

ITEM: Miscellaneous Text Changes to Draft Land Development Code

SUMMARY AND ACTION REQUESTED:

The following Staff report is provided in response to discussion at the January 28, 2010, Planning Commission Work Session.

A. Issues discussed:

The Commission identified the following as needing further research or a response by City Staff:

- Creation of “green edge”: The Commission requested that Staff perform research on what other cities have done to create a “green edge” that would separate the built environment from agricultural land uses. Staff has done some initial research, including reviewing ordinance language from the cities of Hanover and Chaska. A more detailed review is needed of Comprehensive Plan policies relating to the relationship of the built environment to the rural areas that surround the community to ensure that new ordinances are in line with the Plan. For example, the Framework Map in the Comprehensive Plan has identified areas described as “edge” and “rural.” Do these designations guide where special regulations should occur?

In addition, the initial discussion by the Commission on January 28, 2010, occurred only in the context of residential development. Review of ordinance language relating to green edges should be undertaken in conjunction with other draft language relating to agricultural, open space, conservation development, and agricultural holding, all of which relate to built/rural land issues. The “green edge” discussion should also address what the City is trying to accomplish with an edge condition and what techniques could be used to create this edge (for example, rural road standards). This more detailed discussion could occur after the residential piece is completed (see Section B of this Staff report, below).

- Define “protected trees” – This definition is found in Section 3.6.7 (B). In Section 3.11.1 (H) (1), the words “mature trees” could be substituted with “protected trees.”
- Protection of slopes – There is general language addressing development on hillsides in Section 3.11.1 (H) (2). Katy Gehler, City Engineer, has indicated that this issue could be more fully addressed in the new stormwater ordinance, along with other erosion control issues. A fuller discussion should occur by the Planning Commission to describe the following:
 - What is the problem that is trying to be resolved with new ordinance language? For example, is the ordinance striving to stop the erosion of hillsides, preserve the scenic or aesthetic qualities of the hillsides, or prevent cutting of trees on hillsides? The purpose of the ordinance will guide what the ordinance language will be.
 - How is “slope” defined? Staff has reviewed some city’s ordinances, and found that the definition of a slope is defined as 25%+ or greater. This degree of slope is not

found in Northfield. How a hillside or slope is defined will guide the purpose of the regulations and what is trying to be achieved.

- Figure 3.17 – The Commission felt that this graphic for a multi-family residential development seems to advocate culs-de-sac. Staff has revised the graphic to more clearly show a differentiation between the street that the building fronts and the driveways leading to the rear-loaded garages for the development (Attachment #1).
- Table 3.11-3 clarified – The Commission requested a note to the Table clarifying how it should be read. Staff has revised this Table (Attachment #2).
- Add definition/graphic for “grid street” - The following is a definition and graphic:

Grid Street Pattern

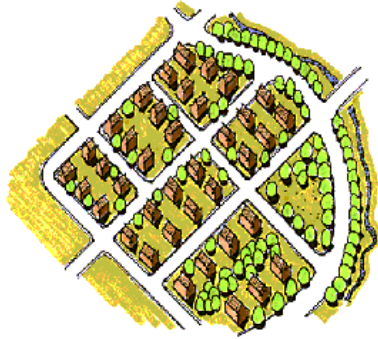
A network of parallel and perpendicular streets intersecting at 90-degree angles, forming rectangular blocks of land (see Figure ____).



- Add definition/graphic for “modified grid street” - The following is a definition and graphic:

Modified Grid Street Pattern

A network of streets that is similar to a grid street pattern, except that it is modified to incorporate curves in roadways or diagonally directed streets. This pattern is useful in areas where the roadway design must be sensitive to topography, existing development, or other pre-existing constraints (see Figure ____).



- Add language for road intersection offset. The following is suggested to be added as a new Section 3.11.3 (A) (6):

Roadway and access offsets

Roadways or other access points entering upon opposite sides of any given roadway shall have their centerlines located directly opposite each other as far as practical or the centerlines located shall be offset at least 150 feet for local residential streets, and at least 200 feet for all other roadways. Driveways on local streets accessing one, two, or three family residential units are exempt from this requirement.

B. Suggested review schedule

Staff suggests the following order to review the various “themes” in the LDC. For these different themes, Staff would prepare a spreadsheet identifying the appropriate Comprehensive Plan policy and show whether or not it is carried out in the LDC.

- Residential (currently being reviewed)
- Ag/open space/green edge/conservation development/development holding district
- Commercial/industrial
- Accessory uses/temporary uses/nonconformities
- General standards (lighting, landscaping, parking, etc)
- Definitions

RECOMMENDATION:

Staff requests that the Commission review new suggested language and provide direction to City Staff on this language.

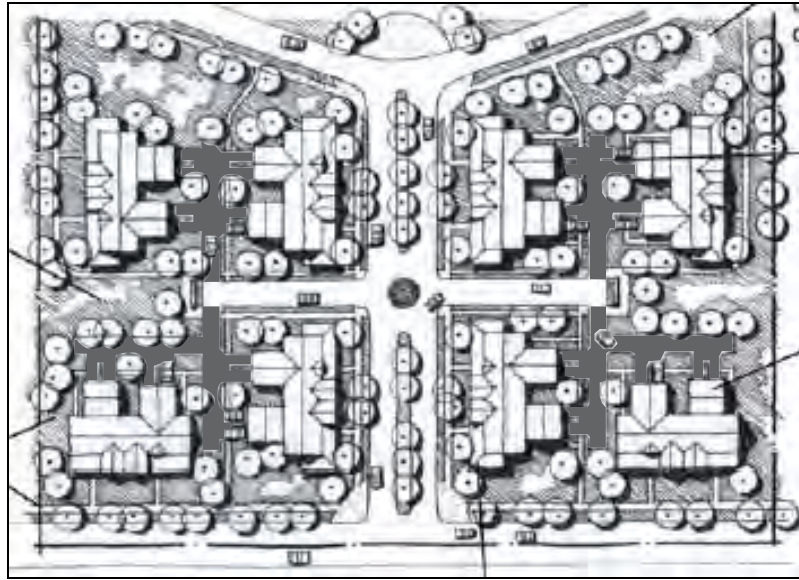
SUBMITTED BY: Dan Olson, City Planner

ATTACHMENTS:

1. Revised Figure 3-17
2. Revised Table 3.11-3

4050 (B) **Orientation of Buildings to Streets and Open Space**

4051 All multi-family dwellings shall be oriented so that the primary entrance faces the
 4052 street. In the case of corner lots, the primary entrance shall face the street from
 4053 which the building is addressed. It is acceptable to have two primary entrances, but
 4054 no secondary entrance may face a street. A primary entrance shall be defined by
 4055 the entrance's function, scale and/or design detail.



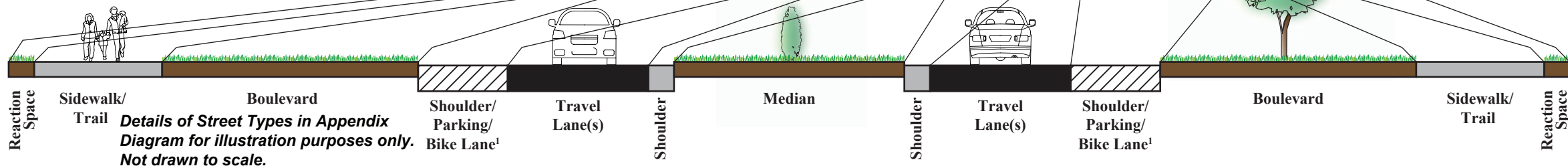
4056
 4057
 4058 *Figure 3-17: This diagram demonstrates proper orientation of*
 4059 *buildings within a multi-family apartment complex.*
 4060

4061 (C) **Design of Front Façades**

- 4062 (1) Front façades shall incorporate wall offsets in the form of projections and/or
 4063 recesses in the façade plane a minimum of every 40 feet of façade frontage.
- 4064 (2) Wall offsets shall have a minimum depth of two feet.
- 4065 (3) In addition to wall offsets, front façades shall provide a minimum of three of
 4066 the following design features for each residential unit fronting onto the street:
- 4067 (a) One or more dormer windows or cupolas;
 - 4068 (b) A recessed entrance;
 - 4069 (c) A covered porch;
 - 4070 (d) Pillars, posts, or pilasters;
 - 4071 (e) One or more bay windows with a minimum 12 inch projection from
 4072 the façade plane;
 - 4073 (f) Eaves with a minimum six inch projection from the façade plane;
 - 4074 (g) A parapet wall with an articulated design, which entails design
 4075 variation rather than a simple rectilinear form; or
 - 4076 (h) Multiple windows with a minimum four inch wide trim.
- 4077

Table 3.11-3: Street Types and Requirements

Street Type ^[a]	Functional Classification	Right-of-Way Width	Road Section Type	Reaction Space	Sidewalk /Trail	Boulevard	Shoulder/ Parking	Bike Lane ^[b]	Travel Lane(s)	Shoulder	Median	Shoulder	Travel Lane(s)	Bike Lane ^[b]	Shoulder / Parking	Boulevard	Sidewalk /Trail	Reaction Space	Parking	Where Allowed	
All Measurements in Feet																					
Parkway	Major Collector	100-120	Rural	2	10	20	6-8	[c]	11	2	18	2	11	[c]	6-8	20	10	2	No On-Street Parking	May be applied across any of the zoning districts at the discretion of the city based on the Comprehensive Transportation Plan Update.	
	Minor Arterial	140-180	Rural	2	10	16-20	8	[c]	24	2	18-30	2	24	[c]	8	16-20	10	2	No On-Street Parking		
Avenue	Major Collector	100-110	Urban	2	10	10-20	6-8	[c]	11	2	18	2	11	[c]	[c]	6-8	10	2	No On-Street Parking		
	Minor Arterial	130-150	Urban	2	10	7-10	8	[c]	24	2	18	2	24	[c]	8	7-10	10	2	No On-Street Parking		
Drive	Major Collector	80-110	Combination	2	6	10-12	8	[c]	11-12	[c]	[c]	[c]	11-12	[c]	5-8	20-30	[c]	[c]	One Side of Street		Collector streets in the R1-B, BR-2, BR-3, BR-4, N1-B, and PI-S districts. NC-F district.
	Local	60-66	Combination	2	5-6	10	8	[c]	10	[c]	[c]	[c]	10	[c]	5-8	20-30	[c]	[c]	One Side of Street		
Road	Major Collector	80-90	Rural	2	5	13-17	8	[c]	11-12	[c]	[c]	[c]	11-12	[c]	8	13-17	5	2	No On-Street Parking		AH-S, PI-S, and ED-F districts
	Minor Collector	60-66	Rural	[c]	[c]	18-21	[c]	[c]	12	[c]	[c]	[c]	12	[c]	[c]	18-21	[c]	[c]	No On-Street Parking		
Street	Local	60-66	Rural	[c]	[c]	18-21	[c]	[c]	12	[c]	[c]	[c]	12	[c]	[c]	18-21	[c]	[c]	No On-Street Parking		
	Local (residential)	60-66	Urban	1	5-6	7+	[c]	[c]	10	[c]	[c]	[c]	10	[c]	8	7+	5-6	1	One Side of Street		New local streets in the R1-B, BR-2, BR-3, BR-4, N1-B, and PI-S districts
	Local (residential)	60-66	Urban	1	5-6	7+	8	[c]	10	[c]	[c]	[c]	10	[c]	8	7+	5-6	1	Two Sides of Street		
	Local (non-residential)	66'	Urban	1	5	7	8	[c]	12	[c]	[c]	[c]	12	[c]	8	7	5	1	Two Sides of Street	C2-B, I1-B, and ED-F districts	
	Minor Collector	60-66	Urban	1	5-6	7+	8	[c]	10	[c]	[c]	[c]	10	[c]	8	7+	5-6	1	Two Sides of Street	Reconstructed local streets in the R1-B, BR-2, BR-3, and BR-4 districts. Streets in CD-S and PI-S districts.	
Main Street	Major Collector	80-90	Urban	1	5-6	7-10	8-10	4-6	11-12	[c]	[c]	[c]	11-12	4-6	8-10	7-10	5-6	1	Two Sides of Street	Collector streets in the R1-B, BR-2, BR-3, BR-4, N1-B, and PI-S districts	
	Major & Minor Collector	80	Urban	[c]	14	[c]	19	[c]	12	[c]	[c]	[c]	11	[c]	10	[c]	4	[c]	One side angled, One side parallel	C1-B, and ED-F districts	
Alley	None	20	Rural	[c]	[c]	[c]	[c]	[c]	[c]	[c]	[c]	[c]	14	[c]	[c]	[c]	[c]	[c]	None		



NOTES:
 [a] Details of Street Types in Appendix
 [b] Bike Lanes shall be located on streets identified in the Parks, Trails and Open Space Plan.
 [c] Requirement not included in this Street Type.