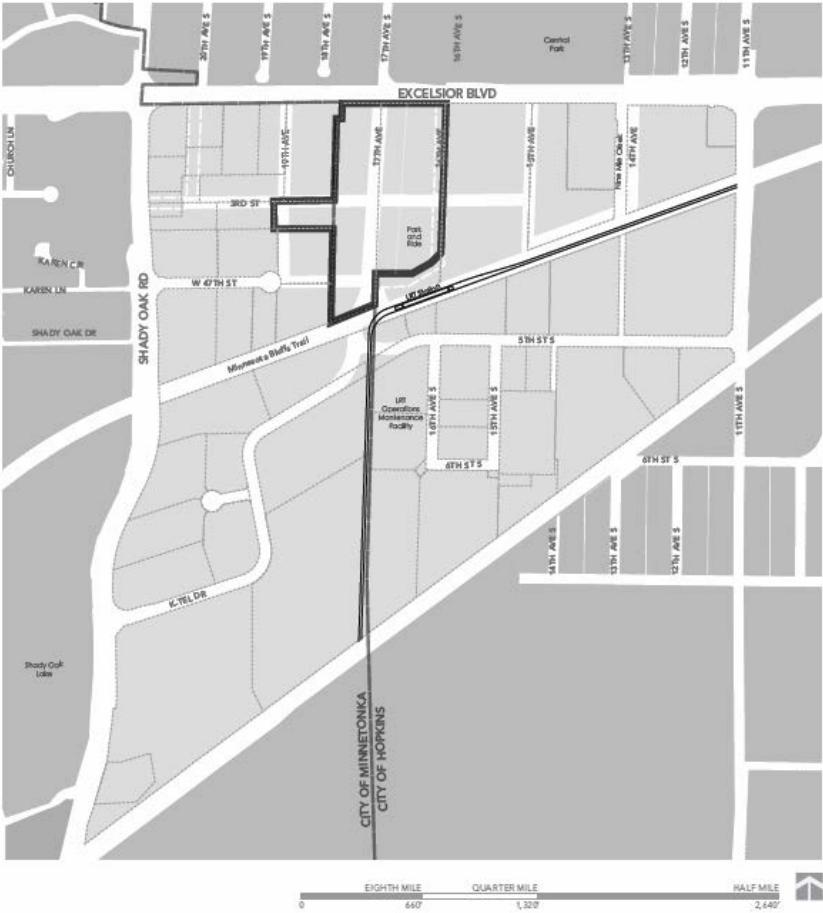


FIGURE 7.
PERMITTED BUILDING CONTRACTORS YARD

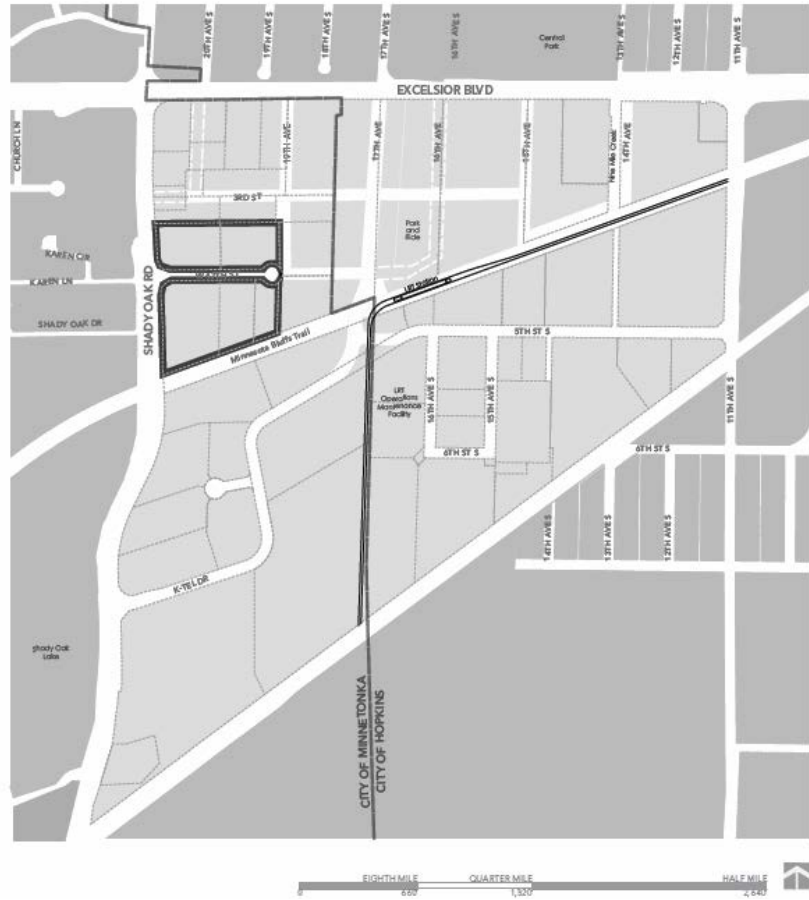


FIGURE 8.
PROHIBITED VEHICLE PAINTING, BODY WORK, &
REPAIR USES

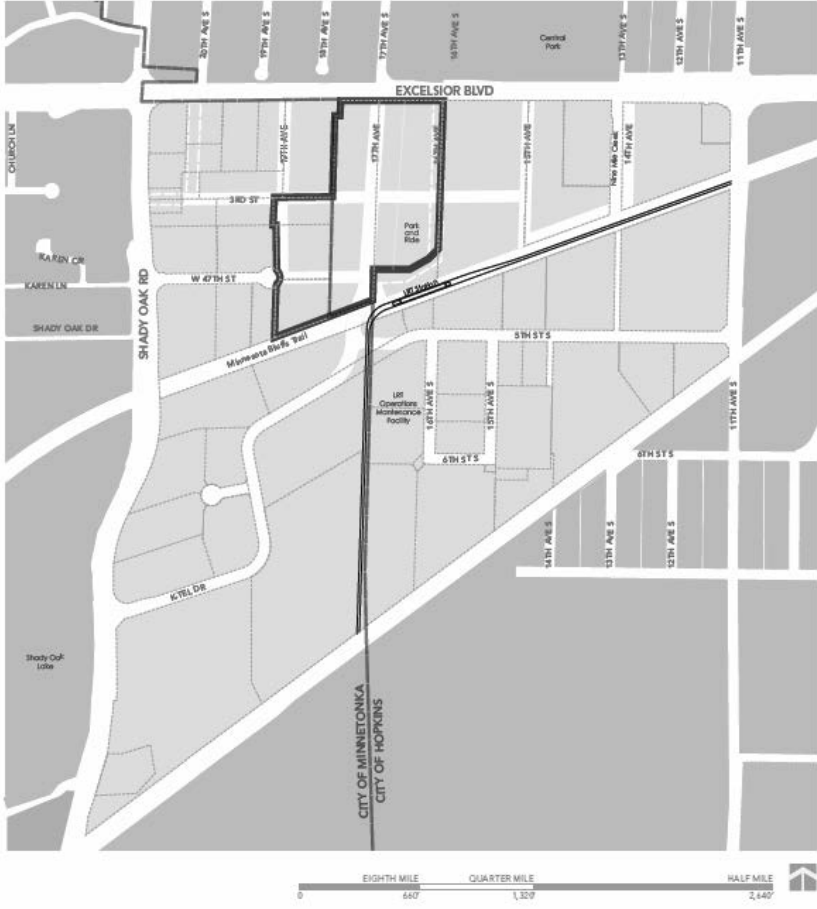


FIGURE 9.
PERMITTED MINI STORAGE

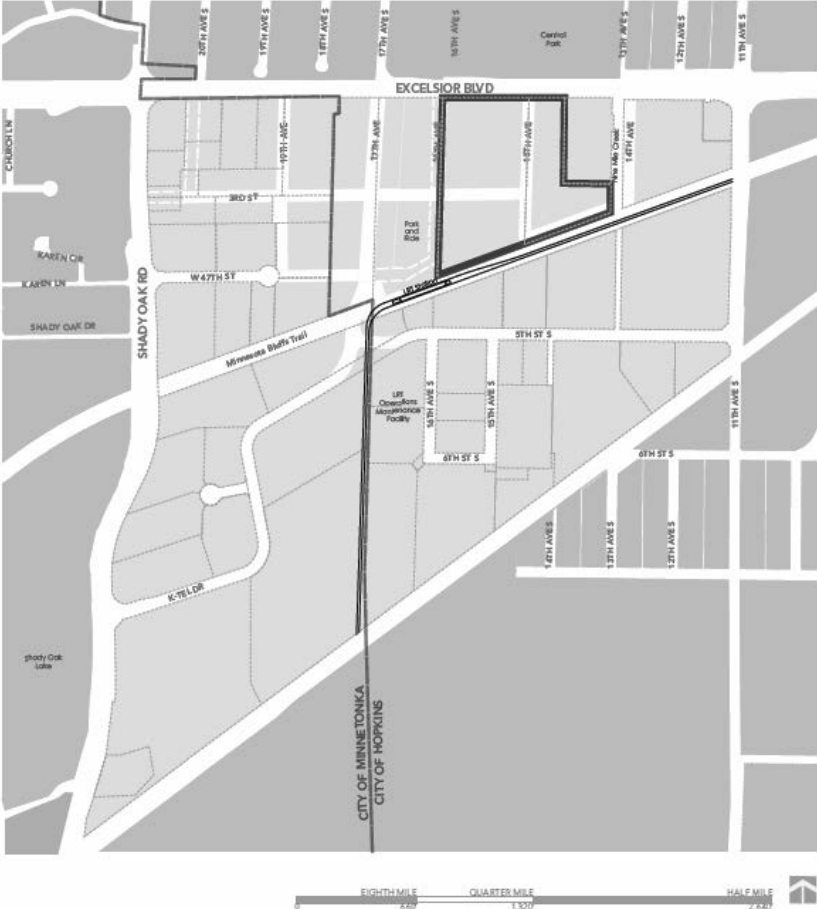
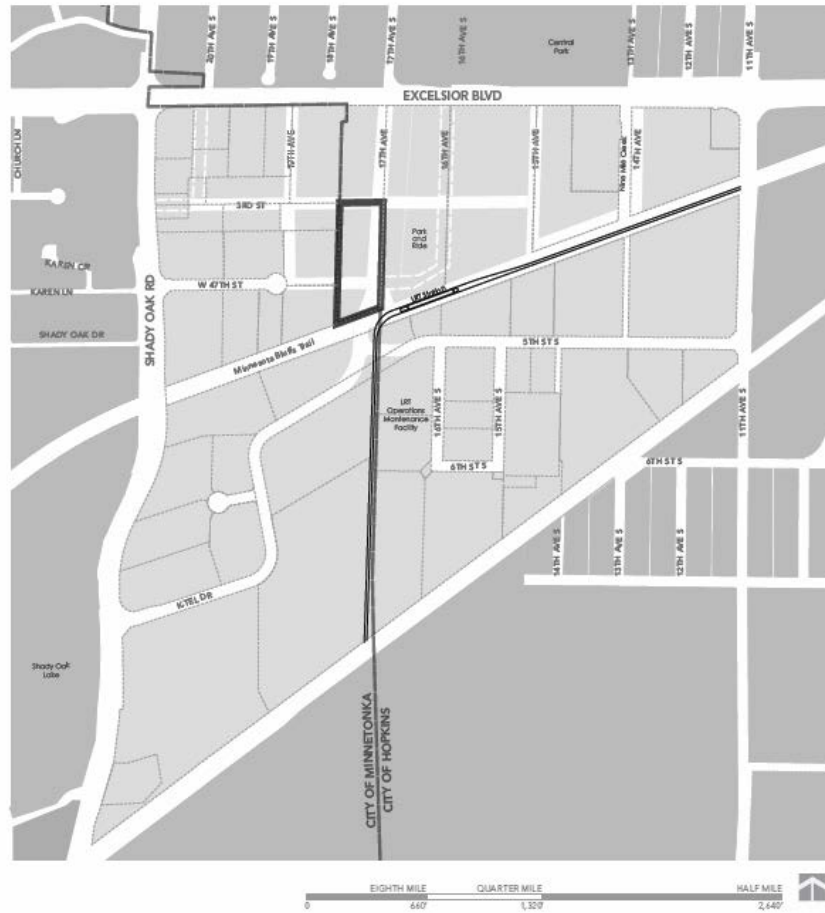


FIGURE 10.
PROHIBIT TELECOMMUNICATIONS FACILITIES/
TOWERS



SECTION XX.XX.050 DEVELOPMENT STANDARDS

The Shady Oak Station Area Zoning Development Standards provide specific requirements for the physical orientation, uses and arrangement of buildings; the management of parking; and access to development parcels. Development located in the Shady Oak Station Area zoning Districts shall be designed and constructed consistent with the following Development Standards. Development located within the Shady Oak Station Area zoning Districts shall be required to meet all other applicable sections of the City of Minnetonka and City of Hopkins Land Use Ordinances, except as otherwise provided in this chapter.

A site layout, landscaping or building design in a manner inconsistent with the Shady Oak Station Area zoning Districts Development Standards requires a minor amendment in accordance with Section XX.XX.020.B.

A. REQUIRED ACTIVE EDGE

Active edges are characterized as building frontages with 1) direct public street sidewalk entries and 2) a high degree of ground floor facade transparency to increase visual and physical interaction between people inside and people outside of the buildings and create a safe and vibrant pedestrian environment.

The Required Active Edge diagram (FIGURE 11) identifies only required building frontages where active-edge treatments shall be included. Other building frontages may include these treatments but are not required. Fronting parking lots, service bays/loading bays, and parking garage entrances are prohibited along identified active edges.

The following active-edge criteria shall be met for all ground-floor commercial and retail uses:

- a minimum of 70 percent transparent glass along ground-floor facades as measured in linear feet of total building frontage at a location 5 ft. above the sidewalk (FIGURE 12); must be entirely transparent with the exception of;
- applied window signs that shall be no longer than 10 percent of any single opening;
- frosted, tinted, reflective glass or other types of glass that diminish transparency are prohibited
- Primary ground-floor entries shall be oriented to the public street (FIGURE 14)

The following active edge criteria shall be met for all ground-floor residential and commercial uses :

- A minimum of 50 percent transparent glass along ground-floor facades as measured in linear feet of total building frontage at a location 5 ft. above the first finished floor height (FIGURE 13).
- Frosted, tinted, reflective glass or other types of glass that diminish transparency are prohibited for commercial uses only.
- Primary entrances must be oriented toward the street; quasi-public terraces, stoops or porches are appropriate, but not required (FIGURE 14-FIGURE 15).

FIGURE 11. REQUIRED ACTIVE EDGE

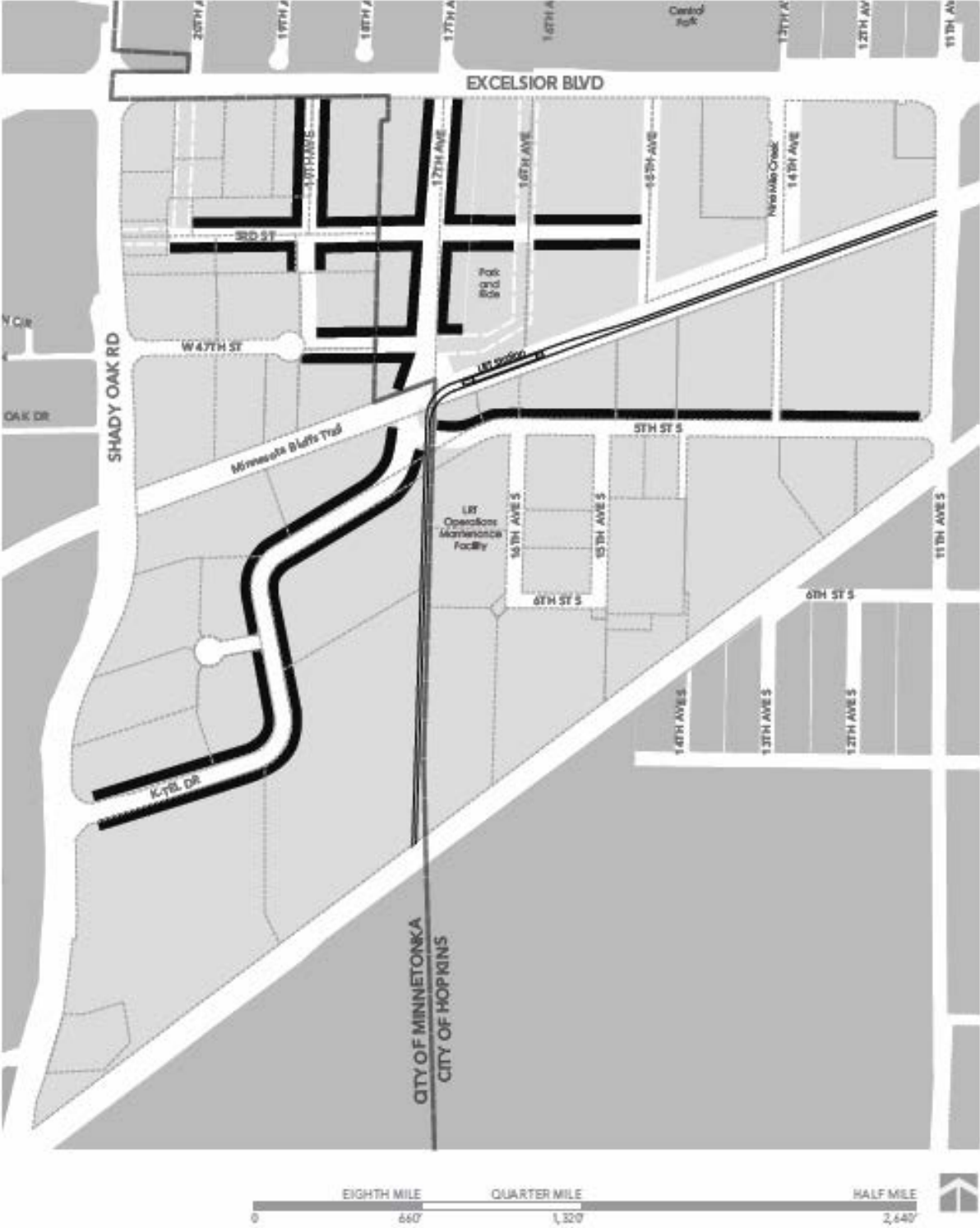


FIGURE 12. 70% TRANSPARENCY- RETAIL AND EMPLOYMENT



FIGURE 13. 50% TRANSPARENCY- RESIDENTIAL

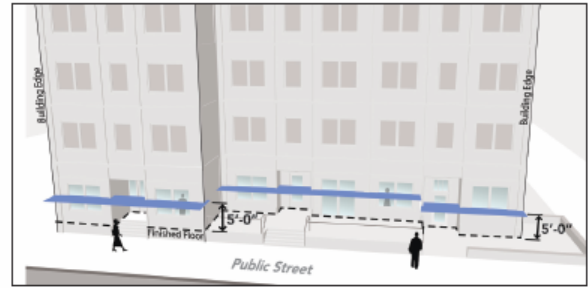


FIGURE 14. RETAIL AND EMPLOYMENT STREET ENTRIES



FIGURE 15. RESIDENTIAL STREET ENTRIES



Individual retail shop entries must be oriented to the street to contribute to the vitality and safety of station areas through ‘eyes on the street’ surveillance.

Entries to main lobbies of ground-floor commercial uses must be oriented to the street to allow direct access from the street and promote activity on streets.

Ground-floor individual dwelling units and main lobby entries must be oriented to the street or to a street-facing courtyard to contribute to the vitality and safety of station areas through ‘eyes on the street’ surveillance.

- Primary business entries shall face the street; Secondary entries are permitted along all other frontages.
- Retail entries must have at-grade entries fronting public streets; ramps or steps are prohibited
- All doorway glazing shall be transparent; tinted, reflective or other opaque materials or treatments shall be prohibited

By locating entries facing the street, residents and visitors will enter and exit the building to the public street, thereby activating and animating the public realm.

B. REQUIRED BUILD-TO-LINE

Build-to-lines establish a continuous 'street wall' that frames pedestrian-oriented streets. Buildings that are built flush with the sidewalk, with doors and windows facing the street, provide for pedestrian-level features of interest, improve safety, and ensure that buildings are oriented to the street.

Build-to-Line regulations apply to ground floors only. Building facades set back on any floor above the ground floor are permitted.

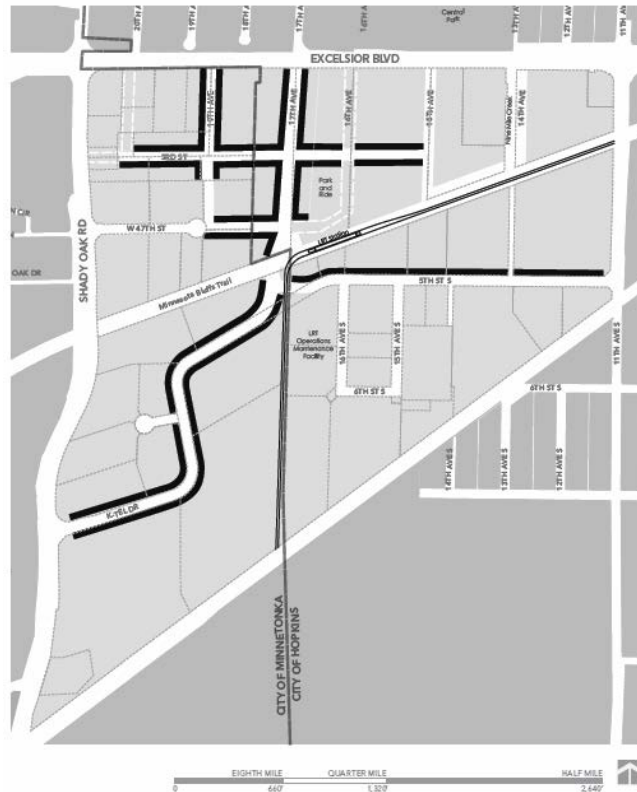
Zero foot setbacks apply to the entire frontage length where indicated (figure 16).

Automobile parking, service, or loading zones are prohibited within any permitted setback.

Exceptions to the build-to line criteria:

- A maximum 10 feet building setback (FIGURE 18) from the right-of-way line is permitted to provide privacy for residential uses, landscaping for commercial uses and/or additional area for outdoor seating and displays that are associated with ground-floor retail uses.
- Windows and walls may be recessed up to eighteen inches from the right-of-way line to accommodate columns or other architectural elements that engage the right-of-way line (FIGURE 17).
- Entry doors may be recessed up to 6 feet from the right-of-way line (FIGURE 17).
- Passageways to courtyards or other private spaces may interrupt the right-of-way line.
- For ground-floor residential uses, walks, porches, steps, stoops, or terraces are allowed within the setback.

FIGURE 16. REQUIRED BUILD-TO-LINE



C. USEABLE OPEN SPACE

I. Purpose

Useable open space must be designed to be accessible to and useable for outdoor living or recreation use.

II. Location.

Useable open space may be located on roofs, balconies, terraces, porches, decks or required front setback areas.

III. Minimum useable Open Space dimensions and area.

Each useable open space area shall have at least a twelve foot dimension in any direction and a minimum area of two hundred square feet except for:

- a) Private balconies must have a minimum of seven feet in any direction and a minimum area of eight square feet.
- b) Roofs, decks or porches must have a minimum of ten feet in any direction and a total of one hundred twenty square feet.

IV. Private useable Open Space required.

In all Shady Oak Station Area zoning districts, a minimum of 100 square feet per unit shall be designated as private useable open space.

FIGURE 17. ZERO BUILDING SETBACK AND EXCEPTIONS

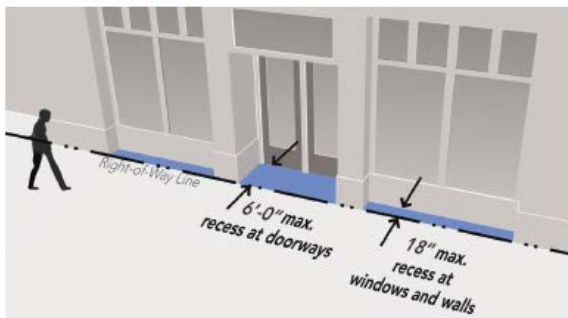
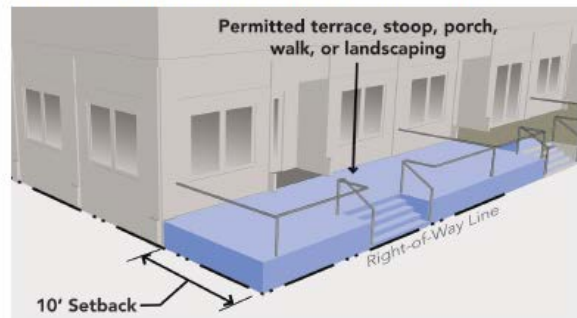


FIGURE 18. MAXIMUM 10' BUILDING SETBACK AND EXCEPTIONS



D. AUTO PARKING:

The following requirements apply to all permitted uses located within the zoning districts.

1. WHERE THE REGULATIONS APPLY.

The regulations apply to all parking areas in both zoning districts. Parking areas include:

- a) those spaces accessory to a use;
- b) part of a commercial parking ramp use;

2. OCCUPANCY.

All required parking areas must be completed and landscaped prior to occupancy of any structure per City landscaping and screening requirements

3. CALCULATIONS OF AMOUNTS OF REQUIRED AND ALLOWED PARKING.

- a) When computing parking spaces based on net floor area, areas used for parking are not counted.
- b) The number of parking spaces is computed based on the major use (more than 50 percent of net building area) on the site except as stated in Paragraph 3.c., below. When there are two or more separate major uses on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual major uses. For joint use parking, see paragraph below.
- c) When more than 20 percent of the net floor area on a site is in a minor use (less than 50 percent of the net building area), the required or allowed parking is calculated separately for the minor use. An example would be a 40,000 square foot building comprised of a 30,000 square foot warehouse and a 10,000 square foot minor office area. The required or allowed parking would be computed separately for the office and warehouse uses.
- d) If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.
- e) If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.

4. USE OF REQUIRED PARKING SPACES.

Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

5. PROXIMITY OF PARKING TO USE.

Required parking spaces for residential uses must be located on the site of the use or within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street-tract other than a shared court does not count towards this requirement. Required parking spaces for nonresidential uses must be located on the site of the use or in parking areas whose closest point is within 500 feet of the site.

6. MINIMUM NUMBER OF PARKING SPACES REQUIRED.

i. Purpose.

The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of motor vehicle traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit have good street connectivity, and good pedestrian facilities need less off-street parking. Multi-dwelling development that includes a large number of units require some parking to support existing and future uses in the area and serve residents and guests, especially those with disabilities. Parking requirements must be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts. Transit-supportive bicycle parking can be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site.

- a) The minimum number of parking spaces for both zoning districts is stated in Table 1. Table 2 states the required number of spaces for permitted and conditional uses.

ii. Joint use parking.

Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to the Joint Planning Board and Planning Departments as part of a building or zoning permit application or land use review:

- a) The names and addresses of the uses and of the owners or tenants that are sharing the parking;
- b) The location and number of parking spaces that are being shared;
- c) A parking and transportation analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
- d) A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses

iii. Carpool parking.

For office uses where there are more than 20 parking spaces on the site, the following standards must be met:

- a) Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.
- b) The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
- c) Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

iv. Exceptions to the minimum number of auto parking spaces.

- a) The minimum number of required parking spaces may be reduced by 50 percent through the use of exceptions. The 50 percent limit applies cumulatively to all exceptions.
- b) Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space.
- c) Motorcycle parking may substitute for up to 5 spaces or 5 percent of required motor vehicle parking, whichever is less. Each motorcycle space must be at least 4 feet wide and 8 feet deep.
- d) Substitution of on-site car sharing spaces for required parking. Substitution of car sharing spaces for required parking is allowed if all of the following are met:
 - 1) For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;
 - 2) The car-sharing parking spaces must be shown on the building plans; and a copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.
- e) Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility for required parking is allowed if all of the following are met:
 - 1) A bike sharing station providing eight shared bicycle docks reduces the motor vehicle parking requirement by three spaces. The

provision of each addition of four docks and two shared bicycles reduces automobile parking, whichever is less; and

- 2) Bike sharing agreement:
 - (i) The property owner must have a bike sharing agreement with a bike sharing company;
 - (ii) The bike sharing agreement must be approved by the City of Minnetonka or City of Hopkins; and
 - (iii) A copy of the signed agreement between the property owner and the bike-sharing company, accompanied by a letter of approval, must be submitted before the building permit is approved.

7. MAXIMUM ALLOWED PARKING SPACES

i. Purpose.

Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of light rail transportation, provides for better pedestrian movement, and protects air and water quality. The maximum ratios in this section vary with the use the parking is accessory to and with the location of the use. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use. The Development Strategy Plan's subareas that are easily reached by light rail transportation have lower maximums than areas where transit service is less accessible.

ii. Maximum number of parking spaces allowed.

- a) The maximum number of parking spaces allowed is stated in Table 2
- b) Where 100 percent of the required parking is in a below grade parking structure parking, there is no maximum number of parking spaces

E. BICYCLE PARKING

Bicycle parking is required for most permitted and conditional use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays.

a. REQUIRED BICYCLE PARKING

i. Number of spaces required.

- a) The required minimum number of bicycle parking spaces for each use category is shown on Table 1. Bicycle parking is not required for uses not listed in Table 2.
- b) The required minimum number of bicycle parking spaces is based on the major uses on a site. There is no bicycle parking requirements for minor uses. However, if the required number of spaces for the major uses is based on net building area, the net building area of minor uses is included with the major uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of minor Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area. If the major use is not listed in Table 1, no bicycle parking is required for the minor use.
- c) When there are two or more separate major uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual major uses.

b. BICYCLE PARKING STANDARDS

i. Long-term bicycle parking.

- a) Purpose. Long-term bicycle parking provides employees, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.
- b) Standards. Required long-term bicycle parking must meet the following:
 - 1) Long-term bicycle parking must be provided in racks or lockers that meet the standards of Subsection EIII;

- 2) Location. Long-term bicycle parking must be located on the site or in an area where the closest point is within 300 feet of the site;
 - 3) Covered Spaces. At least 80 percent of long-term bicycle parking must be covered and meet the requirements of Table 2, Bicycle Parking; and
 - 4) Security. To provide security, long-term bicycle parking must be in at least one of the following locations:
 - (i) In a locked room;
 - (ii) In an area that is enclosed by a fence with a locked gate. The fence must be either 8 feet high, or be floor-to-ceiling;
 - (iii) In an area that is monitored by a security camera; or
 - (iv) In an area that is visible from employee work areas.
- ii. Short-term bicycle parking.
- a) Purpose. Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking must serve the main entrance of a building and must be visible from public streets.
 - b) Standards. Required short-term bicycle parking must meet the following standards:
 - 1) Short-term bicycle parking must be provided in lockers or racks that meet the requirements of Table 2, Bicycle Parking
 - 2) Location. Short-term bicycle parking must be:
 - i. Outside a building;
 - ii. At the same grade as the sidewalk or at a location that can be reached by an accessible route; and
 - iii. Within the following distances of the main entrance:
 - For a building with one main entrance, the bicycle parking must be within 50 feet of the main entrance to the building.

- For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance.

iii. Standards for all bicycle parking.

a) Purpose.

These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

b) Bicycle lockers.

Where required bicycle parking is provided in lockers, the lockers must be securely anchored.

c) Bicycle racks.

Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:

- 1) The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;
- 2) A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.
- 3) The rack must be securely anchored

d) Parking and maneuvering areas.

- 1) Each required bicycle parking space must be accessible without moving another bicycle;
- 2) There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and
- 3) The area devoted to bicycle parking must be a paved hard surface

e) Covered bicycle parking. Covered bicycle parking, as

required by this section, can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the roof cover must be:

- 1) Permanent;
 - 2) Designed to protect the bicycle from snow or rainfall; and
 - 3) The bottom of the roof structure must be at least 7 feet above the interior finished floor or exterior paved surface elevation.
- f) Signs.
- 1) Light rail stations. If required bicycle parking is not visible from the light rail station or transit center, a sign must be posted at the station or center indicating the location of the parking.
 - 2) Bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the parking.

USE	MOTOR VEHICLE PARKING		BICYCLE PARKING II	
	REQUIRED MINIMUM	REQUIRED MAXIMUM	REQUIRED LONG TERM	REQUIRED SHORT TERM
RESIDENTIAL				
MULTI-UNIT DWELLINGS	0.5/Unit/1 Guest/15 Units	2.0/Unit	1.5/Unit	1/20 Units
WORK-LIVE TOWNHOMES	1.0/Unit/1 Guest/5 Units	2.0/Unit	1/Unit	1/20 Units
SENIOR/CONGREGATE CARE	.25/Resident/1 Guest/15 Units	1.0/ Resident	1/20 Residents	None
GROUP LIVING/CO-HOUSING	.25/Unit/1 Guest/15 Units	1.0/Unit	0.5/Unit	1/20 Units
COMMERCIAL				
ALL USES EXCEPT THOSE IDENTIFIED BELOW	1.0/500 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
BAR/TAVERN/LOUNGE/NIGHTCLUB	1.0/250 SF	1.0/75 SF	1/10,000 SF	1/5,000 SF
BANQUET/RECEPTION/SOCIAL CLUBS	1.0/333SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
CHILD DAY CARE/NURSERY	1/1000 SF	1.0/333 SF	1/10,000 SF	NONE
HEALTH/FITNESS CLUB	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
HOTEL/HOSTEL (NOT INCLUDING ACCESSORY USES, I.E. RESTAURANTS)	1/ ROOM	1.5/ROOM	1/20 ROOMS	1/20 ROOMS
HOSPITAL/MEDICAL CLINIC	1.0/333 SF	1.0/200 SF	1/40,000 SF	1/40,000 SF
MARTIAL ARTS, YOGA, DANCE – STUDIO	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF
INDOOR SPORTS & RECREATION FACILITY (PRIVATE)	1.0/333 SF	1.0/165 SF	1/10,000 SF	1/5,000 SF

OFFICES	1.0/500 SF	1.0/333 SF	1/4,000 SF	1/10,000 SF
RESTAURANT/CAFÉ	1.0/400 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
RESTAURANT – CARRY-OUT & DELIVERY	1.0/400 SF	1.0/200 SF	1/10,000 SF	1/5,000 SF
FOOD CART AND TRUCK VENDORS	NONE	1.0/VENDOR	NONE	NONE
THEATER/PERFORMING ARTS VENUE	1/ 4 SEATS	1/2.5 SEATS	1/40 SEATS	NONE
VETERINARIAN CLINIC/HOSPITAL	1.0/500 S	1.0/333 SF	NONE	NONE
CIVIC				
PARK & RIDE FACILITY	10/ACRE		10% OF PARKING STALLS	
PUBLIC OPEN SPACE/PARK/PLAZA	X	X		
ESSENTIAL PUBLIC SERVICE & UTILITY STRUCTURES	X	X		
INDUSTRIAL				
ALL USES EXCEPT THOSE IDENTIFIED BELOW				
RESEARCH LAB				
MINI STORAGE				
TELECOMMUNICATION FACILITIES/TOWERS				
<p>[i] Minimum of 1 per resident manager’s facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings. A maximum of 2 spaces per resident manager’s facility; 5 per leasing office; 1 per 67 leasable storage spaces in multi-story buildings.</p> <p>[ii] Note: When a building area is less than the identified for calculations, a minimum of two bicycle spaces must be provided.</p>				

F. LOADING

i. Purpose

A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. The regulations ensure that location and access to and from loading facilities will not have a negative effect on the pedestrian environment, traffic safety or other transportation functions of the abutting right-of-way.

ii. Where these regulations apply.

The regulations apply to all required and non-required loading areas.

iii. Number of loading spaces.

vi. Paving.

In order to control dust and mud, all loading areas must be paved.

a) Buildings where all of the floor area is exclusively multi-unit dwellings uses must meet the standards below:

- 1) One loading space meeting Standard B is required where there are more than 40 dwelling units in the building
- 2) One loading space meeting Standard B is required where there are more than 20 dwelling units
- 3) Three loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building.

II. Buildings where any of the floor area is in uses other than residential must meet the standards below:

- 1) One loading space meeting Standard A is required for buildings with at least 20,000 and up to 50,000 square feet of floor area in uses other than residential use
- 2) Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of floor area in uses other than residential use.

iv. Size of loading spaces.

Required loading spaces must meet the standards of this subsection.

- 1) Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.
- 2) Standard B: The loading space must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.

v. Placement, setbacks and landscaping.

Loading areas must comply with the setback standards. When parking areas are prohibited or not allowed between a building and a street, loading areas are also prohibited or not allowed.

vi. Paving

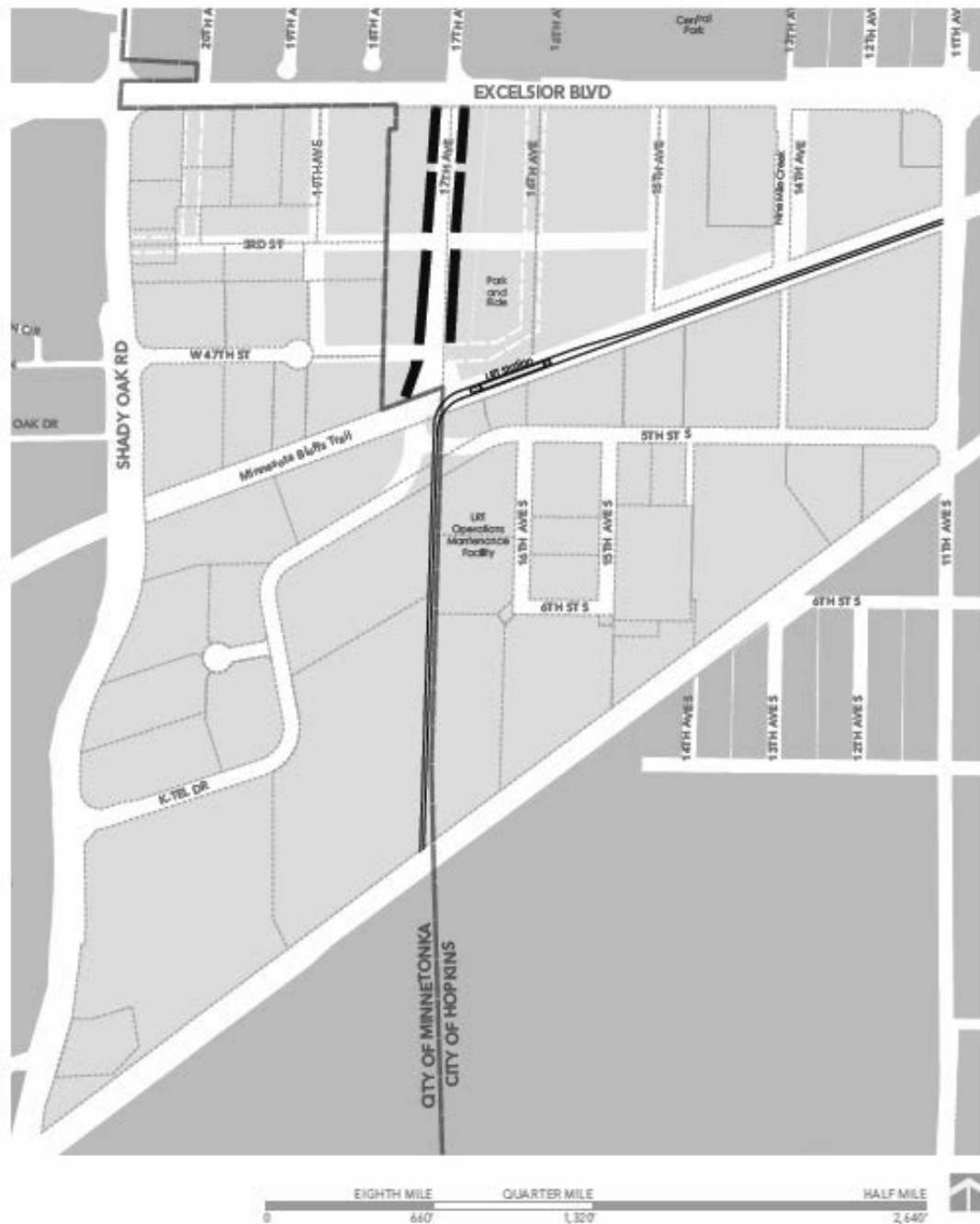
In order to control dust and mud, all loading areas must be paved.

G. RESTRICTED PARKING ACCESS

The designation of limited auto access streets (Figure 19) ensures continuity of the pedestrian environment by restricting auto access to parcels fronting 17th Avenue.

- Auto access through the sidewalk is limited to one curbcut per block for block frontages greater than 400 feet

FIGURE 19. RESTRICTED PARKING ACCESS



H. MINIMUM FLOOR AREA RATIO

Minimum floor area ratios (far) are used as a measure of the intensity of sites where commercial or industrial development occurs. The ratio is generated by dividing the gross building area by the gross parcel area, using the same units (typically square feet). Only the major use building structure and parking ramps, not minor use buildings such as covered bicycle parking shelters or utility buildings shall be included in the computation of minimum floor area ratios.

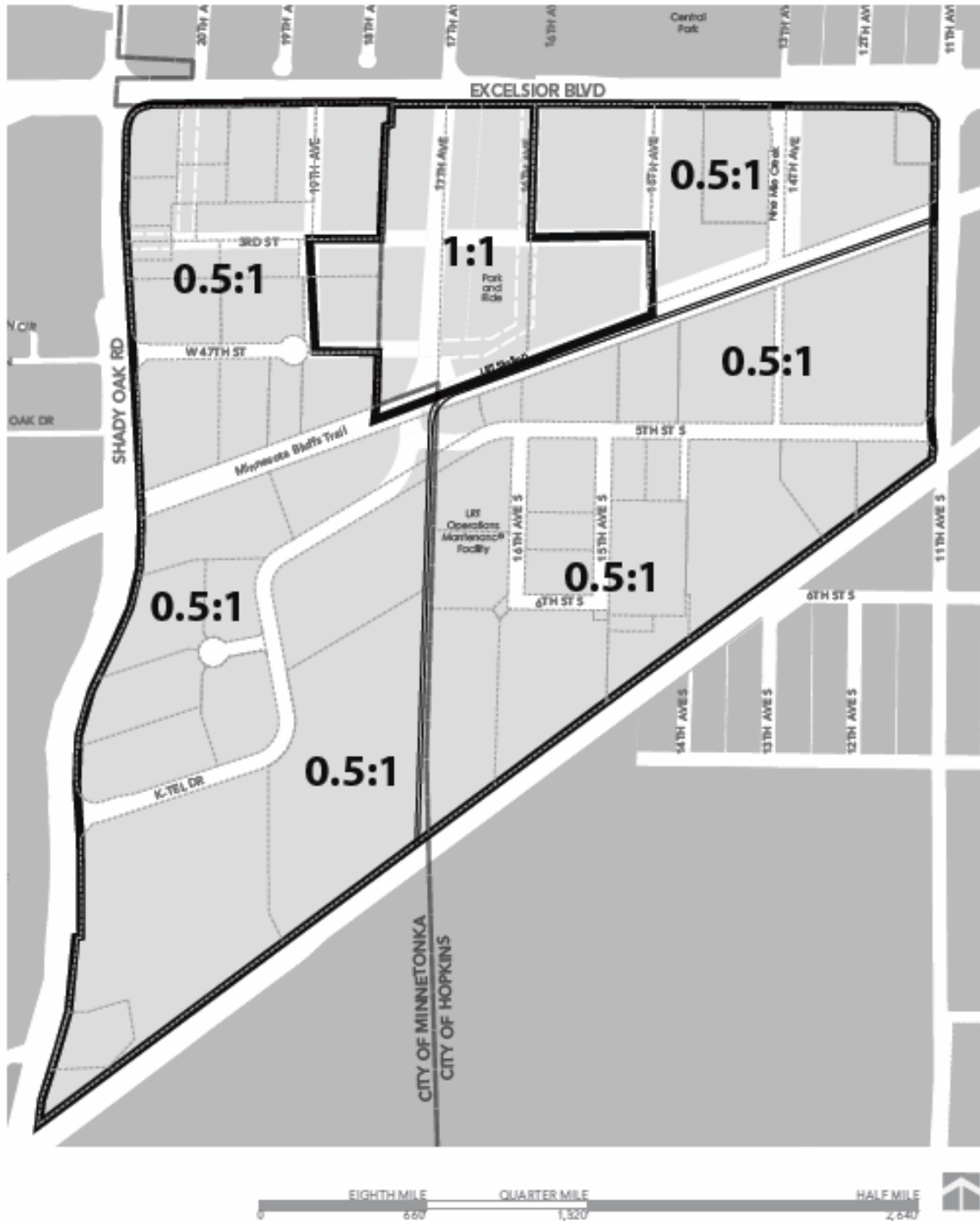
A minimum FAR is required for parcels identified in Figure 20 where 50 percent or more of the total building area is a non-residential use. There is no maximum FAR for any site.

The minimum floor area ratio requirements ensure that those sites zoned Transit Supportive Employment and Urban Industrial Employment are developed at an intensity that is transit supportive and discourages auto-oriented development.

For a parcel where commercial or industrial development is a minor use (less than 50 percent of total gross building area), the following exceptions apply:

- 1) Where 25%-49% of gross building area is commercial or industrial, a minimum FAR of 75 percent of the identified required minimum FAR shall be required.
- 2) Where 10%-25% of gross building area is commercial or industrial, a minimum FAR of 50 percent of the identified required minimum density shall be required.
- 3) Where less than 10 percent of gross building area is commercial or industrial, no minimum FAR shall be required.
- 4) Where adaptive reuse of existing structures includes commercial or industrial development, no minimum FAR shall be required.
- 5) Where a 'work' commercial component is included in a residential 'work-live' development, no minimum FAR shall be required.
- 6) Where a ground floor retail use is included in a residential structure identified in Figure 20, no minimum FAR shall be required.

FIGURE 20. MINIMUM FLOOR AREA RATIO (FAR)

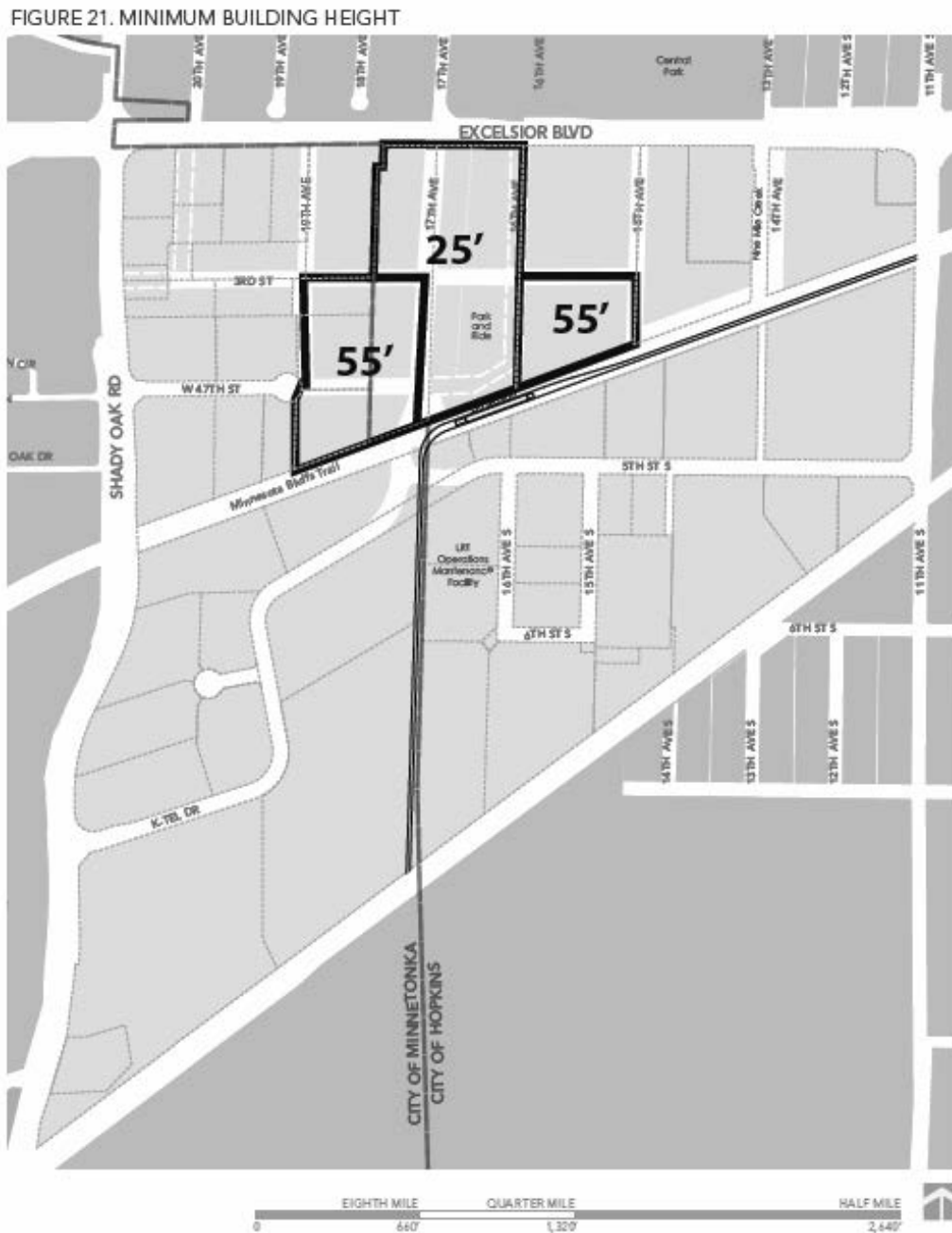


I. MINIMUM BUILDING HEIGHT

The minimum building height requirements, indicated on Figure 21, allow for transit supportive housing, office, and commercial development in close proximity to the Shady Oak Station platform.

There is no maximum height limit.

Building heights elsewhere in the Shady Oak Station Area zoning Districts shall be a minimum 20 feet.



J. MINIMUM RESIDENTIAL DENSITY

Minimum residential densities are required to ensure that development occurs at transit supportive intensities. Development of duplexes, townhomes, apartments, and condominium uses are appropriate. Single family residential development is prohibited.

Residential density is expressed as dwelling units per acre (du/ac). For parcels where the major use is residential development (50 percent or more of the total building area), minimum density is determined by dividing the number of residential units by the gross acreage of the entire area residential site. There is no maximum density for any site.

For parcels where residential units are a minor use (less than 50 percent of total site building area), the following exceptions apply:

- 1) Where 25%-49% of net building area is residential, a minimum density of 25 percent of the required minimum density shall be required.
- 2) Where 10%-25% of net building area is residential, a minimum density of 10 percent of the required minimum density shall be required.
- 3) Where less than 10 percent of net building area is residential, no minimum density shall be required.
- 4) Where adaptive reuse of existing structures includes residential development, no minimum density shall be required.

FIGURE 22. MINIMUM DENSITY

