

CITY OF FRIDLEY ZONING CODE
SECTION 205.33 O-8. TRANSIT ORIENTED DEVELOPMENT OVERLAY DISTRICT
(Ref 1281)

205.33.01. BACKGROUND AND AUTHORITY

The City of Fridley finds that Transit Oriented Development benefits the general health and welfare of the inhabitants of Fridley by fulfilling existing housing, transportation and employment needs. Therefore, the City of Fridley implements this overlay district which designates a portion of the City as a Transit Oriented Development District (“TOD” District) in an effort to support all modes of transportation. This overlay district is adopted per authority granted by the City of Fridley in Minnesota State Statutes Chapter 462.

205.33.02. PURPOSE

The purpose of this overlay zoning district is to:

- A. Implement code requirements that will encourage dense, mixed use, pedestrian-friendly development within a one-half mile of the Northstar Commuter Rail Station in Fridley.
- B. Create multi-modal connections to the Fridley Northstar Commuter Rail Station that allow for safe access to the station no matter what means of transportation someone uses.
- C. Create a neighborhood identity with the Northstar Station that promotes the use of mass transit, human interactions, safety and livability.
- D. Reduce automobile dependency by locating a variety of land uses within a half mile of the train station.
- E. Provide life cycle housing for people of different income levels and housing space needs within one half mile of the train station.

205.33.03. DISTRICT BOUNDARY

The TOD Overlay District consists of those areas designated on the *Northstar TOD District* map, which is on file with the City Clerk and dated April 22, 2011.

205.33.04. DEFINITIONS

The following words, terms, and phrases, when used in this section, shall have the meanings ascribed to them in this Section, except where the context clearly indicates a different meaning;

1. Drive-Through Service

A type of service provided by a business that allows occupants of a motor vehicle to receive or obtain a product or service through a building opening without leaving the vehicle.

2. Mixed Use Structures

A building or development that contains two or more different uses such as, but not limited to, residential, commercial, industrial, or public facilities.

3. Primary Street

The street adjoining the property which has the highest traffic counts.

4. Zero Lot Line Setback

The location of a building on a lot in such a manner that one or more of the building's exterior edges rest directly on a side property line.

205.33.05. USES PERMITTED

Permitted uses in the O-8 TOD Overlay District are those uses which are acceptable to the overall redevelopment plan and specific development plans as approved by the City. Upon approval of the specific development plans, the City shall determine the specific uses that are permitted within the development. Mixed use structures do not require a special use permit as underlying zoning requirements may require.

205.33.06. USES EXCLUDED

- A. Uses which may be dangerous, create annoying odors, noise disturbances or be otherwise detrimental to the general welfare of persons residing or working in the vicinity thereof or may impair the use, enjoyment, or value of any property.
- B. Trucking Terminals
- C. Uses whose operation requires the outdoor storage of materials or equipment, including the outdoor manipulation of said materials or equipment.
- D. Uses whose principal operation requires the outdoor storage of motor vehicles, including the outdoor manipulation of said motor vehicles.

205.33.07. PROCESS FOR TOD PLAN APPROVAL

- A. Plans for each individual project or combination of projects in the TOD District must be submitted upon payment of any required fee as provided in Chapter 11, except plans for individual, detached, single family housing construction projects in the Hyde Park zoning district, which are exempt from the TOD plan review process. Project plans will be reviewed by the Planning Commission, who will provide a recommendation to the City Council. The City Council shall have final authority to approve all project plans.

- B. Project plans submitted to the Planning Commission and City Council shall include the following minimum criteria:
- (1) Scalable site plans, showing the location of buildings, off-street parking, street and utility locations, auto and pedestrian access to and from the project, any modification to existing services, grading plans, storm water plans, building exterior finish, lighting and signing and landscape plans.
 - (2) Written City staff review on project compatibility to the overall Transit Oriented Development District.
 - (3) Review and recommendation to the City Council from the Fridley Housing and Redevelopment Authority (HRA).
- C. Any substantial modification to the plan must be submitted through the Planning Commission and approved by the City Council.

205.33.08. DESIGN CRITERIA

All new development or redevelopment TOD proposals requiring a building permit after the effective date of this ordinance must meet the following design criteria standards designed to enhance the pedestrian scale and safety of the development. Single family construction projects located within the Hyde Park Zoning Overlay District are exempt from following the TOD design standards. In situations where an existing building is being partially expanded, the new standards will only apply to the new addition, except as provided in Section 205.33.08.B, *Setbacks*.

1. Dimensional Requirements

A. Lot Coverage

Lot coverage may exceed 40% in cases where vehicle parking is shared, underground, or structured, provided all landscaping requirements are met. Allowances exceeding the 40% lot coverage limit will be made in designs that finance the creation and maintenance of public open space for commuters nearby.

Alternative storm water treatment methods such as permeable pavers, porous asphalt, vegetated roof areas, especially at the top of structured parking facilities, and other innovative techniques to reduce stormwater run-off are encouraged.

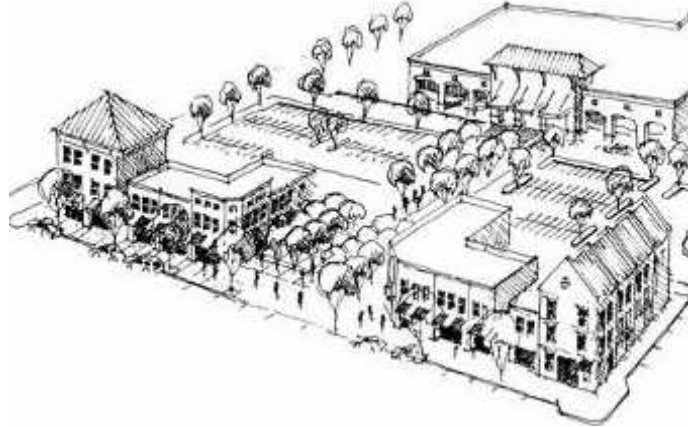
B. Setbacks

Exceptions to the following setback requirements will be granted to building additions to structures located on property zoned M-2, Heavy Industrial, at the date of the creation of this TOD zoning district.

(1) Front Yard

a. Except for individual, detached, single-family homes in the Hyde Park overlay zoning district, buildings shall be set back no further from the front property line than 15 feet.

b. Corner Lots: On corner lots, the buildings shall have front and side facades aligned no further back than 15 feet from the corner lot lines.



c. Double Frontage: In cases of double frontage, buildings on both fronts may be set back at 15 feet. On three or four-sided lots, buildings would not be required to meet the minimum 15 foot setback on more than one corner.

(2) Side Yard

Buildings may be set back as close as 15 feet to the property line. On corner lots, the maximum allowable building setback is 15 feet.

Zero lot line setbacks are encouraged.

(3) Rear Yard

Buildings may be set back as close as 15 feet to the property line.

C. Height

The height limitations of the underlying zoning district shall apply except in the Hyde Park Zoning District, where a building height of 45 feet shall apply if a development includes tuck-under or underground parking.

2. Building Design**A. Entrance Orientation**

Primary building entrances on all new buildings shall be oriented to the primary abutting public street. Additional secondary entrances may be oriented to a secondary street or parking area. Entries shall be clearly visible and identifiable from the street, and

delineated with elements such as roof overhangs, recessed entries, landscaping, or similar design features.

B. Façade Articulation

Building widths of 40 feet or less are encouraged. New buildings of more than 40 feet in width shall be divided into smaller increments, between 20 and 40 feet in width, through articulation of the façade. This can be achieved through combinations of the following techniques, and others that may meet the intent of this section.

- (1) Façade Modulation – Stepping back or extending forward a portion of the façade
- (2) Vertical Division – Using different textures or materials, provided materials are drawn from a common palette)
- (3) Storefronts – Division of building face into distinct storefronts with separate entrances and display windows
- (4) Roof Lines – Varied roof lines with alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval
- (5) Articulation Interval – Placement of arcades, awnings, window bays, arched windows, or balconies at intervals equal to the articulation interval



C. Building Face

No blank walls shall be permitted to face the public street, sidewalk, or other public spaces, such as plazas. Elements such as windows, doors, columns, changes in material, and similar details should be used to add visual interest.

Buildings shall be designed with a base, middle, and a top, created by variations in detailing, color, and material. Articulated tops shall be considered in the design of all new buildings. This articulation may consist of pitched roofs, dormers, gable ends, or cornice detailing. The base of the building shall include human scale elements, such as doors, windows, projections, awnings, canopies, and ornamentation.

D. Door and Window Openings

In new commercial, mixed-use and civic buildings, window and door openings shall comprise at least fifty (50) percent of the length of the main floor of the primary street façade. Window openings shall be located at a pedestrian sight level.

- (1) Windows shall be designed with openings that create a strong rhythm of light and shadow.
- (2) Glass on windows and doors on the primary street façade shall be clear or slightly tinted, allowing views into and out of the building interior or, as an alternative, used as display windows enclosed by walls inside the building. Where security needs warrant it, Spandrel glass may be used in the primary street façade windows subject to City approval in the plan review process.
- (3) Window shape, size and patterns shall emphasize the intended organization of the façade and the definition of the building.

E. Loading Docks

Outside loading docks shall be located in the rear or side yard and be screened from view from any public right-of-way. The space needed for the loading dock must be adequate to handle the loading and unloading needs of the building without obstructing the public right-of-way.

F. Building Materials

All buildings except single family shall primarily be constructed of high-quality materials such as brick, stone, textured cast stone, EFIS, or tinted masonry units. The following materials are generally not acceptable: Plain or painted concrete block, sheet metal panels, reflective glass, or aluminum, vinyl, fiberglass, asphalt or fiberboard siding.

Parking structures shall be constructed with building materials that are architecturally compatible with the adjoining structure(s).

G. Refuse/Recycling Storage

Multi-tenant buildings shall share a common refuse/recycling storage area. Refuse/recycling collection areas must be screened from view from any public right-of-way and are encouraged to be enclosed inside a building.

205.33.09 Parking Requirements

A. Reduction of Parking

Reduction of the parking stall dimensions and number of parking stalls required in the underlying zoning district may be allowed due to the nature of the proposed use or agreements in place with surrounding businesses for shared parking.

- (1) The number of required parking stalls may be reduced by no more than 50% of the minimum required in the underlying zoning district for the proposed use.

- (2) The maximum number of parking stalls shall not exceed 120% of the minimum number of parking stalls required by the use in the underlying zoning district. This maximum provision shall not apply to park-and-ride or other transit facilities.
- (3) Off-street surface parking is not permitted between the front façade and the primary street. Parking may be located in the rear or side yard.
- (4) Bicycle parking shall be provided as a component of all parking facilities as a ratio of one bicycle space per 20 automobile spaces. Bicycle parking must be provided within view of each business front entrance. Adjoining businesses may share common bicycle parking areas.

B. Additional Parking

When the provisions for parking space required are inadequate, the City may require that additional off-street parking be provided.

C. Drive-Through Service

Drive-through service designs are allowed and will not require a special use permit as underlying zoning may require.

205.33.10 Landscape and Streetscape Requirements

1. Landscaping

A. Scope

A landscaping plan shall be submitted according to the requirements of the underlying zoning district, except for as provided in Section 205.33.10.B.1. Mixed use projects must have a unified landscaping scheme. The landscaping requirements in this Chapter will only apply to new construction projects or projects where existing buildings are expanded to the reduced 15 foot setback.

B. Plant Materials Substitutions

The landscaping requirements in the underlying zoning district shall apply to properties in the TOD Overlay District with some exceptions.

- 1) TOD landscape plans for redevelopment of property located in the underlying Hyde Park zoning district must follow the landscape requirements for the zoning district that most closely represents the use proposed.
- 2) In the TOD Overlay District, one ornamental tree will count as one over-story deciduous tree. In addition, ornamental trees may exceed 50 percent of the required trees.

- 3) Due to the amount of hardscape needed for pedestrian walkways, if the level of open space for planting restricts the ability to provide adequate growth space for tree roots, shrubbery planting beds and flower beds may also be substituted for over-story trees at a rate of 36 square feet per tree.
- 4) Decorative walkway light poles meeting the TOD design specified for the TOD district may be substituted at a ratio of one light pole for two trees if the site design warrants additional walkway lighting.
- 5) Street-side sculptures, large planters, hanging flower baskets, light pole banners, clock towers, arbors, seating benches, or similar ornamentation may be considered as substitution to meet landscaping requirements.

If it is not feasible to meet the landscaping requirements of the underlying zoning district with the allowed substitutions above, the City may approve a monetary payment per fees established in Chapter 11 into the TOD Capital Project Fund for the purpose of funding streetscape amenities within the street rights of ways within the TOD overlay district.

C. Water

Drip irrigation systems are encouraged to reduce water consumption and to prevent wet walkways. Alternative storm water treatments such as permeable pavers, porous asphalt, vegetative roof areas and other innovative techniques to reduce storm water runoff are encouraged.

2. Streetscaping

A. Sidewalks

Sidewalks of a minimum five foot width must be provided on all street frontages. Sidewalk design detail will need to be approved by the City in accordance to TOD streetscape design on public right of ways adjacent to the proposed development. Paved connections, also a five foot minimum width, to building entrances, crosswalks, and adjacent bus stops must also be incorporated into any site design. A colorized pavement pattern connecting the sidewalk on each side of the driveway shall be incorporated into driveways, warning drivers of the sidewalk connection on each side of the driveway. Such connection shall be accessible.



B. Lighting

Lighting types, styles, and colors shall be coordinated with the overall design of City-installed lighting in the TOD District. Pedestrian-oriented lighting is required on all streets, trails, sidewalks, and public gathering places within the district. A lighting plan and fixture specification schedule shall be included in the documents submitted to the City for approval.

C. Signs

Changeable electronic signs will not be allowed in the TOD District. Door and window awnings are encouraged and will not count towards wall signage percentage allowed on a building face.

D. Fencing

Decorative fencing incorporated into landscape designs shall be of the same color, type, and style used in the adjacent TOD streetscape or of similar design approved by the City.

E. Outdoor Dining

Outdoor dining areas may be incorporated into the front and side yard setbacks up to five feet from the property line, leaving five feet for the sidewalk. The dining area shall be designed with safety protections that reasonably attempt to prevent vehicles from accidentally encroaching into the dining area. Store locations that serve alcohol must apply for a patio endorsement on their liquor license, but relaxation of screening requirements may be considered by the City in the TOD District.

F. Farmer's Market

Parking areas may be used for seasonal weekly open air markets to sell produce, crafts, and flowers with a special use permit. The special use permit will supersede any underlying zoning requirements for outdoor sale licenses. In order to qualify for the special use permit, the market must not interfere with traffic patterns and adequate parking must be available for the other uses on the site. There must also be safe separation between market users and vehicular traffic. Sale equipment shall meet all applicable building, fire, and electrical codes, and any requirements of the Anoka County Health Department and the Minnesota Department of Agriculture.



205.33.11 Maintenance

In addition to the maintenance requirements of the underlying zoning district, property owners in the TOD district are required to maintain the landscape and streetscape abutting their property. This includes the removal of debris and snow on trails and walkways and at bus stops and the irrigation of planters on their own private property and those in the public right-of-way adjoining the property. Further details of the maintenance requirements shall be addressed in a development agreement approved by the City.