

City of Oakdale Chapter 25 of the Zoning Code

APPENDIX A. TC-PUD, TARTAN CROSSING
PLANNED UNIT DEVELOPMENT DISTRICT DESIGN STANDARDS



Tartan Crossing PUD Design Standards



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Sec. 1 Purpose and Intent

The purpose of the Tartan Crossing PUD is to provide for a compact, walkable, mixed-use development along a key corridor and gateway. The PUD is intended to support high quality development and site flexibility, and to accommodate the unique site conditions and phased development proposed in this PUD. The mixture of land uses within the redevelopment is essential to establishing the level of vitality and intensity to support commercial and residential uses. The treatment of building design, parking, landscaping and pedestrian spaces is essential to creating the pedestrian-friendly environment envisioned for the Tartan Crossing PUD.

Sec. 2 Uses

- (a) Permitted Uses: See Attachment A
- (b) Conditional Uses: See Attachment A
- (c) Prohibited Uses: See Attachment A



Example of multifamily senior residential exterior building materials.



For Illustrative Purposes Only

Sec. 3 Requirements on Setbacks, Heights

Residential Uses

(a) Building Setbacks

Building Setbacks	Feet
Front	25
Rear	25
Side adjacent to Street	10
Side adjacent to Interior Lot Line	20

(b) Parking Lots or Circulation Drive Setback

Parking Lot or Circulation Drive Setback	Feet
Collector Street	5
Local Street	5
Interior Lot Line	5

- (c) The maximum height of any apartment building shall be fifty five (55) feet if parking is provided below grade. Building height is defined as the vertical distance from the average elevation of the adjoining ground level or the established grade, whichever is lower, to:

1. The top of the cornice of a flat roof;
2. The deckline of a mansard roof;
3. A point directly above the highest wall of a shed roof;
4. The upper most point of a round or other arch type roof;
5. The mean distance from the eave line to the peak of the highest gable on a pitched or hip roof.

Commercial Uses

Lot Coverage

- (a) The maximum allowable lot coverage shall be 90% of the lot.
- (b) To calculate lot coverage, the following areas shall be added together:
- Area of the building as determined by the foundation plan; parking areas and driveways; loading, storage, trash areas, and all other areas covered with impervious material not purposely used for landscaping.

Requirements on Setbacks

(a) Building Setbacks

1. The minimum building setback from any Commercial District boundary or public street right-of-way shall be as set forth in the table below or the average height of the building, whichever is greater.

2. Building Setbacks

Building Setbacks	Feet
Minor Arterial Street	30
Collector Street	30
Local Street	30
Interior Lot Line	0

(b) Parking Lots or Circulation Drives

Parking Lots or Circulation Drives	Feet
Minor Arterial Street	10
Collector Street	10
Local Street	10
Interior Lot Line	0
Residential Zoning Boundary	10

Screening of Parking

- (a) Wherever a surface parking area faces 10th Street, I-694 exit ramp or Hadley Avenue screening consisting of a decorative wall, railing, hedge, or a combination of these elements, shall be constructed to a minimum height of three feet (3') and a maximum height of four and one half feet (4 ½') above the level of the parking lot.



Height and Scale

- (a) The height and scale of new buildings shall be related to the prevailing scale of surrounding development and shall be compatible with surrounding buildings in roof form and pitch.
- (b) The minimum building height shall be twenty five (25) feet or two stories while the maximum building height on all buildings shall be forty eight (48) feet or four stories.
- (c) Building height is defined as the vertical distance from the average elevation of the adjoining ground level or the established grade, whichever is lower, to:
 - 1. The top of the cornice of a flat roof;
 - 2. The deck line of a mansard roof;
 - 3. A point directly above the highest wall of a shed roof;
 - 4. The uppermost point of a round or other arch-type roof;
 - 5. The mean distance from the eave line to the peak of the highest gable on a pitched or hip roof.



A combination of exterior lighting, clear 2nd story, roof line changes, landscaping at building edge and neutral colors make it aesthetically pleasing.



Orient structures to compliment existing development.



Heavy use of brick rich in color, along with a band of stone along the windows, is a good example of franchise architecture.

Sec. 4 Building Materials and Design Standards

To ensure attractive commercial and residential development, this section sets forth standards required for building material and design elements for all commercial and residential development.

Building Material Standards:

Exterior surface materials of buildings shall be subject to the following:

- (a) Classes of materials. For the purpose of this subsection, materials shall be divided into Class I; Class II; and Class III categories as follows:

Class I

1. Brick
2. Natural stone or architectural precast stone products
3. Glass
4. Copper panels, stainless steel, or similar superior metal
5. Other comparable or superior materials.

Class II

1. Specialty concrete block such as textured, burnished block or rock faced block.
2. Architecturally textured precast concrete panels (except raked finish).
3. Masonry stucco/Exterior finish insulation systems (EFIS).
4. Other comparable or superior materials.

Class III

1. Opaque panels
2. Smooth scored concrete block
3. Ceramic finished concrete block
 - a) Glass block
 - b) Wood
 - c) Other comparable for superior materials.



Combination of colors, glass and building curve adds interest.



Strong horizontal design, curved roof features and good use of 2 colors create a pleasing design.

- (b) All commercial and residential buildings shall incorporate at least three (3) Class I materials and must be composed of at least seventy (70) percent Class I materials and not more than thirty (30) percent Class II or Class III materials.
- (c) The use of Class II or III materials shall be distributed throughout the exterior of a building unless the City agrees that materials consolidated on more visible locations provides the most positive architectural appeal to the general public.
- (d) Garage doors, window trim, flashing accent items and the like, shall not constitute required materials that make up the exterior of a building.
- (e) Garish or bright accent colors (i.e. orange, bright yellow, or fluorescent colors) shall be minimized, but in no case shall such coloring exceed five (5) percent of each wall area.
- (f) Brick or stone exteriors shall not be painted at anytime.
- (g) Equipment used for mechanical, processing, bulk storage tanks, or equipment used for suppressing noise, odors, and the like that protrudes from a side of a building or is located on the ground adjacent to a building shall be screened from public view as much as practical with materials matching the design of the building. Where miscellaneous exterior equipment cannot be fully screened with matching building materials, landscaping may be used as additional screening.
- (h) Pre-engineered metal buildings of any kind are prohibited.



Accent materials shall consist of materials comparable in grade and quality to the primary exterior material.



Mix of architectural elements define the building corner, as well as up-lighting enhance the features.



Well designed landscaped entry with access to sidewalk and balcony.



Downcast lighting and fixtures, higher detailed front entry with architectural roof style, use of awnings and a variety of colors and materials create a pleasing design.

Sec. 5 Design Elements

In addition to the building material standards all buildings in the Tartan Crossing PUD shall comply with the following building design element requirements.

- (a) Building facades shall provide architectural detail and shall contain windows at the ground level in order to create visual interest and maximize outdoor surveillance and visibility. The building/ pedestrian interface is a crucial part of urban design and the design should provide visual interest, opportunities for sociability, and overall pedestrian safety and comfort.
- (b) All exterior materials and appearance shall be compatible with surrounding buildings.
- (c) The exterior materials and appearance for the rear and side walls of any building shall be similar to and compatible with the front of the building.
- (d) Buildings shall be located so that the front doors of the building or individual units face the public street or parking area.
- (e) Parking garages shall be located to the rear or interior of the site, or underground.
- (f) Primary entries to buildings shall be emphasized through the use of architectural features such as porches and roofs, recessions into the facade, or other details that highlight the importance of the entrance.
- (g) At least twenty (20%) percent for residential buildings or thirty (30%) percent for non-residential buildings of the first floor facade that faces a public street or sidewalk shall consist of windows and doors.



Architectural detailing, such as cornice, awning, parapet or columns should be used to add interest and character to the buildings.



A new look is created with a variety of materials and building lighting.



Use of columns and vertical elements are combined with awnings and groups of stone and material colors.

(h) The rear entrance to a building may become the primary entrance when parking is located in the interior of a block as is typical for a traditional urban development pattern. When rear building entrances are used as the primary entrance they should be improved to include signs, lighting, canopies, windows, landscaping and other complementary elements to create a safe and welcoming access to building entrances.

(i) All building fronts shall include a minimum of four (4) from the following menu.

1. Architectural detailing, such as cornice, awning, parapet, or columns;
2. A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of one hundred fifty (150) square feet around the door entrance for single occupancy buildings and a minimum of three hundred (300) square feet for the front of multi-tenant buildings. Entrances shall be clearly articulated and obvious from the street or sidewalk.
3. Contrasting, yet complementary material colors;
4. A combination of horizontal and vertical design features;
5. Irregular building shapes;
6. Horizontal offsets of at least 4 feet in depth;
7. Vertical offsets in the roofline of at least four feet;

8. Fenestration at the first floor level which is recessed horizontally at least 1 foot into the façade;

9. Varying roof lines and roof accents.

10. Other similar architectural features in the overall architectural concept.

(j) Multi-story buildings shall have the ground floor distinguished from the upper floors (used to identify separate tenants) by having one or more of the following:

1. Awning
2. Trellis
3. Arcade
4. Window lintels
5. Intermediate cornice line
6. Brick detailing such as quoins or corbels



A variety of complimentary architectural materials shall be used as well as the use of horizontal and vertical design features.

Sec. 6 Parking, Landscaping and Pedestrians

Except as amended below, all developments within the Tartan PUD shall follow the parking requirements including but not limited to surfacing, stall size, landscaping contained in Attachment B: Article 18 Sec. 25-161 Off-Street Parking Requirements and the parking lot landscaping requirements contained in Attachment C: Sec. 25-175(h)(8): Parking Lot Requirements.

(a) All commercial parking shall be provided based on the following:

1. As a PUD the entire development shall provide a maximum of five (5) spaces per 1,000 square feet (net floor area). All parking for commercial uses shall be considered shared by all users within the PUD boundaries.
2. A properly drawn, legal instrument, executed by the parties concerned for joint use of off-street parking facilities between commercial uses or residential and commercial uses, duly approved as to form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Register of Deeds, Washington County.

(b) All residential parking shall be provided based on the following:

1. Elderly (Senior Citizens) Housing: Reservation of area equal to a range of .5 - 1.5 parking spaces per unit.

(c) Pedestrian Access and Circulation

1. Where applicable, walkways shall be provided to separate pedestrians and vehicles, and shall link ground level uses within the site to the main building entry point, parking lot, and public sidewalks.
2. Where pedestrian walks cross drive aisles, they shall be clearly marked with signage, special paving, landscaping or similar methods.

3. Signage shall be provided to identify walkways as part of the community trail system and provide directions to key areas.

4. Sidewalks shall be a minimum of five (5) feet wide.

5. Sidewalk alignments shall provide interest and utilize boulevard planting beds, green spaces and connections to businesses and other amenities. Landscape features such as a curving alignment, use of pavers or special paving surfaces, and other features shall be used to create visual interest and identify a defined pedestrian area.



Landscape features help to define circulation and pedestrian connections.



Patterned materials on walkways define a pedestrian oriented area.



(d) All parking areas within the Tartan Crossing PUD shall be subject to the following standards for landscaping of islands, medians, and parking lot edges.

1. Landscaping shall be distributed throughout the parking lot to define major vehicle and pedestrian routes, provide shade, and break-up large paved areas.
2. A minimum of 1 deciduous shade tree shall be provided for each parking island.
3. A landscaped area to include a mix of deciduous shade trees and understory plantings shall be provided in required parking lot setback areas.
4. Landscaping shall incorporate a variety of deciduous and coniferous trees and shrubs for year-round interest, texture, shape, and seasonal color.
5. Edge treatments along streets and other public spaces should visually screen parked vehicles, but not completely obstruct views into and out of the parking lot.
6. For parking lot edges adjacent to streets, parks or other public open space, the following shall be provided:
 - (a) At least one row of shade trees spaced evenly at 15 to 20 foot intervals (or appropriate to the selected species) for the length of the parking lots edge. Trees can be clustered.
 - (b) Screening, consisting of continuous planting, alone or in combination with a decorative fence/wall or a landscaped berm.
7. For parking lot edges not adjacent to the public realm, soft landscaping with a variety of deciduous and coniferous trees and plantings shall be provided.



Effective berm height provides screening of headlights.



A variety of unique and existing vegetation can be used to define walkway areas.



Use layering to promote informality with a variety of plants.



A variety of plants and planter heights provide a good buffer between sidewalk and parking.



Effective berm height provides screening of headlights.

Sec. 7 Site Amenities

Pedestrian connections to the surrounding neighborhood shall be incorporated into all commercial development.

(a) Pedestrian amenities shall be included in places where people typically gather, including but not limited to, transit stops, building entrances or street corners or abutting bike or pedestrian trail connections. These spaces must include at least three of the following:

1. Patterned materials on walkways (on-site)
2. Bicycle racks
3. Trash receptacles (decorative)
4. Pedestrian lighting
5. Fountains, sculptures, mobiles, kiosks, or banners
6. Flower boxes, or container landscaping

(b) Sidewalk connections shall be provided to and through the development to existing and planned trails, sidewalks, and adjacent properties, where access exists or reasonable connections are possible. Clear internal pedestrian circulation routes shall be provided on the site.



Decorative bicycle racks, trash receptacles and lighting with banners and planters can enhance the pedestrian environment.



Flowers can be installed in temporary or permanent containers.



Features like creeks and water fountains create aesthetic amenities.



Light fixtures, variety of planter heights, plants and colors.



Edge and buffer of sidewalk, pattern in sidewalk, pillar/monument features provides break in sidewalk designs.



Blend of sidewalk materials and patterns, light fixture, raised landscape islands in sidewalks.



Use of water design features and natural materials creates modern look.



Good use of open space creates pedestrian amenities and gathering places.

Sec. 8 Screening Rooftop and Ground Utilities

(a) All mechanical equipment located on the roof or around the perimeter shall be screened from ground level view with materials that are comparable and compatible with that of the exterior building materials. Mechanical equipment located on the roof shall be screened at a distance of 2.5 times the height of the building.

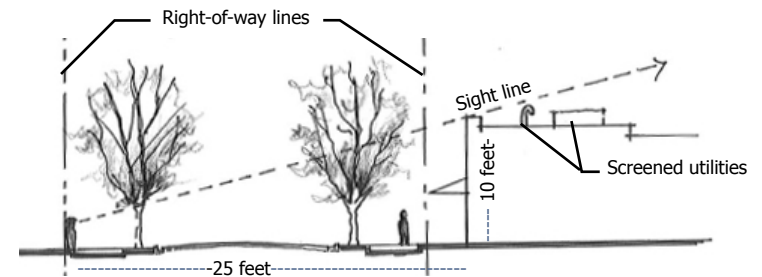
- (1) A raised parapet or other architectural feature that is an integral part of the building is encouraged as a method of screening for rooftop mechanical equipment or to soften the rooftop view.
- (2) Screening for rooftop mechanical equipment shall incorporate similar architectural features of the building and/or be constructed of a material and color compatible with other elements of the building.

(b) All ground mechanical equipment shall be one hundred percent (100%) screened from view by opaque landscaping or a screen wall shall be provided to be compatible with the architectural treatment of the principle building.

Sec. 9 Screening of Loading and Service Areas

(a) The screening requirements contained in this section shall be satisfied through the use of walls, earthen berms, hedges, and other landscape materials. If the topography, existing vegetation, permanent structure or other features create a barrier that meets the standards of this section, they may be substituted.

(b) The perimeter views of all external loading and service areas and any areas of outdoor storage must be screened from residential uses and adjacent public streets and the public front and office sides of all commercial and uses, except at access points. Such screening can be accomplished through:



Architectural materials and landscaping help to minimize views of utility cabinets and equipment, while providing limited access for maintenance and use.



Sec. 9 Screening of Loading and Service Areas - Continued

1. The placement of the building on the lot or the placement of a building on an adjacent lot.
2. Through the use of berming and landscaping (80% opaque at the time of maturity). Planting screens shall consist of healthy, hardy plant materials at least 6 feet in height.
3. If screen walls are proposed, the materials used shall be of similar type, quality, and appearance as that of the principal structure. Such screens shall be at least 6 feet in height and provide a minimum opaqueness of 80 percent.
4. Screen walls that are in disrepair shall be repaired. Planting screens shall be maintained in a neat and healthful condition. Plantings that have died shall be promptly replaced.



Screening can be accomplished through plantings at least six feet in height.



Loading docks shall be located at the rear of the property and screened from adjacent streets except at access points.



The light from automobile headlights and other sources must be 80% screened whenever it may be directed onto adjacent residential windows.



Loading docks should be located as to not be directly facing or oriented towards a public street.

Sec. 10 Trash Handling

(a) All trash, recycling and related handling equipment shall be stored within the principal structure within an attached structure accessible from within the principal structure, or within an unattached structure. Such attached storage area shall be separated from the principal structure by a firewall. Recycling areas shall also be provided. Trash, recycling, and rubbish receptacles shall be totally screened from eye level view from public streets and adjacent residential properties. Such structure shall be of the same material and architecturally harmonious with principal structure and shall be enclosed by a roof and readily served through a door or gate system.



Any trash enclosure shall be constructed of the same materials as the principal building.



All trash and recyclable materials must be totally screened from public view.

Sec. 11 Site Landscaping

(a) All developments within the Tartan Crossing PUD shall follow the requirements for landscaping contained in Attachment D: Article 18 Sec. 25-175 (h) items (1)-(9).

Sec. 12 Site Lighting

(a) All site lighting within the Tartan Crossing PUD shall adhere to the following requirements for lighting.

1. All exterior lighting shall be designed and arranged to direct illumination away from adjacent properties.



Decorative lighting required in parking areas.

2. All exterior lighting shall be arranged and designed to illuminate directly below or inboard of the property lines of the property such that the point source of light is not directly discernible by pedestrian or vehicular traffic in the public right of way.

3. Lighting shall be designed such that there is a maximum 0.5 footcandles at any property line. A photometric plan inclusive of all site lighting and specification sheets for each lighting fixture shall be submitted for review.

4. Glare, whether direct or reflected, as differentiated from general illumination, shall not be visible beyond the limits from the site from which it originates.

5. No light which is flashing, revolving or otherwise resembles a traffic control signal shall be allowed in any area where it could create a hazard for passing vehicular traffic.

6. Parking areas shall be adequately lit for the safety of vehicular and pedestrian movements using decorative style lighting. No shoebox style lighting shall be permitted. Parking lot lighting shall have a maximum height of 30' to the illumination source.

7. Decorative style lighting (consistent design within the entire PUD and compatible with building architecture) a maximum of fourteen (14') feet in height shall be used to illuminate all site areas with the exception of parking areas.

8. Decorative, wall-mounted or ground-mounted lighting shall be used on building fronts and street visible sides to illuminate entry points and highlight architectural features.



Wall mounted lighting shall be used to illuminate entry points and highlight architectural features.



Decorative lighting with a maximum height of 14' shall be used to illuminate site areas.

Sec. 13 Signage

All developments within the Tartan Crossing PUD shall follow the requirements for signage in Attachment E: Chapter 25, Article 19 except for specific regulations as listed in the following items.

- (a) Wall signs: On parcel(s) with a building containing 1 principal use, aggregate square footage of sign space per lot shall not exceed the sum of 3 square feet per front foot of building. Attached wall signage shall consist of individual letters or script logos mounted on the building. No "box" style signs shall be permitted. The maximum area per individual sign placed on a building shall not exceed 50 square feet, nor shall 2 or more signs be so arranged and integrated as to cause an advertising surface exceeding 80 square feet.
- (b) Freestanding monument signs: One freestanding monument sign shall be allowed for a single or multi-tenant building or development not to exceed 80 square feet not including the sign base. The maximum height shall be the lowest point of the roof or parapet of the building on which the sign is associated with. In the case of a multi-story building the monument sign shall be no taller than the



Examples of Pylon Signs

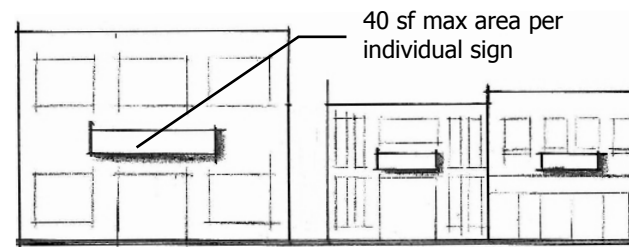
first floor.

- (c) Projecting signs are permitted with the following requirements:

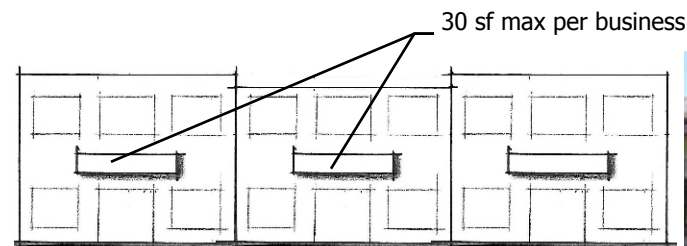
1. Projecting signs may extend 5 feet into a required yard setback.
2. Projecting signs must be at least 8 feet above a sidewalk.
3. The maximum area of a projecting sign is 8 square feet.

- (d) Pylon sign: One (1) pylon sign shall be allowed along I-694 up to 200 square feet not including the sign base.

- (e) Freestanding Area Identification Sign: One (1) area identification sign is allowed at the 10th Street and Hadley Avenue entrances.



For a building containing 1 principal use, the sf of all sign space per parcel shall not exceed the sum of 3 square feet for each front foot of building. The maximum area per sign placed on a building shall not exceed 40 sf.



For buildings with more than 1 principal use, the total sign area for such a parcel shall not exceed 3 sf per front foot of building. The maximum total sf of signage per businesses is 30 sf.





Wall mounted signs and projecting signs are examples of signage often found at a scale and aesthetic appropriate to a mixed use environment.



Attached signs must be flat and parallel to the surface of the building and no more than 1' from the surface of the building.



To reduce visual clutter, signage shall be distinct and minimal.



Freestanding monument sign bases shall be constructed of similar materials, style and color as that of the principal building.



Freestanding area identification entry sign features.

PERMITTED USES

Permitted Uses in the C-2 District:

- (1) Any permitted use of the C-1 District.
- (2) Animal hospitals, excluding establishments with outside runs.
- (3) Antique shops.
- (4) Art galleries.
- (5) Automobile accessory stores.
- (6) Automobile and other vehicle sales.
- (7) Automobile service and repair.
- (8) Banks and financial institutions, including drive-in tellers.
- (9) Book and stationary stores.
- (10) Bowling alleys.
- (11) Business machine sales and service shops.
- (12) Camera and photographic supply stores.
- (13) Catering establishments.
- (14) Clothing stores.
- (15) Clothing and costume rental.
- (16) Club and lodge halls.
- (17) Department stores.
- (18) Dry cleaning receiving and pick-up stations.
- (19) Electrical and household appliance stores, including radio and television sales and service.
- (20) Employment agencies.
- (21) Exercise spas or clubs.
- (22) Fabric stores.
- (23) Frozen food stores, including the rental of lockers in conjunction therewith.
- (24) Furniture stores, including upholstery when conducted as an incidental part of the principal use.
- (25) Garden supply, tool, and seed stores.
- (26) Household furnishings, fixtures, appliances, and accessory stores.
- (27) Interior decorating stores and shops.
- (28) Jewelry stores.
- (29) Locksmith shops.

- (30) Motels.
- (31) Mortuaries.
- (32) Musical instrument stores and repair shops.
- (33) Optical stores.
- (34) Offices and office buildings.
- (35) Paint and wallpaper stores.
- (36) Pet shops.
- (37) Phonograph record and sheet music stores.
- (38) Photography studios.
- (39) Picture framing and picture stores.
- (40) Public utility service stores.
- (41) Rental agencies for the rental of clothing, appliances, tools, household fixtures, furnishings and accessories.
- (42) Restaurants, including convenience food types.
- (43) Schools such as those for teaching music, dance and business vocations.
- (44) Sporting and camping goods stores, excluding on-site sales of recreational vehicles and trailers.
- (45) Supermarkets.
- (46) Tailor shops.
- (47) Taverns.
- (48) Theaters.
- (49) Toy shops.
- (50) Travel bureaus and transportation ticket offices.
- (51) Similar uses as approved by the City Council.

Permitted Uses Permitted in the C-1 District:

- (1) Bakeries.
- (2) Barber shops.
- (3) Beauty parlors.
- (4) Candy and ice cream stores.
- (5) Clothes pressing and tailoring shop.
- (6) Convenience stores.
- (7) Drug stores.
- (8) Dry cleaning and laundering business of less than 5,000 square feet of floor area.

- (9) Florist shop.
- (10) Hardware stores.
- (11) Laundrettes and dry cleaning establishments which provide automatic, self-service facilities only.
- (12) Liquor stores, off sale.
- (13) Offices (business, professional, or institutional) not to exceed 1,500 square feet per building in floor area for professional services.
- (14) Repair stores and "fix-it" shops which provide services for the repair of home, garden, yard and personal use appliances.
- (15) Similar uses as approved by the City Council.

Other Permitted Uses:

- (1) Multiple-family senior residential dwelling up to 120 units.
- (2) Office-Showroom
- (3) Motor fuel sales
- (4) Exterior display of merchandise, solely intended to be sold by the established principal use

CONDITIONAL USES

- (1) Buildings temporarily located for the purpose of construction for a period not to exceed the time necessary to complete construction.

- (2) Drive-through lanes serving permitted uses are subject to the following requirements:

Drive-through lanes are not permitted in the front yard

Adequate stacking distance shall be provided, as determined by the City Planner, which does not interfere with other driving areas, parking spaces, or sidewalks.

Electronic speaker devices, if used, shall not be audible beyond the property being served and shall not be operated between the hours of ten o'clock (10:00) p.m. and seven o'clock (7:00) a.m.

Automobile headlights shall be screened so that headlights in the drive through lane are screened from windows and doors of adjacent residential uses. Such screening shall be at least three feet (3') in height and fully opaque, consisting of a wall, fence, dense vegetation, berm, or grade change.

A bypass lane shall be provided for each drive-through lane serving a given use and no more than five (5) drive-through lanes shall be approved within the Tartan Crossing PUD area.

PROHIBITED USES

Within the Tartan Crossing PUD area the following uses shall not be permitted:

- (1) Any use which emits an obnoxious odor, fumes, noise, or sound which can be heard or smelled outside of any building in the Tartan Crossing PUD area.
- (2) Any operation primarily used as a warehouse operation, manufacturing, distilling, refining, smelting, agricultural, industrial, or mining operation; provided however, the foregoing distilling restriction shall not prohibit the brewing of beer or other brewed malt beverages in connection with a brewpub.
- (3) Pawn shop, flea market, salvage store, or auction house.
- (4) Manufactured home park, trailer court, labor camp, junkyard or stockyard.
- (5) Mortuary or funeral home.
- (6) Adult use establishments as defined and regulated in City Code Chapter 25, Article 21.
- (7) Tattoo parlor.
- (8) Any unlawful or illegal purpose.
- (9) Any use that is a public or private nuisance.
- (10) Second hand stores (except a high class store selling new or used merchandise which are commonly found in first class centers in the State of Minnesota, such as Once Upon a Child, Play It Again Sports, and Second Wind).
- (11) Any use that has its primary business an auto service and repair or body shop repair operation.
- (12) Any fire sale, bankruptcy sale (unless pursuant to a court order) or auction house operation.
- (13) Automobile and other vehicle sales including used vehicle sales.
- (14) Motor fuel station car washes.
- (15) Vending machines.
- (16) Game rooms.
- (17) Mini-storage.
- (18) Kennels.
- (19) Car washes.
- (20) Kiosk sales.

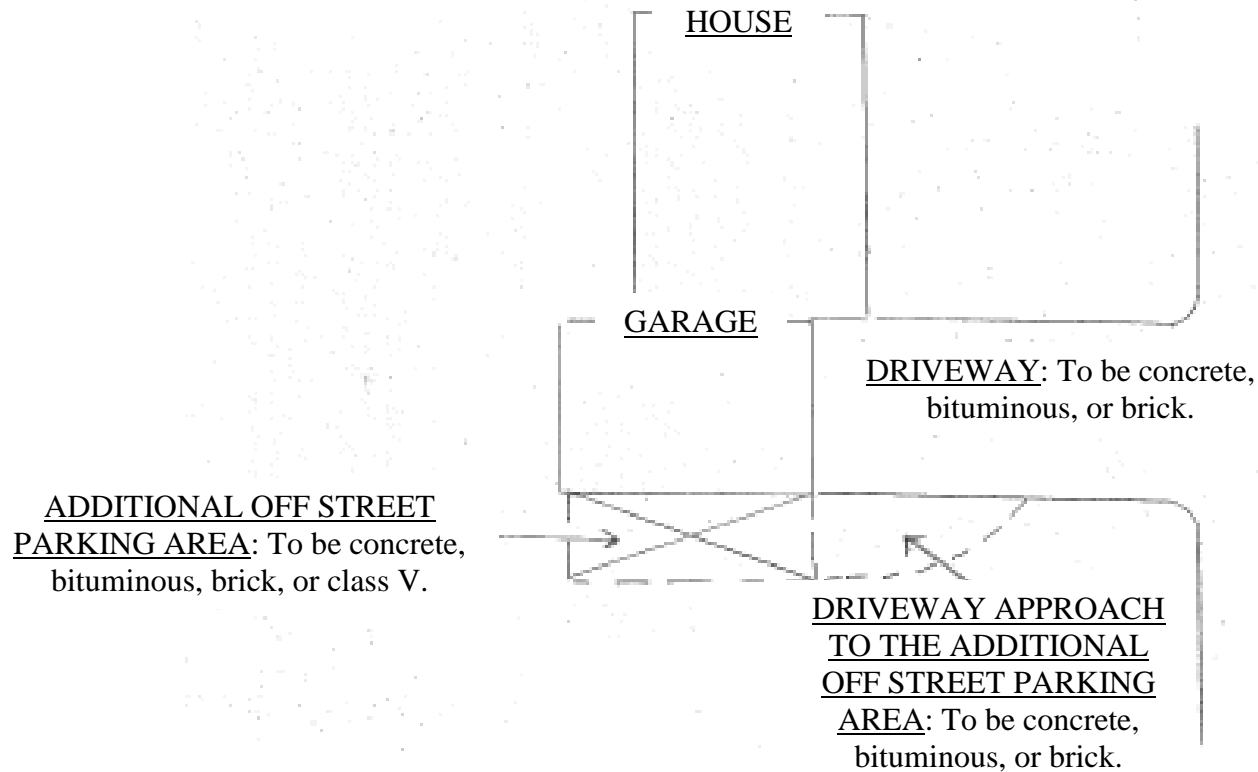
ARTICLE 18. SECTION 25-161 OFF-STREET PARKING REQUIREMENTS

Sec. 25-161 Off-Street Parking Requirements.

(a) General Provisions:

- (1) Floor Area. The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined on the basis of the exterior floor area dimensions of the buildings, structure or use times the number of floors minus 10%.
- (2) Non-Conforming Structures. Should a non-conforming structure or use be damaged or destroyed (defined as fifty (50) percent or more of the structure being damaged) by fire, it may be re-established if elsewhere permitted in these zoning regulations, except that in doing so, any off-street parking or loading space which existed before, shall be retained and expanded as necessary to comply with the standards herein.
- (3) Change of Use or Occupancy of Buildings. Any change of use or occupancy of any building or buildings, including additions thereto requiring more parking, shall not be permitted until there is furnished such additional parking space as required by these zoning regulations.
- (4) Parking in residential areas shall be limited to driveways only, except as provided in the articles of City Ordinance. Private passenger vehicles must be parked on a driveway or in a garage, or on an additional off-street parking area.
 - (A) Additional off-street parking shall be allowed on the side yard, behind the front setback, for the length of the principal structure provided the parking is located 5 feet from any property line.

(B) The driveway on the property may have an approach to the additional off-street parking area.



- (5) Parking Accessory to a Residential Use. Off-Street parking on land within a residential district shall be utilized only for the following items:
- A) Currently licensed and operable passenger vehicles having a lawful capacity of nine (9) passengers or less;
 - B) For the parking of one (1) commercial usage vehicle per dwelling unit, provided that it is parked in a garage or other lawfully constructed building;
 - C) For the parking of one (1) public utility vehicle registered to a company that provides emergency repair services and is used by the occupant of the residence.

D) ***RECREATIONAL VEHICLES***

- 1) You are allowed to park one (1) recreational or non-commercial vehicle outside on your lot in a residential district. That vehicle must be currently licensed and operable and must be parked a minimum of fifteen (15) feet from the back of the curb or roadway (See #2 below).
- 2) All recreational vehicles are to be parked behind their district's front setback line except that they are allowed in front of their district's front setback line for a period of forty-eight (48) hours for the purpose of loading and unloading

EXCEPTIONS:

- a) Personal watercraft on their trailers, utility trailers, campers and camping buses, may be parked in front of their districts front setback line from May 1 to November 1.
 - b) Snowmobiles on their trailers or utility trailers may be parked in front of their districts front setback line from November 1 to the following May 1.
 - c) Above "exceptions" are to be parked a minimum fifteen (15) feet from the back of the curb or roadway.
- 3) Recreational and non-commercial vehicles are allowed to be parked in your side and rear yard five (5) feet from any property line. On corner lots, both yards abutting a street shall be considered a front yard.
- (6) No more than four (4) motor vehicles per lawful dwelling unit may be parked or stored anywhere outside on residential zoned property; staff can authorize exceptions. This maximum number does not include vehicles of occasional guests.

(b) **Stall, Aisle, and Driveway Design:**

- (1)
- Parking Dimensions:**
- The following shall be the minimum parking space dimensions:

ANGLE	WIDTH	LENGTH	AISLE WIDTH
90 degrees	9'	18'	25'
60 degrees	9'	18'	19'
45 degrees	9'	18'	13'
Parallel	8'	22'	

- (2) **Within Structures:** The off-street parking requirements may be furnished by providing spaces so designated within the principal building or structure attached thereto; however, unless provisions are made, no building permit shall be used to convert said parking structure into a dwelling unit or living area or other activity until adequate provisions are made to comply with the required off-street parking ordinances of this Ordinance.
- (3) **Circulation Between Bays:** Except in the case of single, two-family, townhouse, triplex and quad dwellings, parking areas shall be designed so that circulation between parking bays or aisles occur within the designated parking lot and does not depend upon a public street or alley. Except in the case of single, two-family, townhouse, triplex and quad dwellings, parking area design which requires backing into the public street is prohibited.
- (4) **Preserving Off-Site Parking:** When required accessory off-street parking facilities are provided elsewhere than on the lot in which the same ownership or control, either by deed or long-term lease, as the property occupied by such principal use, the owner of the principal use shall file a recordable document with the City requiring the owner and his or her heirs and assigns to maintain the required number of off-street spaces during the existence of said principal use.
- (5) **Driveways Required:** All off-street parking spaces shall have access from driveways and not directly from the public street.
- (6) **Distance from Intersection:** No curb cut access shall be located less than forty (40) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the intersection of lot lines.
- (7) **Curb Cut Width:** No curb cut access shall exceed 24 feet in width at the gutter elevation unless approved by the Public Works Director/City Engineer.

- (8) **Distance Between Curb Cuts:** Driveway access curb opening on a public street except for single, two- family, and townhouse buildings shall not be located less than forty (40) feet from one another.
- (9) **Number of Curb Cuts:** Each property shall be allowed one curb cut access for each 100 feet of street frontage. All property shall be entitled to at least one curb cut. Single-family uses shall be limited to one curb cut access per property. These conditions shall apply unless otherwise granted approval by the City Council.
- (10) **Grade:** The grade elevation of any parking area shall not exceed five (5) percent.
- (11) **Surfacing:** All driveways to be utilized for parking in front of the front setback shall be surfaced with bituminous, concrete, or brick. Additional off-street parking areas to be surfaced with bituminous, concrete, brick, Class V, or other materials as approved by the City. Approaches from the driveway to the additional off-street parking area shall be surfaced with bituminous, concrete, or brick. Plans for surfacing and drainage of driveways and stalls shall be submitted to the Public Works Director/City Engineer for review and the final drainage plan shall be subject to written approval by the Public Works Director/City Engineer.
 - (a) When 75% or more of the homes on the block were constructed before 1984, the hard surfacing requirement does not apply.
 - (b) All homes built after 1984 are required to have a driveway and approach constructed of concrete, asphalt or brick.
- (12) **Striping:** Except for single, two-family, triplex, and quadraminiums, all parking stalls shall be marked with painted lines not less than four (4) inches wide.
- (13) **Lighting:** Any lighting used to illuminate an off- street parking area shall be so arranged as to reflect the light away from adjoining property, abutting residential uses and public right-of-ways and be in compliance with this Ordinance.
- (14) **Signs:** No sign shall be so located as to restrict the sight lines and orderly operation and traffic movement within any parking lot. All signs shall conform to the Oakdale Sign Code.
- (15) **Curbing and Landscaping:** Except for single, two-family, triplex, and quadraminiums, all open off-street parking shall have a concrete curb according to the direction of the Public Works Director/City Engineer.

- (16) **Grass, plantings or surfaced material shall be provided in all areas bordering the parking area:** Landscaping shall mean, at a minimum, the use of trees and a ground cover defined as grass, shrubs, or other material allowing water to seep through the ground. Berming can also be used effectively. Berm profile shall not exceed a slope of one foot of elevation in three (3) horizontal feet unless approved methods of slope stabilization are utilized.

Side yard landscaping requirements for parking areas may be reduced if the developer proposes to locate his parking area next to an existing or proposed parking lot on an adjacent parcel owned by others and the owners have a written agreement to allow joint parking and a common driveway. However, only the common boundary to be used for parking will qualify. In such cases, the sum of the parking area of the two owners will determine the landscaping requirements within the total parking area.

- (c) **Maintenance:** It shall be the joint and several responsibility of the lessee and owner of the principal use, uses or building to maintain in a neat and adequate manner, the parking space, access ways, striping, landscaping, and required fences. Parking lots existing prior to the adoption of this Ordinance shall not be exempt from the requirement.
- (d) **Use of Required Area:** Required accessory off-street parking spaces in any district shall not be utilized for open vehicles without a Special Use Permit.
- (e) **Number of Spaces Required:** The following minimum number of off-street parking spaces shall be provided and maintained by ownership, easement and/or lease for and during the life of the respective uses hereinafter set forth.
- (1) **Single-family or Two-Family Dwellings:** Two off-street spaces per unit. Each twenty (20) linear feet of single-lane garage and/or driveway count as one parking space.
- (2) **Multiple-Family Structures:** Off-street parking shall be provided according to the following schedule:

NUMBER OF SPACES REQUIRED		
# OF BEDROOMS IN UNIT	RESIDENT	VISITOR
0	1	1/2
1	2	1/2
2	2	1/2
3 or more	2 1/2	1/2

- (a) Visitor parking must be provided in common bays. Such parking must be located no more than 150 feet from the dwelling units it is meant to serve.
 - (b) If the housing has direct access only to a public or private street on which the City Council determines that parking is not allowed, at least one off-street visitor space per unit must be provided. However, if double-car garages and double driveways are being used in such an instance, only one-half off-street visitor space per unit is required.
 - (c) Each twenty (20) linear feet of single-lane garage and/or driveway count as one parking space up to a maximum of two (2) spaces.
- (3) **Motels, Motor Hotels, Hotels:** One space per each rental unit, plus one space for each ten (10) units and one additional space for each employee on any shift, plus additional spaces as may be required herein for related uses contained within the principal structure.
- (4) **Church, Theater, Auditorium:** At least one parking space for each four (4) seats based on the design capacity of the main assembly hall. Facilities as may be provided in conjunction with such buildings or uses shall be subject to additional requirements which are imposed by this Ordinance.
- (5) **Sanitariums, Convalescent Home, Rest Home, Nursing Home or Day Nurseries:** Four (4) spaces plus one for each three (3) beds for which accommodations are offered, plus visitors' parking.
- (6) **Elderly (Senior Citizens) Housing:** Reservation of area equal to one parking space per unit. Initial development is, however, required of only one-half space per unit and said number of spaces can continue until such time as the City Council considers a need for additional parking spaces has been demonstrated.
- (7) **Convenience Food Restaurants:** At least one parking space for each table.
- (8) **Bowling Alley:** At least five (5) parking spaces for each alley, plus additional spaces as may be required herein for related uses contained within the principal structure.
- (9) **Motor Fuel Station:** At least four (4) off-street parking spaces, plus two off-street parking spaces for each service stall. Those facilities designed for sale of other items than strictly automotive products, parts or service shall be required to provide additional parking in compliance with other applicable sections of this Ordinance.
- (10) **Retail Stores and Service Establishment:** At least one off-street parking space for each 200 square feet of floor area.

- (11) **Manufacturing:** Fabricating or Processing of a Product or Material. One space for each employee on the main shift, plus one space for each company owned truck (if not stored inside principal building), plus visitors' parking.
- (12) **Warehousing, Storage or Handling of Bulk Goods:** That space which is solely used as office shall comply with the office use requirements and one space per each 1000 square feet of floor area, plus one space for each employee on maximum shift, and one space for each company owned truck (if not stored inside principal building), plus visitors' parking.
- (13) **Research or Testing Facilities.** One space per employee on the major shift, plus one space for each company owned truck, plus visitors' parking.
- (14) **Car Wash.** (In addition to required stacking space).
- a) **Automatic Drive Through, Serviced:** A maximum of ten (10) spaces, or one space for each employee on the maximum shift, whichever is greater.
 - b) **Self-Service:** A minimum of two spaces per stall.
 - c) **Motor Fuel Station Car Wash:** None in addition to that required for the station.
- (15) **Private Racquetball, Handball, and Tennis Courts:** Not less than three (3) spaces per each court.
- (16) **Offices:** (In addition to visitors' parking):

GROSS SQUARE FEET OF FLOOR AREA	SPACES PER 1,000 SQ. FT.
To 20,000	6
20,000 to 100,000	5
over 100,000	5

- (17) **Medical and Dental Offices:** Six (6) spaces for each doctor or dentist, plus one per employee.
- (18) **Restaurants, Taverns:** One space for each three (3) seats plus one for each two employees

(f) Joint Use of Parking Facilities:

- (1) Up to eighty (80) percent of the parking facilities required by this section for a church or for an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities by the following daytime uses: banks, business offices, retail stores, personal service shops, household equipment or furniture shops, clothing or shoe repair or service shops, manufacturing, wholesale and similar uses.
- (2) Conditions required for joint use:
 - a) The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within 300 feet of such parking facilities.
 - b) The applicant shall show that there is no substantial conflict in the operating hours of two buildings or uses for which joint use of off-street parking facilities is proposed.
 - c) A properly drawn, legal instrument, executed by the parties concerned for joint use of off-street parking facilities, duly approved as to form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Register of Deeds, Washington County.

(g) Off-Site Parking:

- (1) Any off-site parking which is used to meet the requirements of this Ordinance shall be a special use as regulated by this Ordinance and shall be subject to the conditions listed below.
- (2) Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.
- (3) Reasonable access from off-site parking facilities to the use being served shall be provided.
- (4) The site used for meeting the off-site parking requirements of this Ordinance shall be under the same ownership as the principal use being served or under public ownership.
- (5) Off-site parking for multiple family dwellings shall not be located more than 100 feet from any normally used entrance of the principal use served.

- (6) Off-site parking for non-residential uses shall not be located more than 300 feet from the main entrance of the principal use being served. No more than one main entrance shall be recognized for each principal building.
- (7) Any use which depends upon off-site parking to meet the requirements of this Ordinance shall maintain ownership and parking utilization of the off-site location until such time as on-site parking is provided or a site in closer proximity to the principal use is acquired and developed for parking.

h) Installation of Asphalt Driveways and Parking Lots:

The following procedure and specifications shall be required for all asphalt driveway construction from streets to private garages, and for all parking lot construction.

Work conducted within the Right-of-Way shall follow the procedures of Chapter 20.

- (1) The driveway or parking lot shall be excavated to remove all organic or other unstable soils from the area to be surfaced.
- (2) The area to be surfaced shall be graded and compacted to the elevation that will permit the placement of the full pavement section.
- (3) Minimum pavement sections for driveways and parking lots shall be:
 - (a) **Driveways for residential buildings with four (4) units or less per building:** 2331 bituminous wearing course two (2) inches compacted Class V aggregate base - six (6) inches compacted.
 - (b) **Parking lots and driveways for residential buildings with more than four (4) units per building, and commercial, industrial, and institutional areas:** 2341 bituminous wearing course - two (2) inches compacted 2331 bituminous binder course - two (2) inches compacted Class V aggregate base, six (6) inches compacted unless alternates are approved, in writing, by the City. In all cases, alternate pavement sections shall be considered only if sufficient data to justify another pavement design, based on the current Minnesota Highway Department design procedure for flexible pavement is submitted as part of a formal alternate request. If, based on the plan that is presented, the Building Official determines that the proposed driveway or parking lot construction is not deemed adequate due to traffic volumes or types of traffic, additional construction materials may be required by the City, based on Minnesota Highway Department design criteria.

- (4) The performance of the work and the quality of materials shall be in accordance with the latest revision of the State of Minnesota, Department of Highways Standard specifications for Highway Construction.
 - (5) The Building Official shall be granted access to the improvement area during all phases of construction. The contractor or owner shall arrange for inspections of the grading work, the aggregate base placement, and the bituminous course placement, by the Building Official prior to proceeding with the subsequent work phase. Any and all stability, compaction, gradation, or other material or placement tests that the Building Official may request shall be provided by the contractor or owner through a testing company acceptable to the City.
 - (6) Driveways and parking lots shall be constructed so as to provide drainage from the garage to the street or storm sewer system, unless an alternative method is approved by the Building Official.
 - (7) Installation of metal utility covers on curb boxes and clean-outs in paved areas is required.
- i) **Additional Requirements for Driveways Opening on State, County or U.S.Highway.** Where a proposed driveway is to be constructed so that it opens onto any street designated as either a Minnesota State, Washington County or U.S.Trunk Highway, in addition to the requirements of this article, all specifications of the appropriate highway departments will apply, and the required permits shall be obtained from the appropriate department.

ARTICLE 18. SECTION 25-175(h)(8) PARKING LOT LANDSCAPING REQUIREMENTS

Sec. 25-175(h)(8)

(8) Parking Lot Requirements.

- (a) Parking lots are required to landscape five (5) percent of the parking lot surface area within the parking setback. The landscaped area could be in the form of landscape islands or as setback areas that are incorporated into the parking lot. Landscape islands shall be a minimum width of 16 feet and with a minimum surface area of 260 square feet. The landscaped area must adhere to the size and material requirements of this ordinance.
- (b) Parking lots shall be screened from the public right-of-way. Such screening shall be 80 percent opaque and a maximum height of 3 feet. The screen may be:
 - (1) Plant materials.
 - (2) Wood, concrete, masonry or ornamental iron, or a combination of these materials.
- (c) On a corner lot, and at entrances, nothing shall be placed or allowed to grow in such a manner as to impede vision between a height of 2-1/2 and 10 feet above the centerline grades of the intersecting streets within a triangular area 30 feet from the intersecting street right-of-way lines.

ARTICLE 18. SECTION 25-175(h)(1-9) LANDSCAPING

(h) Landscaping:

- (1) All areas of land other than that occupied by building and/improved surfaces (parking areas and driveways) shall be landscaped by a professional landscape architect. The surface shall include sod and/or mulch and/or rock material in planting beds. There shall be a minimum one (1) tree per 800 square feet of the landscaped green area.
- (2) In addition, the minimum number of overstory trees along the boulevard shall be one overstory tree per 50 linear feet of lot frontage. If the preferred landscaping technique is to cluster the boulevard trees instead of one (1) tree per 50 feet, it may be deemed allowable if it is determined workable by the Design Review Committee. Other understory trees, shrubs, flowers and ground covers needed to complete any landscape treatment shall be included in addition to the required minimum of overstory trees.
- (3) All trees used in site developments shall be indigenous to the appropriate hardiness zone and physical characteristics of the site. All deciduous trees proposed to satisfy the minimum requirements of this policy shall be long-lived hardwood species. It is the responsibility of the owner to ensure the longevity and maintenance of all plantings. If any plantings were to die within a year of construction, the owner will need to replace such plantings to be in compliance with the Design Standards.
- (4) The complement of trees fulfilling the requirements of this policy shall be not less than 25 percent overstory deciduous and not less than 25 percent coniferous. Oaks to be 20% of required landscaping trees. For difficult soil conditions or unique sites, oak and evergreen trees can be reduced up to 1/4 of their specified percentage (i.e. oaks 20% reduced 1/4 to net 15%). All trees selected for landscaping must specify a minimum of two variety's of each species (except Oak trees).
- (5) All area not otherwise improved in accordance with approved site plans shall be sodded. *Exceptions* are as follows:
 - (a) Seeding of future expansion areas as shown on approved plans.
 - (b) Undisturbed areas containing existing viable natural vegetation that can be maintained free of foreign and noxious plant material.
 - (c) Areas designated as open space or future expansion areas properly planted and maintained with prairie grass.
 - (d) Use of mulch material such as rock or wood chips in support of shrubs and foundation plantings.

- (6) Slopes and Berms. Final slope grades steeper than the ratio of 3:1 will not be permitted without special landscaping treatments such as terracing, retaining walls, ground cover or engineered surface treatment. Berming used to provide screening of parking lots shall be 3 feet in height and shall have a maximum slope ratio of 3:1.
- (7) Woodland Preservation Credit. Credit for the retention of existing trees meeting the species, size and location requirements of this ordinance may be used to satisfy the minimum number requirements set forth in this ordinance.
- (8) Parking Lot Requirements.
 - (a) Parking lots are required to landscape five (5) percent of the parking lot surface area within the parking setback. The landscaped area could be in the form of landscape islands or as setback areas that are incorporated into the parking lot. Landscape islands shall be a minimum width of 16 feet and with a minimum surface area of 260 square feet. The landscaped area must adhere to the size and material requirements of this ordinance.
 - (b) Parking lots shall be screened from the public right-of-way. Such screening shall be 80 percent opaque and a maximum height of 3 feet. The screen may be:
 - (1) Plant materials.
 - (2) Wood, concrete, masonry or ornamental iron, or a combination of these materials.
 - (c) On a corner lot, and at entrances, nothing shall be placed or allowed to grow in such a manner as to impede vision between a height of 2-1/2 and 10 feet above the centerline grades of the intersecting streets within a triangular area 30 feet from the intersecting street right-of-way lines.
- (9) Plant Size Requirements. Plant size requirements for landscaping areas shall be as follows:
 - (a) 1 1/2 inch minimum size on all deciduous trees.
 - (b) Ornamental trees shall be a minimum of 1-1/2 inches in diameter.
 - (c) Evergreen trees must have a minimum height of 6 feet.
 - (d) Potted shrubs shall be in a 5 gallon pot or larger.
 - (e) Evergreen shrubs used for screening purposes shall be at least 3 feet in height at planting. Evergreen shrubs will have a minimum spread of 24 inches.

ARTICLE 19. SIGNS

Sec. 25-181 Purpose and Intent.

The purpose of this Ordinance is to protect and promote the general welfare, health, safety and order within the City of Oakdale through the standards, regulations and procedures governing the erection, use and/or display of devices, signs or symbols serving as visual communicative media to persons situated within or upon public rights-of-way or properties.

The provisions of this Ordinance are intended to encourage creativity, a reasonable degree of freedom of choice, an opportunity for effective communication and a sense of concern for the visual amenities on the part of those designing, displaying or otherwise utilizing needed communicative media of the types regulated by this Ordinance, while at the same time assuring that the public is not endangered, annoyed or distracted by the unsafe, disorderly, indiscriminate or unnecessary use of such communicative facilities.

Sec. 25-182 Definitions.

- (a) **Accessory Sign:** A sign relating in its subject matter to the premises on which it is located, or to products, accommodations, services or activities on the premises on which it is located.
- (b) **Accessory Use:** A use which is subordinate to the principal use being made of a parcel of land. Accessory uses are defined in the Zoning Code.
- (c) **Address Sign:** Postal identification numbers only, whether written or in numeric form.
- (d) **Area Identification Sign:** A free-standing sign which identifies the name of a neighborhood, a residential subdivision, a multiple residential complex consisting of three (3) or more structures, a shopping center or area, an industrial area, an office complex consisting of three (3) or more structures or any combination of the above that could be termed an area.
- (e) **Banners and Pennants:** Attention-getting devices which resemble flags and are of a non-permanent paper, cloth or plastic-like consistency.
- (f) **Bench Signs:** A sign which is affixed to a bench or shelter at a bus stop.
- (g) **Billboard:** A large outdoor advertising structure mounted on one or more legs and designed to display posters, composite graphics and electronic (Dynamic Displays) advertisements.
- (h) **Electronic Message Signs:** Displays, devices or portions thereof with lighted messages that change at intermittent intervals by electronic process or remote control. Also known as an automatic changeable copy sign, dynamic display message sign, electronic variable message center, electronic dynamic business sign, or video display sign. Electronic message signs are not identified as flashing or motion signs.
- (i) **Free-Standing Sign:** A sign which is placed in the ground and not affixed to any part of any structure.

- (j) **Illuminated Sign:** Any sign which is illuminated by an artificial light source.
- (k) **Institutional Sign:** Any sign or bulletin board which identifies the name and other characteristics of a public or private institution on the site where the sign is located.
- (l) **Motion Sign:** Any sign which revolves, rotates, or has any moving parts. Included in this category are searchlights used for advertisement.
- (m) **Nameplate or Identification Sign:** A sign which bears the name and/or address of the occupants of the building.
- (n) **Nits:** International System of Units, unit of luminance; to quote the brightness of computer displays.
- (o) **Non-Accessory Sign:** A sign other than an accessory sign.
- (p) **Nonconforming Sign:** A sign which does not conform to the newly enacted requirements of this Ordinance.
- (q) **Portable Sign:** A sign which is not permanently attached to the ground or any structure and so designed as to be movable from one location to another.
- (r) **Principal Building:** A freestanding structure and/or multi-tenant building sharing common walls.
- (s) **Projecting Sign:** Any sign, all or any part of which extends over public property more than twelve (12) inches.
- (t) **Permanent Sign:** Any sign which is not a temporary sign.
- (u) **Pylon Sign:** A freestanding area identification sign greater than twenty (20) feet in height, intended for freeway advertising.
- (v) **Roof Sign:** Any sign erected upon or projecting above the roofline of a structure to which it is affixed.
- (w) **Sign:** Any letter, word or symbol, device, poster, picture, statuary, reading matter or representation in the nature of an advertisement, announcement, message or visual communication whether painted, posted, printed, affixed or constructed, which is displayed outdoors for informational or communicative purposes.
- (x) **Sign Area:** That area within the marginal lines of the surface which bears the advertisement, or in the case of messages, figure or symbols attached directly to any part of the building, that area which is included in the smallest rectangle which can be made to circumscribe the message, figure or symbol displayed thereon. The stipulated maximum sign area for a freestanding sign refers to a single facing.
- (y) **Street Frontage:** The edge of a street along a parcel. An interior lot has one street frontage and a corner lot two such frontages.
- (z) **Temporary Sign:** A sign which is erected or displayed for a limited period of time.
- (aa) **Traffic Directional Sign:** A sign which is erected by a governmental unit for the purpose of directing or guiding traffic.
- (bb) **Internal Traffic Directional Sign:** A sign which is erected on private property by the owner of such property for the purpose of guiding vehicular and pedestrian traffic within his property. Such sign bears no advertising information.
- (cc) **Wall Sign:** Any sign which is affixed to a wall of any building.

Sec. 25-183 General Provisions Applicable to All Districts.

- (a) Non-accessory freestanding and wall signs are prohibited in all districts, except in areas specially designated in this Ordinance.

- (b) The base or support structure for the sign shall compliment the design of the building and incorporate 40% of brick, stone, decorative block, or similar substantial materials as approved by the City.
- (c) Freestanding signs along major thoroughfares (I-94, I-694, MN5/36/120/Inwood Ave/Hadley Ave/10th St) shall be subject to a Design Review Committee. The focus of the review is to assure the quality of the sign with regard to design and materials - Section 25-175(b). Furthermore, the committee will consider the signs' relationship to any architectural theme of existing or proposed structures in the area.
- (d) Freestanding signs shall be constructed with the base consisting of materials matching the building with said base at least seventy-five (75) percent of the width of the sign from the ground to the bottom of the sign.
- (e) All signs shall be constructed in such a manner and of such material that they shall be safe and substantial, provided that nothing in this Code shall be interpreted as authorizing the erection or construction of any sign not now permissible under the Zoning or Building Codes of the City.
- (f) The Building Official, in granting permits for illuminated signs, shall specify the hours during which the same may be kept lighted to prevent the creation of a nuisance. All illuminated signs shall have a shielded light source.

Any sign illuminated and located within fifty (50) feet of a lot line or a Residence District shall be diffused or indirect so as not to direct rays of light into adjacent residence. All illuminated signs in Business and Industry Districts in close proximity to Residence Districts shall be designed so as to illuminate the sign and not residential property to the extent practicable.

- (g) No sign, other than public traffic controls, directional or street name signs, shall be erected or temporarily placed within any street right-of-way or upon any public easements, except campaign yard signs as provided in subsection (i) below, may be located in a commercial, industrial or residential lot not less than five (5) feet from the curb, lot line or edge of street.
- (h) A permit for a sign to be located within fifty (50) feet of any street or highway regulatory or warning sign, or of any traffic sign or signal, or of any crossroad or crosswalk, will be issued only if:
 - (1) The sign will not interfere with the ability of drivers and pedestrians to see any street or highway sign, or any traffic sign or signal, or any crossroad or crosswalk, and
 - (2) The sign will not distract drivers nor offer any confusion to any street or highway sign, or any traffic sign or signal.

- (i) Campaign yard signs, posted by a bonafide candidate for political office or by a person or group promoting a political issue or a political candidate, may be placed in any district. Such signs may be erected beginning 46 days before the state primary in a state general election year and must be removed no later than ten (10) days following the election. The signs shall be setback a minimum of five (5) feet from the edge of the street and signs shall not visually obstruct motor vehicle operation. Candidates shall be provided a copy of this ordinance upon filing for office.
- (j) Temporary real estate signs may be erected for the purpose of selling or promoting a residential project provided:
 - (1) Such signs shall not exceed 128 square feet in area.
 - (2) Only one sign shall be permitted per street frontage upon which the property abuts.
 - (3) Such signs shall be removed when the project is 80% completed, sold or leased.
 - (4) Such signs shall be located no closer than 100 feet to any residence not part of this project.
- (k) Temporary signs adjacent to the public right-of-way for the purpose of selling or leasing individual lots or buildings shall be permitted provided:
 - (1) Such signs shall not exceed six (6) square feet for residential property and 32 square feet for nonresidential property and multiple-family developments of four or more dwelling units.
 - (2) Only one (1) such sign is permitted per street frontage upon which the property abuts.
 - (3) Such sign shall be removed within seven (7) days following the lease or sale.
- (l) Portable, internally lit signs are not allowed as permanent signs in any District.
- (m) Any freestanding sign within 25 feet of any intersection of street right-of-way lines and/or driveway entrances shall have vertical clearance for proper visibility by motorists on all affected roadways.
- (n) The total sign area of any multi-faced free-standing or projecting wall sign shall not exceed twice the permitted area of a two-sided sign or three times the area of a three-sided sign. All applications for signs of more than two sides shall be reviewed by the Planning Commission and Council.
- (o) No signs are allowed which contain moving parts or flashing lights, except for intermittent display of time and temperature.
- (p) (delete reference - moved to Section 5-64(d) of Oakdale Ordinance. (Revision made 02-02-01)
- (q) Bench signs are permitted in all districts at MTC bus stops.

- (r) Back-lighted signs are permitted on the ends of bus shelters.
- (s) Church directional signs shall be permitted in all districts provided the total area of such signs shall not exceed four (4) square feet per facing.
- (t) Canopies and marquees shall be considered to be an integral part of the structure to which they are accessory. Signs may be attached to a canopy or marquee but such structure shall not be considered as part of the wall area and thus shall not warrant additional sign area.
- (u) Signs advertising garage, yard, or similar household sales shall be removed within seven (7) days after the sale.
- (v) Signs with moving or changing electronic messages are allowed as part of the total area of a permitted sign.
- (w) Signs which are located on the interior of a building and are not visible from the outside of said building shall be exempt from the provisions of this Ordinance and shall not require permits or payment of fees.
- (x) Roof signs shall be prohibited in all districts.

Sec. 25-184 District Regulations.

- (a) In addition to those signs permitted in all districts, the following signs are permitted in each specific district and shall be regulated as to size, location and character according to the requirements herein set forth:
 - (1) **Residential Districts:**
 - a) Nameplace Signs: One sign for each dwelling unit, not greater than two square feet in area, indicating the name and/or address of the occupant.
 - b) Institutional and Recreational Signs: One sign or bulletin board per street frontage for public institutional use; for recreational use in residential districts, such sign or bulletin board shall not exceed 24 square feet in area nor shall it be placed closer than ten (10) feet to any edge of street line nor shall it be placed in a location that would interfere with the safe movement of traffic.
 - c) Area Identification Signs: One sign per each major development, not to exceed 24 square feet in area.

- d) Temporary Signs: According to Sec. 25-183.
- e) Maximum Height of Free-Standing Signs: Eight (8) feet.
- f) Lighting: Lighting must be indirect or diffused.

(2) **Commercial District:**

- a) Wall Signs: One wall sign for each street frontage shall be permitted on a building for each business located within such building. The total area of all wall signs affixed to a building wall shall not exceed twenty (20) percent of the total area of that wall. No individual wall sign shall exceed 150 square feet.

A wall sign shall not project more than eighteen (18) inches from the wall to which the sign is to be affixed. Furthermore, wall mounted signs shall not exceed the roofline on any building.

Banners shall be included in the allowance for wall signs. The design and construction of all banners shall be professional looking and not be allowed to become torn or weathered.

- b) Free-Standing Sign: One freestanding sign is permitted for each building for each street frontage.

The total area of a freestanding sign for a building having one street frontage shall not exceed eighty (80) square feet. Where a building has two (2) or more street frontages, each permitted freestanding sign in excess of one shall be no greater than one-half the area of the first sign.

No part of a freestanding sign shall be closer than ten (10) feet to the front property line or exceed twenty-five (25) feet in height. The height shall be measured from the base of the sign or grade of the nearest adjacent roadway, whichever is lower.

- c) Bulletin Signs: Bulletin signs may have individual face areas of up to fifty (50) percent of the area of the display surface area of the business' identification or free-standing sign. Bulletin signs which are not wall-mounted must have a minimum elevation of ten (10) feet. Bulletin signs which are not wall-mounted must have a minimum elevation of ten (10) feet.

One portable bulletin sign up to 15 square feet may be displayed only during the merchant's business hours, with a permit. Such signs shall be located within the width of the storefront to which it is related.

- d) Pylon Signs: Retail and service establishments on property abutting an interstate freeway right-of-way may erect one pylon sign not exceeding 150 square feet of display surface area in addition to their one free-standing sign.

The minimum allowance distance of a pylon sign to an interstate right-of-way is fifty (50) feet, with a maximum height of thirty (30) feet.

- e) Electronic Dynamic Business Sign: Signs with moving or changing electronic messages are allowed as part of the total area of the permitted sign, with the following standards:

- (1) A Special Use Permit is required.
- (2) Allowed Usage: Free-standing, Bulletin, and Nameplate/Building Identification.
- (3) Business identification signage not to exceed forty (40) square feet.
- (4) Signs may be square or rectangular and contain all messages within.
- (5) Signs must have minimum display duration of sixty (60) seconds.
- (6) Goods and services displayed must be available at the business.
- (7) No dynamic display electronic sign shall be erected that by reason of position, shape, movement, or color, interferes with the proper functioning of a traffic signs, signals, or which constitutes a traffic hazard.
- (8) Signs shall not exceed 4,500 Nits between the hours of civil sunrise and civil sunset and shall not exceed 500 Nits between the hours of civil sunset and civil sunrise, as measured from the sign face.
- (9) Signs adjacent to residential properties shall be shut off from 10 pm to 6 am or have a maximum of 250 Nits from civil sunset to civil sunrise.
- (10) Signs shall have a fully functional off switch that automatically shuts the display sign off when the display deteriorates 10% or greater.
- (11) The lamp wattage and luminance level in Nits shall be provided at the time of permit application.
- (12) Public service messages, in addition to messages such as Amber Alerts, are to be provided at no cost to the public.
- (13) Electronic dynamic business signs are prohibited as temporary signs.

- f) Temporary Signs: Temporary special event signs may be displayed upon issuance of a permit, for not more than ten (10) calendar days, and not more than two times each year. Such signs shall include: banners, pennants, flying signs, air inflated devices, search lights, portable bulletin signs, streamers, and other signs approved by the City. Established churches are exempt from permit requirements, number of days, and frequency guidelines. After the issuance of a Certificate of Occupancy (CO), the business that was issued the CO is exempt from the monetary and time restraints of temporary sign permit requirements for a period of ninety (90) days.
- g) Traffic Directional Signs.

(3) Industrial Districts:

- a) Free-Standing Identification Signs: One (1) identification sign is permitted for each building, not to exceed eighty (80) square feet in area.

No part of a freestanding sign shall be closer than ten (10) feet to the front property line or exceed fifteen (15) feet in height. The height shall be measured the same as for a freestanding sign in the Commercial Districts.

- b) Wall Signs: One (1) additional wall identification sign is permitted for each tenant having a private entry to a multi-tenant building, such sign being displayed at or near the tenants' entrance and not to exceed ten (10) percent of the area of the wall to which it is affixed.

No wall sign shall exceed 150 square feet in area. Commercial activities such as motels, restaurants, etc., may have signs according to the standards of the Commercial District.

- c) Temporary Signs
- d) Maximum Height of Freestanding Signs: Twenty (20) feet.
- e) Traffic Directional Signs

Sec. 25-185 Billboards.

- (a) **Billboards:**

- (1) Billboards may only be erected along and are intended to be viewed from Interstate Highways 94 and 694. Billboards are allowed only in the following Zoning Districts: CC, I-O, and GI Districts.
- (2) The maximum allowable size of any billboard is 700 square feet. The maximum allowable extensions shall not exceed fifteen (15) percent of the total sign area. All skirting and perimeter material shall be counted as part of the sign area.
- (3) The maximum allowable height of any billboard is thirty-five (35) feet. If an Interstate Highway served by a billboard is elevated above the surface on which it is placed, the City Council may grant a variance to this regulation according to its discretion.
- (4) The minimum allowable distance in any direction between billboards is 5,280 feet.
- (5) The minimum allowable proximity of any billboard to any residential zoning district is 500 feet.
- (6) The minimum allowable distance of any billboard to any Interstate or Trunk Highway right-of-way is fifty (50) feet.
- (7) The minimum allowable distance of a billboard to any building shall be twenty-five (25) feet.
- (8) No portion of any billboard shall occupy air space above any driveway or parking area.
- (9) No billboard may display any moving parts nor shall it be illuminated with any flashing or intermittent lights.
- (10) Billboards shall be a principal use in all Districts.
- (11) All dynamic billboards shall be licensed pursuant to Chapter 9 of the City Code.

(b) Electronic/Dynamic Display: In addition to the above requirements as applicable, signs with moving or changing electronic messages are allowed as part of the total area of permitted sign, with the following standards:

- (1) The support structure for the sign shall conform to the City's design sample and include an illuminated logo of the City with name "City of Oakdale" inscribed.
- (2) No dynamic display electronic sign shall be erected that, by reason of position, shape, movement or color, interferes with the proper functioning of a traffic sign, signal or which constitutes a traffic hazard.
- (3) Dynamic display electronic message signs must have minimum display duration of sixty (60) seconds. Such displays shall contain static messages only; change from one static message to another shall be instantaneous without any special effects, through dissolve or fade transitions, or with the use of other subtle transition that do not have the appearance of moving text or images.
- (4) Must be rectangular in shape and all messages contained within.
- (5) Shall not be allowed on any buildings.
- (6) All dynamic display electronic message signs shall have installed ambient light monitors and shall, at all times, allow such monitors to automatically adjust the brightness level of the electronic sign based on light conditions.
- (7) Dynamic display electronic message signs shall not exceed 2,500 Nits (candelas per square meter) between the hours of civil sunrise and civil sunset and shall not exceed 500 Nits (candelas per square meter) between the hours of civil sunset and civil sunrise as measured from the face of the sign.

- (8) Dynamic display electronic message signs shall have a fully functional monitoring off switch system that automatically shuts the dynamic display signs off when the display deteriorates, in any fashion, 5% or greater until the dynamic display sign has been repaired to its fully functional factory specifications.
- (9) The lamp wattage and luminance level in Nits (candelas per square meter) shall be provided at the time of permit application from the owner or operator of the sign stating that the sign shall at all times be operated in accordance with City Codes and that the owner or operator shall provide proof of such conformance upon request of the City.
- (10) A permanent removal of two (2) square feet of existing static billboard facing within the City of Oakdale for every one (1) square foot of Dynamic display electronic message sign
- (11) Public service messages, in addition to messages such as Amber Alerts, are to be provided at no cost to the public.

Sec. 25-186 Administration and Enforcement.

- (a) **Permits.** Except as provided below, the owner or occupant of the premises on which a sign is to be displayed, or the owner or installer of such signs, shall file an application provided by the City Building Official for permission to display such sign. Permits must be acquired for all existing, new, relocated, modified or redesigned signs except those specifically excepted below. The applicant shall submit with the application a complete description of the sign and a sketch showing its size, location, manner of construction and such other information as shall be necessary to inform the City Building Official of the kind, size, material, construction and location of the sign. The City Building Official may approve Sign Permits. The applicant shall also submit the fee at the time of application.

If a sign authorized by a permit has not been installed within three (3) months after the date of issuance of said permit, the permit shall become null and void.

- (b) All signs shall be constructed in accordance with the current Minnesota State Building Code and National Electric Code.
- (c) All signs utilizing electricity shall be subject to the State's current Electrical Code and electrical wiring shall be buried or concealed.
- (d) All sign structures shall be designed and constructed to withstand a wind pressure of not less than 80 m.p.h., or as determined by the current Minnesota State Building Code.
- (e) **Exemptions.** The exemptions permitted by this section shall apply only to the requirement of a permit and shall not be construed as excusing the installer of the sign, or the owner of the property upon which the sign is located, from complying with the other provisions of this Ordinance. No permit is required under this section for the following signs:

- (1) A window sign placed within a building and not exceeding fifty (50) percent of the window area.
- (2) Signs erected by a governmental unit or public school district.
- (3) Memorial signs or tablets containing the name of the building, its use and date of erection when cut or built into the walls of the building and constructed of bronze, brass, stone or marble.
- (4) Signs which are completely within a building and are not visible from the outside of said building.

Sec. 25-187 Violations and Fines.

If the City Building Official or his deputies finds that any sign regulated by this Ordinance is prohibited as to size, location, content, type, number, height, or method of construction, or is unsafe, insecure or a menace to the public, or if any sign has been constructed or erected without a permit first being granted to the installer of said sign or to the owner of the property upon which said sign has been erected, or fails to properly maintain said sign in a safe, orderly condition at all times, including the replacement of defective parts, or is in violation of any other provisions of this Ordinance, he shall give written notice of such violation to the owner or permittee thereof. If the owner or permittee fails to comply with the provision set forth in this Ordinance within ten (10) calendar days following receipt of said notice:

- (a) **Nuisance.** Such sign shall be deemed to be a nuisance and may be abated by the City by proceedings taken under Minnesota Statutes, Chapter 429, and the cost of abatement, including administration expenses, may be levied as a special assessment against the property upon which the sign is located.
- (b) **Penalty.** Failure to comply with the provisions of this ordinance shall be a misdemeanor.
- (c) **Confiscation.** Signs in violation of this ordinance.
 - a. **Process:**
 - i. Whenever signs are not in conformance with Oakdale Ordinance Article 19, the signs may be picked up by City Staff.
 - ii. All confiscated signs shall be stored at Public Works, in a location designated by Public Works for their storage.
 - iii. Public Works shall retain the signs for a minimum of two (2) weeks, after which they are free to dispose of the sign(s).
 - iv. Any sign(s) in violation, which requires more than one person in the removal, shall be released after the handling fee of \$100.00 has been paid at Public Works.

- b. **Exceptions:** Political /campaign signs in violation shall first receive notification that they are in violation and have 24 hours to remove the sign. Confiscated signs will then be held at Public Works and disposed of after the election.

Sec. 25-188 Appeals.

A permit applicant or permit holder may appeal any order or determination made by the City Building Official or his deputy pursuant to this Ordinance by filing a notice of appeal with the Community Development Director requesting a hearing before the City Council. The City Council will hear:

- (a) Appeals where it is alleged that there is an error in any order, requirement, decision or determination made by the administrative officer in the enforcement of this Ordinance.
- (b) Requests for variances from the literal provisions of this Ordinance.

Sec. 25-189 Nonconforming Signs.

- (a) Any nonconforming temporary or portable sign existing at the time of adoption of this Ordinance shall be made to comply with the requirements set forth herein or shall be removed within 180 days after the adoption of this Ordinance.
- (b) Nonconforming permanent signs lawfully existing at the time of the adoption of this Ordinance shall have five (5) years from the date of the adoption of this Ordinance to comply with the provisions of this Ordinance or be removed.

Sec. 25-190 to 25-200 Reserved.

City of Oakdale Chapter 25 of the Zoning Code

APPENDIX B. HELMO STATION-PUD
HELMO STATION PLANNED UNIT DEVELOPMENT

Helmo Station Planned Unit Development

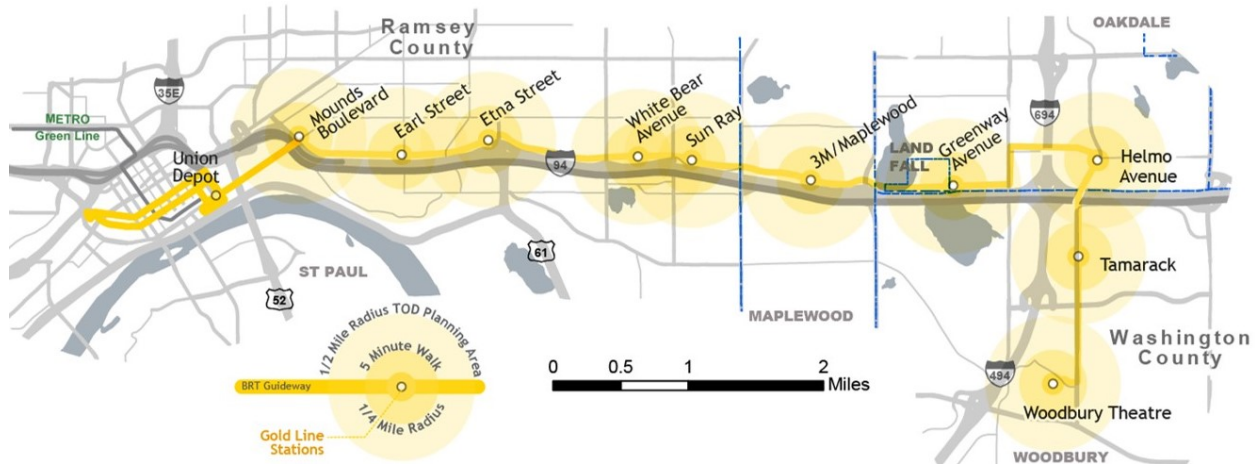
1. PURPOSE

- A. The purpose of the Helmo Station Planned Unit Development (PUD) is to:
Provide the background regarding the planning process that resulted in the Helmo Station Area Plan and PUD; and
2. Specify the regulations for Land Use, Circulation, and Parks and Open Space that shall apply to all property in the Helmo Station-PUD area.
- B. All submittals for platting, subdivision, and site development shall be in substantial conformance, as determined by the City Council, with the regulations in the Helmo Station Planned Unit Development.

2. INTRODUCTION

- A. Gold Line Bus Rapid Transit
The Gold Line Bus Rapid Transit facility is an eleven-mile dedicated guideway that will run from downtown St. Paul to Woodbury (Figure 1). The corridor alignment in Oakdale will follow Hudson Boulevard North, turn onto Hadley Avenue North, follow 4th Street North across Interstate Highway 694, and then turn on Helmo Avenue South to cross a new bridge over Interstate Highway 94 to Bielenberg Drive in Woodbury. There will be two transit stations serving Oakdale: one at Greenway Avenue North and one at Helmo Avenue North.

FIGURE 1. METRO GOLD LINE BRT SYSTEM AND PLANNING AREA



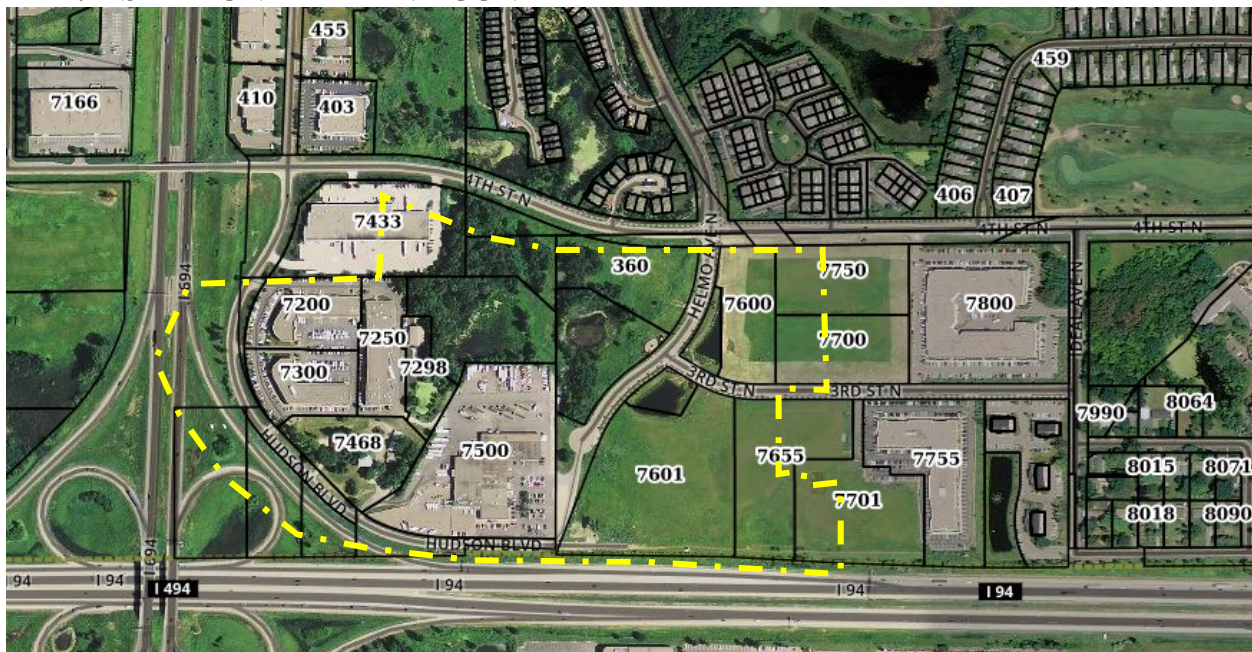
- B. Station Area History and Context
The Helmo Station area is located north and east of Interstate Highways 94 and 694; south of 4th Street North; and extends to the west edge of The Oaks Business Center (Figure 2). The area is bisected by Helmo Avenue North and 3rd Street North. There are residential townhomes and twin homes north of 4th Street North; an industrial/office park is located to the northwest; and Oak Marsh Golf Course is to the northeast.

Approximately 30 acres on the east and west side of Helmo Avenue North are currently undeveloped. This area was planned and approved for future phases of The Oaks Business Center. The development was approved in 2006 and was to provide a total of approximately 640,000 square feet of office and flex-office space at full build out. By 2018, five buildings on the eastern edge of the campus have been constructed totaling approximately

186,000 square feet. Roadways, stormwater ponding areas, and utility infrastructure have been installed in anticipation of the planned development. The Oaks Business Center was planned in this location to take advantage of access to and visibility from Interstate Highway 94. However, market conditions have not been favorable for the construction of the remaining planned buildings on the campus and the majority of the site remains vacant. Beginning in 2015, the owner of the business park initiated conversations with the City to develop a new plan for the area to potentially include other uses such as multi-family residential buildings, retail, and a hotel. The discussions corresponded with the beginning of the small area planning process that began in 2016.

On the west side of Helmo Avenue North is an existing office/light industrial business park and two legally non-conforming properties – one with residential uses (7468 Hudson Blvd N) and the other with a number of commercial and industrial tenants (7500 Hudson Blvd N).

FIGURE 2. STATION AREA AND CONTEXT



C. Small Area Planning Process

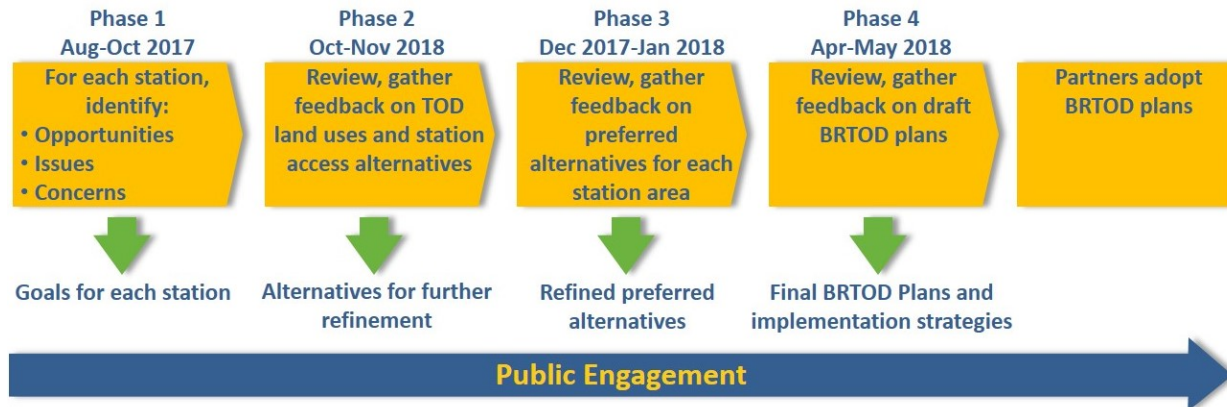
The Gold Line Bus Rapid Transit alignment has created an opportunity to reimagine the land use in this area in a way that will support transit ridership. The Helmo Station Area presents the only large green field development opportunity along the Gold Line as well as significant redevelopment opportunities. Strategic land use planning that leverages the transit infrastructure investment and reflects market conditions will create a unique development for this area of Oakdale.

In 2017 Washington County received a grant to fund station area planning along the eleven-mile Gold Line BRT corridor. In June 2017, the City Council initiated Oakdale's participation in a four-phase station area planning process (Figure 3):

- Phase 1: Identify Opportunities, Issues, and Concerns; Establish Specific Station Area Objectives
- Phase 2: Review Preliminary BRTOD Alternatives; Identify Alternatives for Further Refinement

- Phase 3: Review Preferred Alternative; Identify Preferred Alternative Refinements
 - Phase 4: Review, Finalize, and Adopt BRTOD Plan and Implementation Strategies
- The process included several community open houses, online community engagement, meetings with affected property owners in the subject area, and regular City Council work sessions at each phase of the process.

FIGURE 3. STATION AREA PLANNING PROCESS



D. Project Vision and Concept Plan:

The Helmo Station area Concept Plan has been developed to achieve specific goals identified during the planning process. The following goals have been adopted by the City Council for the Helmo Station BRTOD:

1. Establish a multi-modal corridor (for walking, biking, transit & auto)
2. Increase potential ridership (through transit access & new development)
3. Enable station areas to achieve their development potential
4. Identify infrastructure investments and policy changes
5. Maintaining and enhancing open space and trails
6. Preserve existing neighborhoods and quality of life
7. Manage traffic and congestion
8. Create a safe station environment
9. Ensure safe walking and biking
10. Promote compatible development

These goals are embodied in the Helmo Station vision through the following essential elements of Transit Oriented Development:

Station Hub—The Station Hub is an area around the station platform with street-oriented retail within or adjacent to high-density multi-family buildings at the intersection of the planned Helmo Avenue bridge. These uses will create an animated 18-hour environment of activity surrounding the station platform. As a result of this activity and eyes-on-the-station, the transit platform will be safer at all times of the day.

Mixed Use Neighborhood—The Helmo Station area is a complete neighborhood with multi-family housing surrounding a new neighborhood park and employment (professional and flex office) uses adjacent to the existing Oaks Business Park.

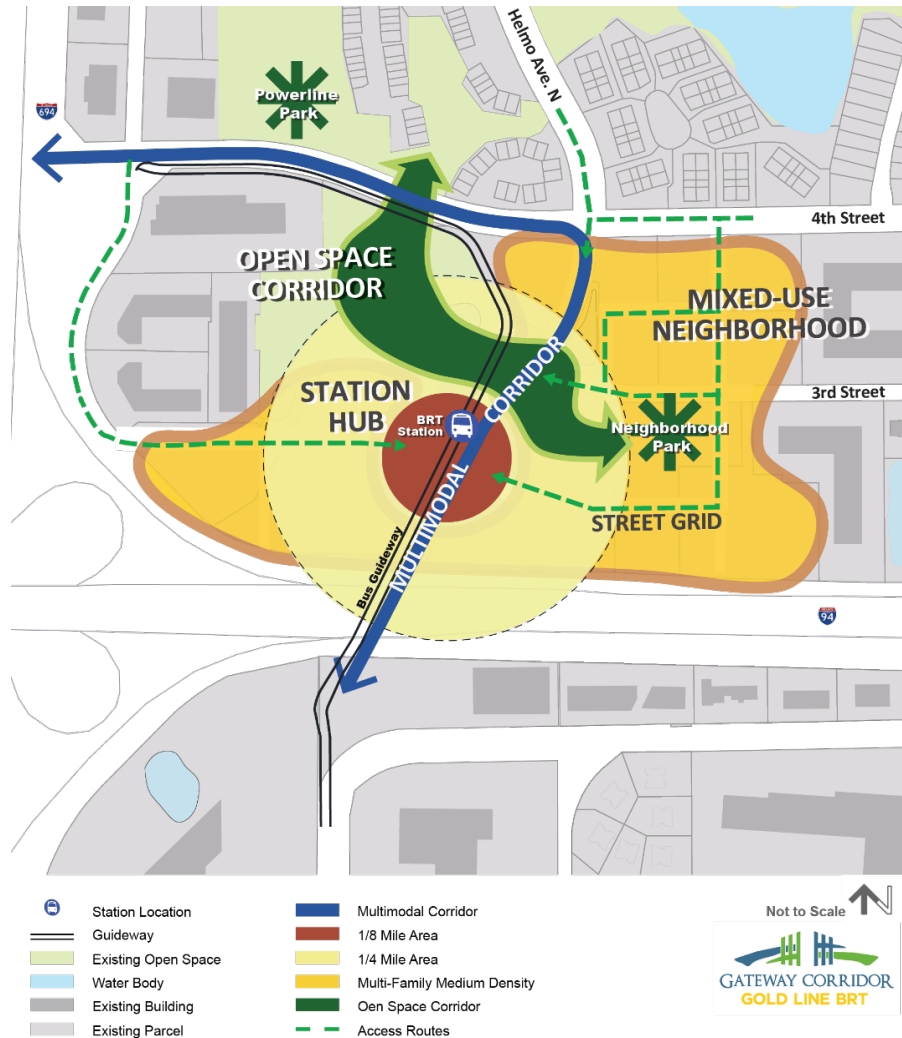
Connected Parks, Trails, and Open Space—Open space enhancements and new trail connections create a green setting with recreational amenities for residents and employees in the Station Area and surrounding neighborhoods.

Street Grid—Existing streets provide a circulation framework that will be enhanced by a realignment of Hudson Boulevard west of Helmo Avenue and a new street grid east of

Helmo Avenue. These complete streets provide many ways into and out of the neighborhood and improve access to the station, retail, and employment areas.

Multimodal Corridor—A multi-use walking and biking trail adjacent to the BRT line links station to station along the entire corridor. A new I-94 bridge crossing will provide improved access for transit, walking, biking, and auto traffic between Oakdale and Woodbury to the south.

FIGURE 4. STATION AREA VISION DIAGRAM



E. Consistency with the Comprehensive Plan

The City's 2030 Comprehensive Plan was amended on April 24, 2018 guiding the future land use of the project area toward a mixed-use, transit-supportive development that includes multi-family medium and high density residential housing; office-industrial; professional office; and commercial/retail uses along with park and open space amenities to create one cohesive development.

The Helmo Station PUD includes the parcels highlighted on the following map (Figure 5):

FIGURE 5. HELMO STATION PUD PARCELS



The Helmo Station BRTOD plan achieves a number of Comprehensive Plan goals:

Land Use Goal 1: The City shall facilitate the redevelopment and development of certain property.

Policy 3. Prepare small area development plans for the following areas to guide public and private investment to achieve a transit oriented development pattern.

- a. Helmo Avenue North and 4th Street North (Bus Rapid Transit Station Area) Transportation*

Land Use Goal 3: The City's visual appearance shall incorporate streetscaping and public art.

Policy 1. Identify and prioritize areas to enhance streetscaping at major intersections and along key corridors.

Policy 2. Develop streetscape design standards for landscaping, lighting, street furniture, sidewalks, and public art in priority areas.

Transportation Goal 4: Sidewalks, trails, and bikeways shall be connected within the city and between adjacent cities.

Policy 3. Support the construction of new sidewalk and trail connections identified in the Gold Line Station Area Plans.

Policy 6. Support the rehabilitation and reconstruction of complete streets that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Policy 7. Support the rebuilding of the 4th Street Bridge over I-694 to include space for a dedicated pedestrian walkway and bus rapid transit guideway.

Policy 8. Support the addition of a pedestrian walkway adjacent to the 4th Street Bridge over I-694 to improve access to the Helmo transit station from the west side of I-694.

Transportation Goal 5: Transit service shall improve mobility options for residents, workers, businesses and transit dependent persons.

Policy 1. Collaborate with Metro Transit to assess current transit service and improve transit service for residents, workers, businesses and transit dependent residents.

Policy 2. Collaborate with Metro Transit to assess and improve transit facilities and sidewalk and trail connections to and from transit facilities.

Policy 3. Collaborate with Metro Transit to develop bus connections between employment and residential areas in the City and the Gold Line bus rapid transit station areas.

Parks and Trails Goal 2: Recreational programming, park facilities and open space shall be accessible to all physical abilities and incomes.

Policy 1. Develop a plan to ensure programming, parks and open spaces are accessible for all abilities and incomes.

Policy 2. Develop a plan to ensure the public use of open space, including wetlands, is open to all pedestrians and bicyclists.

Housing Goal 1: All people, regardless of age, income, family status, ability, race or ethnicity, shall have realizable choices and access to a safe, stable, and affordable home.

Housing Choice Policies

Policy 1. Guide and zone land to facilitate and promote the construction of a full range of housing choices to include single-family detached homes, twinhomes, townhomes, duplexes-fourplexes, and multifamily buildings.

Policy 2. Promote the development of a variety of housing types within close proximity and safe pedestrian access to shopping and services, including transit, and schools, parks, trails, and open space.

F. Consistency with Livable Communities Act

The Helmo Station BRTOD project is consistent with the following Livable Communities Act goals established by the Metropolitan Council:

- Interrelating development or redevelopment and transit;
- Interrelating affordable housing and employment growth areas;
- Intensifying land use that leads to more compact development or redevelopment;
- Involving development or redeveloping that mixes incomes of residents in housing, including introducing or reintroducing higher value housing in lower income areas to achieve a mix of housing opportunities; and/or
- Encouraging public infrastructure investments which connect urban neighborhoods and suburban communities, attract private sector development investment in commercial and residential properties adjacent to the public improvement, and provide project area residents with expanded opportunities for private sector employment.

The Helmo Station PUD allows for the development of a new transit oriented mixed use neighborhood centered on the Helmo Station BRT hub and an enhanced open space corridor. The Helmo Station PUD replaces a previous office warehouse PUD, effectively intensifying the land use of the project area into a more compact, efficient development pattern. The new mixed use neighborhood will allow a density of development that supports a range of housing types and price points, as well as opportunities for employment and commerce. The project area infrastructure provides a multimodal corridor supporting the BRT line, walking, biking, and auto traffic. The Helmo Station BRTOD area will connect suburban residents to employment opportunities and additional transit connections in downtown St. Paul via the new Gold Line BRT and connect residents along the Gold Line to employment opportunities in Oakdale.

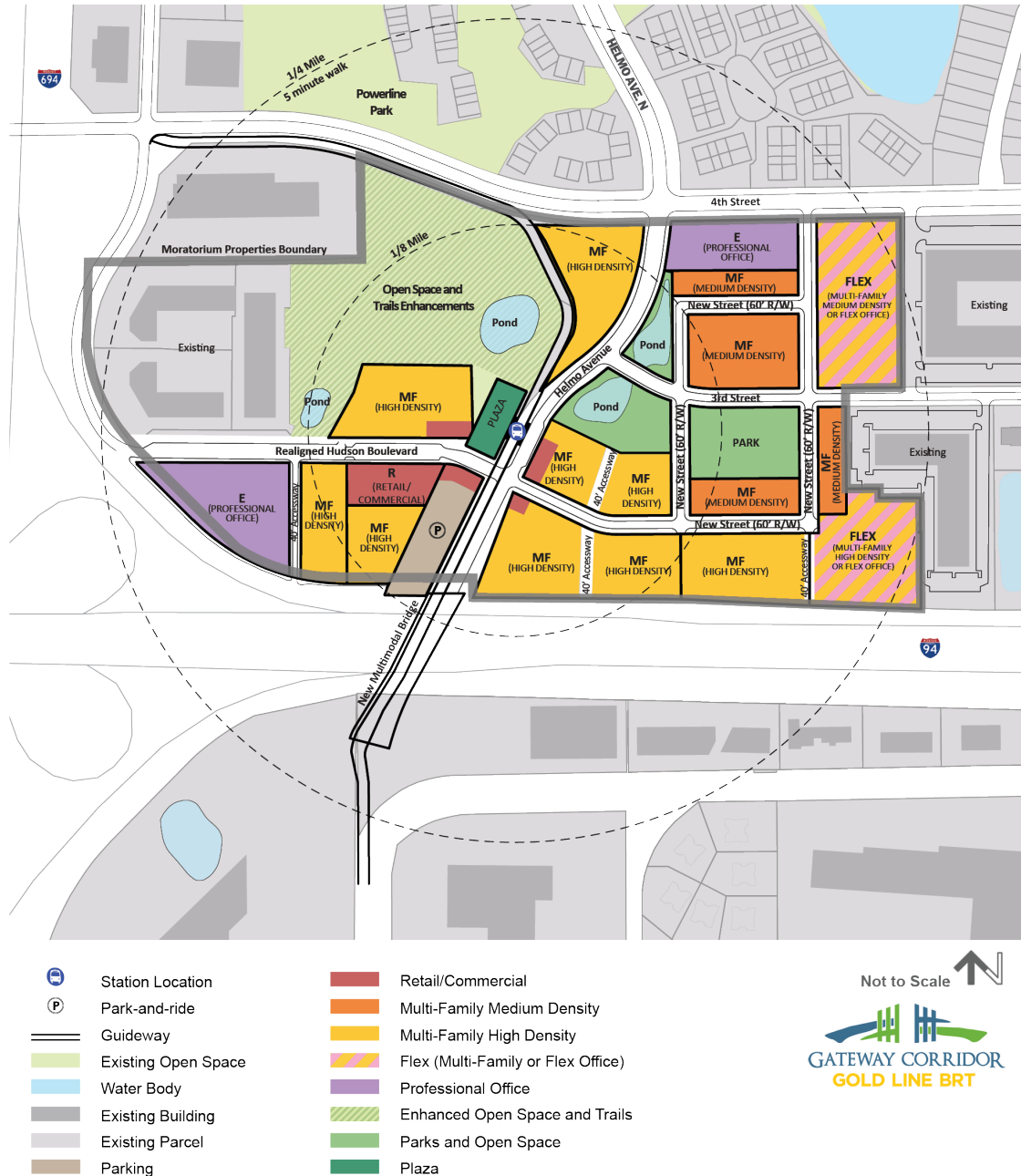
3. LAND USE

The land use framework diagram (Figure 6) illustrates the new development patterns and identifies the types of station area uses. On many parcels, a mix of vertical uses is permitted. Where parcels contain a vertical mix of uses, the predominant land use is indicated.

A. Land Use Goals

1. Maximize development potential based upon existing adjacent uses and site attributes.
2. Maximize utilization of existing and planned improvements such as planned BRT within street rights-of-way, stormwater, and other utilities.

FIGURE 6. LAND USE FRAMEWORK



B. Residential Land Use Areas

The Helmo Station area offers the opportunity for a significant amount of multi-family development with direct access to the BRT station. Multi-family housing types, include

apartments and townhomes, providing development flexibility and arranged with the highest density nearest the station (generally within 1/8 mile) and lower density adjacent to existing neighborhoods (generally within 1/4 mile of the BRT station).

1. Development shall avoid an institutional, repetitive, ‘apartment complex’ character and shall have varied architecture.
2. Development shall front the BRT station or the neighborhood park to create an urban street edge that defines and creates a vibrant pedestrian friendly public space. Primary building access/lobbies shall be from the street, green spaces, or pedestrian corridors rather than solely from internal parking lots or structures.
3. Parking shall be located behind, within buildings, or in structures. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment shall be utilized.
4. Along Helmo Avenue and the realigned Hudson Boulevard, buildings shall be oriented with windows, doors and lobby entries facing toward the street and BRT station.

TABLE 1. RESIDENTIAL DEVELOPMENT SUMMARY, PERMITTED USES, AND PARKING STANDARDS

PERMITTED USES	DENSITY	HEIGHT	DEV. TOTAL	PARKING	PARKING TOTAL
	Dwelling units per acre	Stories (max)	# of Units	Spaces/unit	Approx. Spaces
EAST of BRT GUIDEWAY					
Multi-family High Density (HD): Multifamily Buildings	30-50 du/ac	3 to 6*	484-594 units	1.5/unit (max)	726 to 891
Multi-family Medium Density (MD): Townhomes; 3-8 Unit Multifamily Buildings	15-24 du/ac	2 to 3*	69-119 units	2/unit (max)	138-238
WEST of BRT GUIDEWAY					
Multi-family High Density (HD): Multifamily Buildings	30-50 du/ac	4 to 6	232	1.5/unit (max)	348
* See Sec. 3C.c. (p.10)					

C. Residential Development Performance Standards

a. Setbacks

- 1) **Maximum 10-foot Building Setback**
A maximum 10-foot ground-floor building setback is required where residential front doors and windows are oriented to the sidewalk, park, or public right-of-way. The limited setback from the sidewalk or public areas allows for landscaping, stoops, patios or other semi-public areas that support a safe and inviting public realm and a degree of separation.
- 2) **Along 4th Street North**, buildings shall be set back at least 30 feet from the curb line to allow for a perimeter landscape zone that complements existing development on the north side of the roadway.

- 3) Buildings on the parcel at the southwest corner of 4th Street North and Helmo Avenue North shall be oriented to Helmo Avenue North
 - b. Active Edges
 - 1) Primary entrances shall be oriented toward the street. Quasi-public terraces, stoops or porches are encouraged.
 - 2) Windows shall be provided along facades.
 - c. Building Height
 - 1) Multifamily Medium Density buildings (including townhomes) are limited to two-floor (maximum) along the 4th Street frontage (three-floor (max) permitted with Council approval).
 - 2) Multi-family High Density buildings along the 4th Street frontage are limited to three residential stories.
 - 3) Other areas: Multi-family High Density buildings may be up to six stories in height.
 - d. Building Materials and Architectural Standards
 - 1) Exterior surface materials of residential buildings shall be subject to the standards for Office and Commercial buildings in Sec. 25-175(c).
 - 2) All building fronts shall include a minimum of four (4) from the following:
 - i. Architectural detailing, such as cornice, awning, parapet, or columns.
 - ii. A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of one hundred fifty (150) square feet around the door entrance for single occupancy buildings and a minimum of three hundred (300) square feet for the front of multi-tenant buildings. Entrances shall be clearly articulated and obvious from the street or sidewalk.
 - iii. Contrasting, yet complementary material colors.
 - iv. A combination of horizontal and vertical design features.
 - v. Irregular building shapes.
 - vi. Horizontal offsets of at least 4 feet in depth.
 - vii. Vertical offsets in the roofline of at least four feet.
 - viii. Fenestration at the first floor level which is recessed horizontally at least 1 foot into the façade.
 - ix. Varying roof lines and roof accents.
 - x. Other similar architectural features in the overall architectural concept.
 - 3) Multi-story buildings shall have the ground floor distinguished from the upper floors by having one or more of the following:
 - i. Awning
 - ii. Trellis
 - iii. Arcade
 - iv. Window lintels
 - v. Intermediate cornice line
 - vi. Brick detailing such as quoins or corbels
- D. Retail Land Use Areas
- A limited amount of retail concentrated at the Helmo Station serves existing area residents, new multi-family and employment uses, with direct, convenient auto access from Helmo Avenue and the future Helmo Avenue/BRT bridge. Ground-floor retail uses are located within single-use and mixed-use buildings oriented to the Helmo Station.
1. Buildings shall front primary streets, such as the realigned Hudson Boulevard and Helmo Avenue, to create an urban street edge that defines a pedestrian friendly public

- space. Primary building access shall be oriented to the street, green spaces, or pedestrian corridors rather than to internal parking lots or structures.
2. Parking shall be located behind or within buildings, or in structures. Design techniques that minimize parked-car visual impacts from streets and the disruption of the pedestrian environment shall be utilized.
 3. Retail shall be pedestrian-oriented. Curbside parking is required along the realigned Hudson Boulevard and portions of Helmo Avenue where ground-floor retail uses occur. This will require careful consideration of ‘right-sized’ travel lane widths and the exclusion of dedicated right-turn lanes.

TABLE 2. RETAIL DEVELOPMENT SUMMARY, PERMITTED USES, AND PARKING STANDARDS

PERMITTED USES*	DENSITY	HEIGHT	DEV. TOTAL	PARKING	PARKING TOTAL
	FAR	Stories (max)	Bldg. (sf)	Spaces/1000 sf	Spaces
EAST of BRT GUIDEWAY					
Retail: Sale of Merchandise and Services	Bldg. Ground floor	---	5,000	2.5/1000 sf (max)	13
WEST of BRT GUIDEWAY					
Retail: Sale of Merchandise and Services	.5 FAR/ Bldg. Ground floor	---	20,000 sf 5,000 sf	2.5/1000 sf (max)	63
* See Sec. 3.E. for complete list of permitted uses					

E. Permitted Uses:

1. Animal hospitals, excluding establishments with outside runs.
2. Antique shops.
3. Art galleries.
4. Bakeries.
5. Banks and financial institutions, excluding drive-in tellers.
6. Barber shops.
7. Beauty parlors.
8. Book and stationary stores.
9. Business machine sales and service shops.
10. Camera and photographic supply stores.
11. Catering establishments.
12. Candy and ice cream stores.
13. Clothes pressing and tailoring shop.
14. Clothing and costume rental.
15. Convenience stores.
16. Day Care Centers.
17. Drug stores.
18. Dry cleaning and laundering business of less than 5,000 square feet of floor area.
19. Electrical and household appliance stores, including radio and television sales and service.
20. Employment agencies.
21. Exercise spas or clubs.

22. Fabric stores.
23. Florist shop.
24. Furniture stores, including upholstering when conducted as an incidental part of the principal use.
25. Garden supply, tool, and seed stores.
26. Grocery stores.
27. Hardware stores.
28. Household furnishings, fixtures, appliances, and accessory stores.
29. Interior decorating stores and shops.
30. Jewelry stores.
31. Launderettes and dry cleaning establishments which provide automatic, self-service facilities.
32. Liquor stores, off sale.
33. Locksmith shops.
34. Musical instrument stores and repair shops.
35. Optical stores.
36. Paint and wallpaper stores.
37. Pet shops.
38. Phonograph record and sheet music stores.
39. Photography studios.
40. Picture framing and picture stores.
41. Repair stores and "fix-it" shops which provide services for the repair of home, garden, yard and personal use appliances.
42. Restaurants, including convenience food types and brew pubs.
43. Sporting and camping goods stores, excluding on-site sales of recreational vehicles and trailers.
44. Tailor shops.
45. Taverns.
46. Toy shops.
47. Travel bureaus and transportation ticket offices.

F Prohibited Uses:

1. Any use which emits an obnoxious odor, fumes, noise, or sound which can be heard or smelled outside of any building.
2. Any operation primarily used as a warehouse operation, manufacturing, distilling, refining, smelting, agricultural, industrial, or mining operation; provided however, the foregoing distilling restriction shall not prohibit the brewing of beer or other brewed malt beverages in connection with a brewpub.
3. Pawn shop, precious metal dealer, flea market, salvage store, or auction house.
4. Manufactured home park, trailer court, labor camp, junkyard or stockyard.
5. Mortuary or funeral home.
6. Adult use establishments as defined and regulated in City Code Chapter 25, Article 21.
7. Tattoo parlor.
8. Any unlawful or illegal purpose.
9. Any use that is a public or private nuisance.
10. Second hand stores.
11. Any use that has its primary business an auto service and repair or body shop repair operation.
12. Any fire sale, bankruptcy sale (unless pursuant to a court order) or auction house operation.

13. Automobile and other vehicle sales including used vehicle sales.
 14. Drive-through lanes (serving permitted uses).
 15. Motor fuel sales.
 16. Motor fuel station car washes.
 17. Vending machines.
 18. Game rooms.
 19. Self-storage.
 20. Kennels.
 21. Car washes.
 22. Kiosk sales
- G. Retail Performance Standards
- a. Setbacks
 - 1) Ground floor build-to lines
 - i. Zero-foot Building Setback
 1. Ground-floor building facades must be built directly to the property line and abut the edge of the sidewalk, trail or public use area.
 2. Exceptions to the build-to line criteria are as follows:
 - a. Ground-floor entrances to buildings may be recessed up to five feet behind the build-to line.
 - b. Windows and walls may be recessed up to 18 inches from the build-to line to accommodate columns or other architectural elements that engage the build-to line.
 - c. Interruptions to the build-to line created by passageways to courtyards, parking or other private spaces are permitted.
 - b. Active Edges

Active edges are characterized as building frontages with direct entries from the sidewalk and a high degree of transparency. Active edges increase visual and physical interaction between people inside and outside of the buildings, creating a safe and vibrant pedestrian environment. Access to service/loading bays and parking lot/garage entrances are prohibited along designated active edge frontages.

 - i. A minimum of 70 percent transparent glass or screens is required along ground-floor facades, measured from datum line five feet from the ground extending from building edge to building edge; frosted, tinted, reflective glass or other types of glass that diminish transparency are prohibited.
 - ii. Primary entrances to all ground-floor uses shall be oriented to the public right-of-way.
 - c. Building Materials and Architectural Standards
 - 1) Exterior surface materials shall be subject to the standards for Office and Commercial buildings in Sec. 25-175(c).
 - 2) All building fronts shall include a minimum of four (4) from the following:
 - i. Architectural detailing, such as cornice, awning, parapet, or columns.
 - ii. A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of one hundred fifty (150) square feet around the door entrance for single occupancy buildings and a minimum of three hundred (300) square feet for the front of multi-tenant buildings. Entrances shall be clearly articulated and obvious from the street or sidewalk.

- iii. Contrasting, yet complementary material colors.
 - iv. A combination of horizontal and vertical design features.
 - v. Irregular building shapes.
 - vi. Horizontal offsets of at least 4 feet in depth.
 - vii. Vertical offsets in the roofline of at least four feet.
 - viii. Fenestration at the first floor level which is recessed horizontally at least 1 foot into the façade.
 - ix. Varying roof lines and roof accents.
 - x. Other similar architectural features in the overall architectural concept.
- 3) Multi-story buildings shall have the ground floor distinguished from the upper floors by having one or more of the following:
- i. Awning
 - ii. Trellis
 - iii. Arcade
 - iv. Window lintels
 - v. Intermediate cornice line
 - vi. Brick detailing such as quoins or corbels

H. Employment Land Use Areas

Employment uses consist of traditional professional office (where commercial or professional activities take place but where goods are not produced, sold, or repaired) and flex office (such as office/research and development/light manufacturing), on sites visible from I-94 and adjacent to existing office uses with direct access and visibility from drive-by traffic from 4th Street.

- 1. Buildings shall front primary streets such as 4th Street and the realigned Hudson Boulevard and local streets to create an urban street edge that defines a pedestrian friendly public space. Primary building access/lobbies shall be oriented to the street, green spaces, or pedestrian corridors rather than internal parking lots or structures.
- 2. Parking shall be located behind, within buildings, or in structures. Design techniques that minimize parked car visual impacts from streets and the disruption of the pedestrian environment shall be utilized.
- 3. Parking structures shall be wrapped by office buildings or screened by landscaping or other means.

TABLE 3. EMPLOYMENT DEVELOPMENT SUMMARY

PERMITTED USES*	DENSITY	HEIGHT**	DEV. TOTAL	PARKING	PARKING TOTAL
	FAR	Stories (max)	Bldg. (sf)	Spaces/1000 sf	Spaces
EAST of BRT GUIDEWAY					
Flex Parcels Employment: Office/Industrial; Professional Office	0.5 to 1.0 FAR	2 to 6	31,500 sf to 223,844 sf	2/1000 sf (max)	64 to 449
4th Street North Employment: Professional Office	0.5 to 1.0 FAR	2	10,000 sf	2/1000 sf (max)	63
WEST of BRT GUIDEWAY					
Employment: Office/Industrial; Professional Office	1.0 FAR	6	94,300 sf	2/1000 sf (max)	189
*See Sec.3.I.					
** See Sec. 3.J.c.					

- I. Permitted Use Definitions
 1. Office/Industrial:
 - a. Light Manufacturing: Any operation which assembles, improves, treats, compounds, and/or packages goods or materials in a manner which does not create a noticeable amount of noise, dust, odor, smoke, glare, or vibration outside of the building in which the activity takes place, which does not require outside storage of goods or materials and which does not generate objectionable amounts of truck traffic.
 - b. Offices: Structures, or portions of structures, in which commercial or professional activities take place but where goods are not produced, sold, or repaired.
 - c. Research and Development and Laboratory Uses: Medical, chemical, electrical, metallurgical or other scientific research conducted in accordance with the provisions of this Ordinance.
 2. Professional Office: Structures, or portions of structures, in which commercial or professional activities take place but where goods are not produced, sold, or repaired.
- J. Employment Performance Standards
 - a. Setbacks
 - 1) Along 4th Street North, buildings shall be set back at least 30-feet from the curb line to allow for a perimeter landscape zone that complements existing development on the north side of the roadway.
 - 2) Where Employment uses are located across the street from Residential uses, buildings shall be set back at least 20 feet from the property line to allow for a landscaped yard.
 - b. Site and Building Design
 - 1) Primary entrances to all ground-floor uses shall be oriented to the public right-of-way.
 - 2) Access to service/loading bays shall not be located on a street frontage across from Residential land uses.
 - 3) Windows shall be provided along facades.
 - c. Building Height

- 1) Buildings are limited to two-floor (maximum) along the 4th Street frontage (three-floor (max) permitted with Council approval).
- d. Building Materials and Architectural Standards
 - 1) Exterior surface materials shall be subject to the standards for Office and Commercial buildings in Sec. 25-175(c).
 - 2) All building fronts shall include a minimum of four (4) from the following:
 - i. Architectural detailing, such as cornice, awning, parapet, or columns.
 - ii. A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of one hundred fifty (150) square feet around the door entrance for single occupancy buildings and a minimum of three hundred (300) square feet for the front of multi-tenant buildings. Entrances shall be clearly articulated and obvious from the street or sidewalk.
 - iii. Contrasting, yet complementary material colors.
 - iv. A combination of horizontal and vertical design features.
 - v. Irregular building shapes.
 - vi. Horizontal offsets of at least 4 feet in depth.
 - vii. Vertical offsets in the roofline of at least four feet.
 - viii. Fenestration at the first floor level which is recessed horizontally at least 1 foot into the façade.
 - ix. Varying roof lines and roof accents.
 - x. Other similar architectural features in the overall architectural concept.
 - 3) Multi-story buildings shall have the ground floor distinguished from the upper floors by having one or more of the following:
 - i. Awning
 - ii. Trellis
 - iii. Arcade
 - iv. Window lintels
 - v. Intermediate cornice line
 - vi. Brick detailing such as quoins or corbels

K. Parks and Open Space Land Use Goals

1. Neighborhood Park Goals
 - a. A 1.93-acre park located south of 3rd Street and west of the existing Oaks Business Park stormwater pond is envisioned to include passive areas with a large open lawn and walkway with perimeter landscaping; small plaza/seating area.
 - b. 2.21 acres of existing stormwater ponds (3rd Street and Helmo Avenue) are envisioned as a passive setting with increased tree cover, benches, perimeter landscaping and pathways.
2. Open Space Goals
 - a. The natural area west of the transit station provides an opportunity for nearby nature and passive recreation for the new neighborhood.
 - b. A portion of Battle Creek runs through the area and varied topography may allow for the creation of spaces for intimate wildlife viewing areas as well as broad vistas looking to the north and south.
 - c. This area may be managed to improve the ecological function of the various plant communities while providing trails, boardwalks, and gathering spaces.

L. Station Plaza Land Use Goals

1. The Station Plaza shall consist of a primarily paved area to allow for pass through and flexibility for assembly of staged events/activities and daily use gathering and social interaction.
2. Amenities will be provided such as fixed or moveable seating, tables, and lighting; canopy trees to provide shade and tree cover and possible perimeter plantings or planters to increase visual interest and quality of the public space.
3. Public art may be integrated with the BRT station and shelter design.
4. Consolidated bicycle parking and/or a bike station (covered or enclosed building) with secure bike parking, possibly showers/restrooms, lockers and ancillary uses such as repair services or a café may be provided.

M. BRT Park-and-Ride Land Use Goals

1. Retail and commercial sites with a minimum dimension of 30 feet and oriented to the realigned Hudson Boulevard should be reserved along the north side of the park-and-ride to ensure an active station environment and the continuation of retail and commercial storefronts along the street.
2. Primary park-and-ride access should be located on the rear of the site along the existing Hudson Boulevard and below the planned future Helmo Avenue bridge.

N. Performance Standards for all Uses

1. Screening of Utilities
 - a. All mechanical equipment located on the roof or around the perimeter shall be screened from ground level view with materials that are comparable and compatible with that of the exterior building materials. Mechanical equipment located on the roof shall be screened at a distance of 2.5 times the height of the building.
 - 1) A raised parapet or other architectural feature that is an integral part of the building is encouraged as a method of screening for rooftop mechanical equipment or to soften the rooftop view.
 - 2) Screening for rooftop mechanical equipment shall incorporate similar architectural features of the building and/or be constructed of a material and color compatible with other elements of the building.
 - b. All ground mechanical equipment shall be one hundred percent (100%) screened from view by opaque landscaping or a screen wall shall be provided to be compatible with the architectural treatment of the principle building.
2. Trash Handling
 - a) All trash, recycling and related handling equipment shall be stored within the principal structure, within an attached structure accessible from within the principal structure, or within an unattached structure. Such attached storage area shall be separated from the principal structure by a firewall. Recycling areas shall also be provided. Trash, recycling, and rubbish receptacles shall be totally screened from eye level view from public streets and adjacent residential properties. Such structure shall be of the same material and architecturally harmonious with principal structure and shall be enclosed by a roof and readily served through a door or gate system properly designed and constructed for abusive use.
3. Loading Areas

- a. The perimeter views of all external loading and service areas and any areas of outdoor storage must be screened from residential uses and adjacent public streets and the public front and office sides of all commercial and industrial uses, except at access points. Such screening can be accomplished through:
 - 1) The placement of the building on the lot or the placement of a building on an adjacent lot.
 - 2) Through the use of berming and landscaping (80% opaque at the time of maturity). Planting screens shall consist of healthy, hardy plant materials at least 6 feet in height.
 - 3) If screen walls are proposed, the materials used shall be of similar type, quality, and appearance as that of the principal structure. Such screens shall be at least 6 feet in height and provide a minimum opaqueness of 80 percent.
 - 4) Screen walls that are in disrepair shall be repaired. Planting screens shall be maintained in a neat and healthful condition. Plantings that have died shall be promptly replaced.
4. Site Amenities
 - a. All development shall incorporate at least three of the following:
 - 1) Patterned materials on walkways (on-site)
 - 2) Bicycle racks
 - 3) Trash receptacles (decorative)
 - 4) Pedestrian lighting
 - 5) Fountains, sculptures, mobiles, kiosks, or banners
 - 6) Flower boxes, or container landscaping
5. Parking Lots and Circulation
 - a. All development shall conform to the standards in Chapter 25, Article 18 Sec. 25-161(b).
 - b. Within private development, walkways shall be provided to separate pedestrians and vehicles, and shall link ground level uses within the site to the main building entry point, parking lot, and public sidewalks.
 - c. Where pedestrian walks cross drive aisles, they shall be clearly marked with signage, special paving, landscaping or similar methods.
 - d. All parking areas within the Helmo Station PUD shall be subject to the following standards for landscaping of islands, medians, and parking lot edges:
 - 1) Landscaping shall be distributed throughout the parking lot to define major vehicle and pedestrian routes, provide shade, and break-up large paved areas.
 - 2) A minimum of 1 deciduous shade tree shall be provided for each parking island.
 - 3) A landscaped area to include a mix of deciduous shade trees and understory plantings shall be provided in required parking lot setback areas.
 - 4) Landscaping shall incorporate a variety of deciduous and coniferous trees and shrubs for year-round interest, texture, shape, and seasonal color.
 - 5) Edge treatments should visually screen parked vehicles, but not completely obstruct views into and out of the parking lot. The following landscaping shall be provided:
 - i. At least one row of shade trees spaced evenly at 15 to 20 foot intervals (or appropriate to the selected species) for the length of the parking lots edge. Trees can be clustered.
 - ii. Screening, consisting of continuous planting, alone or in combination with a decorative fence/wall or a landscaped berm.

6. Landscaping
 - a. All development shall conform to the standards for site landscaping in Chapter 25, Article 18 Sec. 25-175 (h) items (1)-(9).
7. Lighting
 - a. All exterior lighting shall be designed and arranged to direct illumination away from adjacent properties. All exterior lighting shall be arranged and designed to illuminate directly below or inboard of the property lines of the property such that the point source of light is not directly discernable by pedestrian or vehicular traffic in the public right of way. Site lighting shall have a maximum height of 30' to the illumination source. Lighting shall be designed such that there is a maximum 0.5 foot – candles at any property line. No offsite glare will be allowed. A photometric plan inclusive of all site lighting and specification sheets for each lighting fixture shall be submitted for review.
8. Signage
 - a. Signage shall conform to the standards in Chapter 25, Article 19: Signs.

4. CIRCULATION

The goal of the circulation framework is to establish the Helmo Station as a hub for transit-oriented development through the creation of complete streets where facilities for all modes—auto, truck, transit, pedestrian, and bicycle—are adequately provided. These complete streets include essential auto and service access and ‘right-sized’ roadway travel lanes to preserve necessary mobility for existing collector and minor reliever roadways, while the new street grid provides access to development parcels on local streets that fosters pedestrian and bicycle friendly mixed-use development. A primary objective of the overall corridor-wide BRT is to integrate walking and biking adjacent to the BRT alignment and connecting BRT stations along the entire corridor.

A. Overall Circulation Improvements

1. Include a BRT guideway and multi-use trail on the west side of Helmo Avenue North and on the I-94 bridge crossing to Bielenberg Drive.
2. Realign Hudson Boulevard south of the Crossroads Properties building to provide a direct east/west connection to the Helmo Station/Helmo Avenue bridgehead and to the street grid east of Helmo Avenue.
3. Construct a new street grid east of Helmo Avenue and south of 4th Street providing direct access to development parcels and existing Oaks Business Park.
4. Add or expand trail segments within existing rights-of-way along 4th Street N., 3rd Street, and Helmo Avenue N.

A hierarchy of streets has been established to address both mobility and adjacent land use needs. The circulation diagram (Figure 7) illustrates the street types and locations required to provide station area and development parcel access. It establishes a development context including block scale and massing to support future land uses and a setting for placemaking. These street improvements will contribute to the creation of a distinct and attractive mixed-use transit-supportive district.

FIGURE 7. CIRCULATION FRAMEWORK DIAGRAM



MULTIMODAL CORRIDOR

B. Multi-Modal Corridor Goal

1. A primary objective of the overall corridor-wide BRTOD Plan is to integrate walking and biking adjacent to the BRT alignment and connecting BRT stations along the entire corridor.

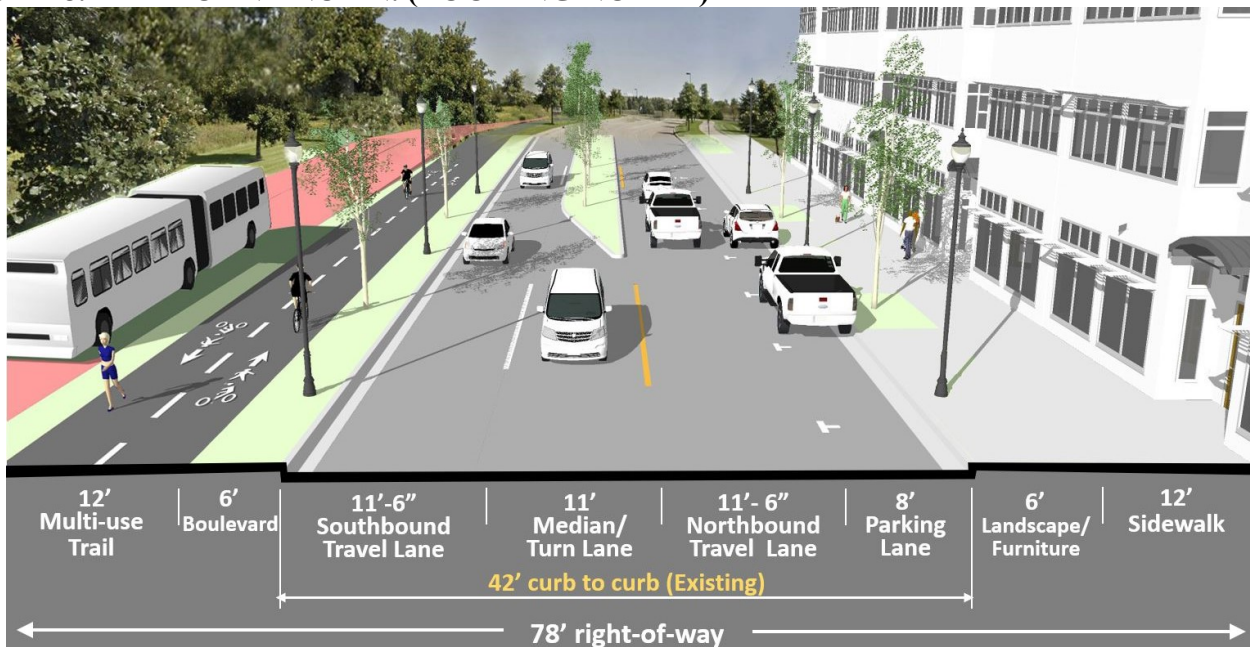
C. Multi-Modal Corridor Performance Standards

1. Incorporate a multi-use trail into the rights-of-way along Helmo Avenue (north to south from 4th Street to the Helmo Avenue bridge and crossing I-94 to Bielenberg Drive) and 4th Street (east to west from Helmo Avenue to the bridge crossing I-694 to Hadley Avenue N.).

Paralleling the BRT route, this multi-use trail will connect to the station at Greenway Avenue to the east and to the Tamarack Station to the south in Woodbury.

2. Add a 12-foot wide multi-use trail along the west side of Helmo Avenue (widening to 16 feet south into Woodbury) connecting the planned Helmo Avenue bridge multi-use trail to an existing 8-foot multi-use trail on the north side of 4th Street.
3. Expand the existing 8-foot wide trail to a 12-foot wide multi-use trail along the north side of 4th Street from Helmo Avenue to the 4th Street bridge.
4. Helmo Avenue North (Figure 8).
 - a) A 6-foot landscaped boulevard and 12-foot paved asphalt multi-use trail shall be located on the west side of the roadway.
 - b) Pedestrian-scaled street lighting and street trees shall be located between the curb and the trail or sidewalk.
 - c) The existing three-lane roadway shall be re-stripped to include a curbside parking lane on the east side of the roadway. Existing curb-to-curb dimensions allow for addition of the parking lane while maintaining adequate travel lanes.
 - d) A wide sidewalk with landscaping and outdoor seating area shall be located adjacent to the curb and parking on the east side of the roadway, to support retail/commercial storefronts.

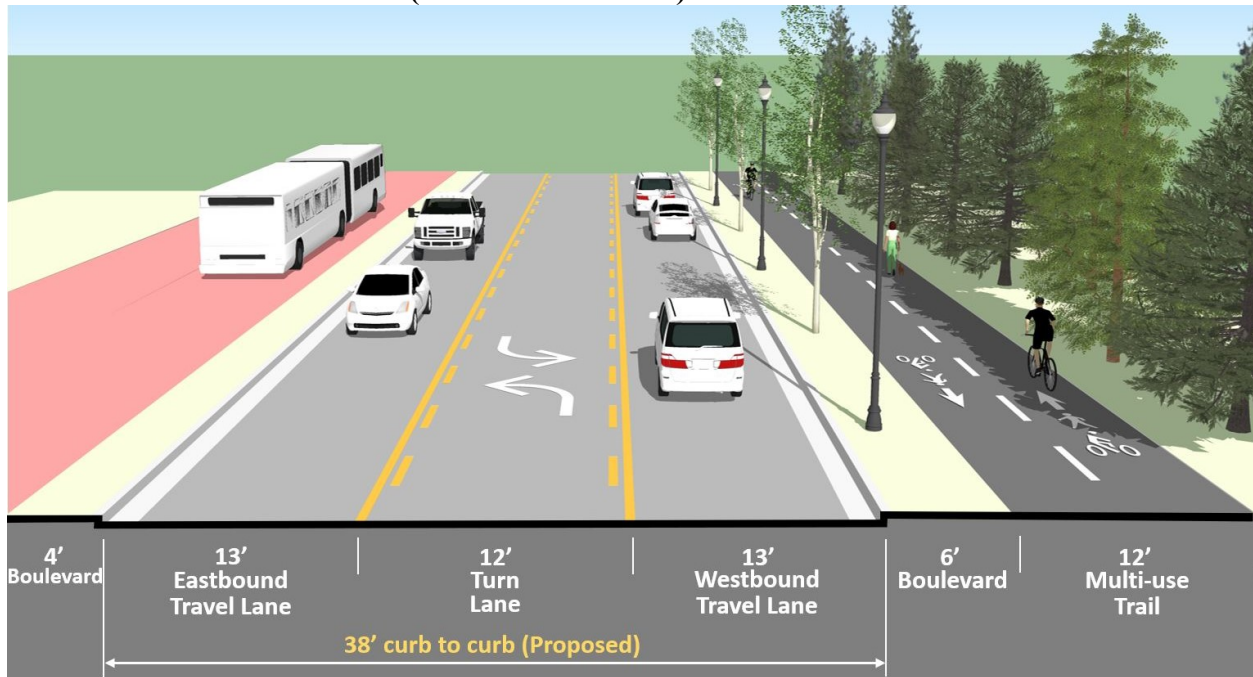
FIGURE 8. HELMO AVENUE N. (LOOKING NORTH)



5. 4th Street North (Figure 9)
 - a. The roadway may be widened to include an additional turn lane. Existing east/west travel lanes to remain.
 - b. A landscaped boulevard and paved asphalt multi-use trail shall be located on the north side of the roadway from Helmo Avenue to the 4th Street bridge. The existing trail shall be widened by 4 feet and extended an additional 1,250 feet.
 - c. Pedestrian-scaled street lighting and trees shall be located between the curb and the trail on the north side of the roadway.

- d. A landscaped boulevard that provides screening of the guideway with continuous plant material (up to three feet in height) shall be located on the south side of 4th Street North between the roadway and the BRT guideway.
- e. A 30-foot landscape setback is required between the edge of the curb and building frontages along 4th Street to maintain and enhance the character of the landscaped roadway and compatibility with existing development. A layering of dense evergreen and deciduous plantings is required in the setback and shall be of similar variety and characteristics to the existing roadway plantings.

FIGURE 9. 4TH STREET NORTH (LOOKING WEST)



PRIMARY ACCESS ROUTES

D. Primary Access Route Goals

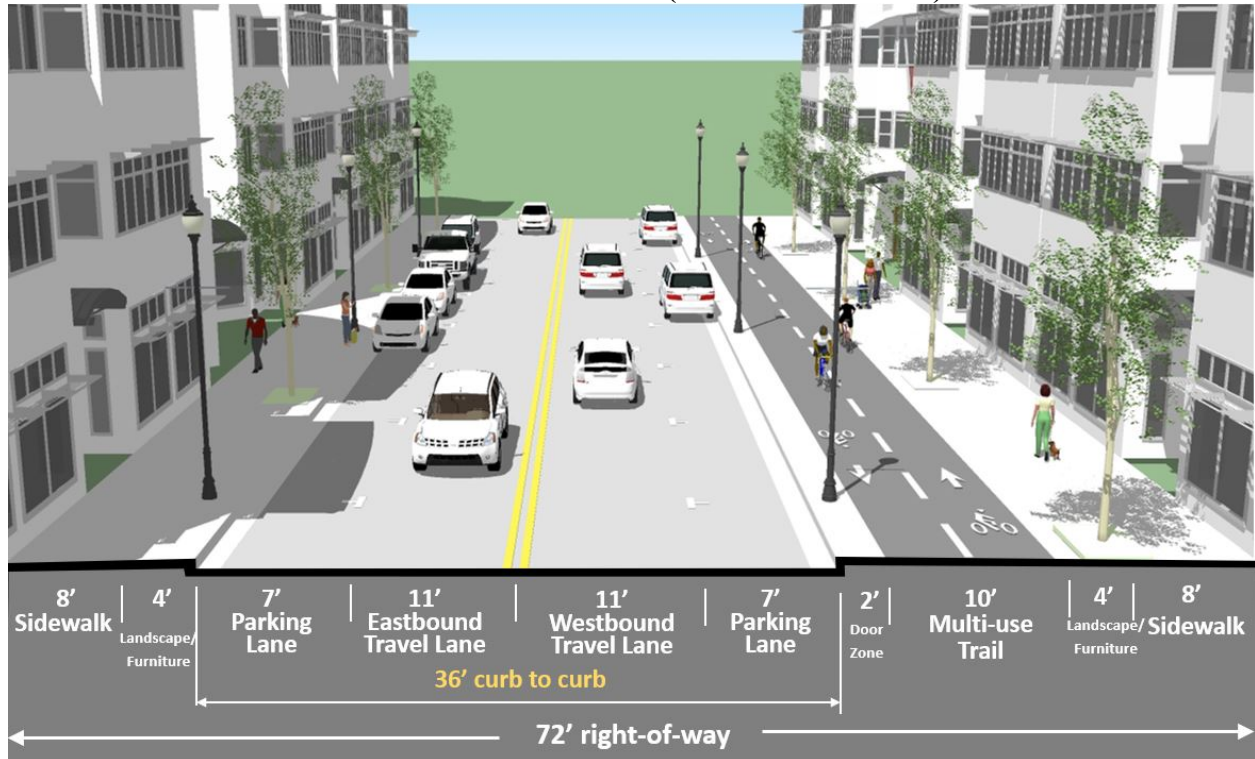
1. Serve as a primary pedestrian and bicycle access route to the station, linking the concentration of existing employment uses within a five-minute walk of the station with those further north and west of the station along I-694.
2. Establish a destination for storefront commercial uses that support an active BRT station environment.
3. Provide commuter access to park-and-ride.

E. Primary Access Route Performance Standards

1. Hudson Boulevard Extension (Figure 10)
 - a. The Hudson Boulevard Extension shall be a two-way roadway with curbside parking on both sides of the street.
 - b. A multi-use trail shall be located along the north side of the street between curbside parking and a sidewalk with street trees and seating furniture zone.
 - c. Pedestrian-scaled street lighting shall be located between the curb and the multi-use trail.
 - d. A wide sidewalk with landscaping and outdoor seating area shall be located adjacent to the curb and parking on the south side of the street.

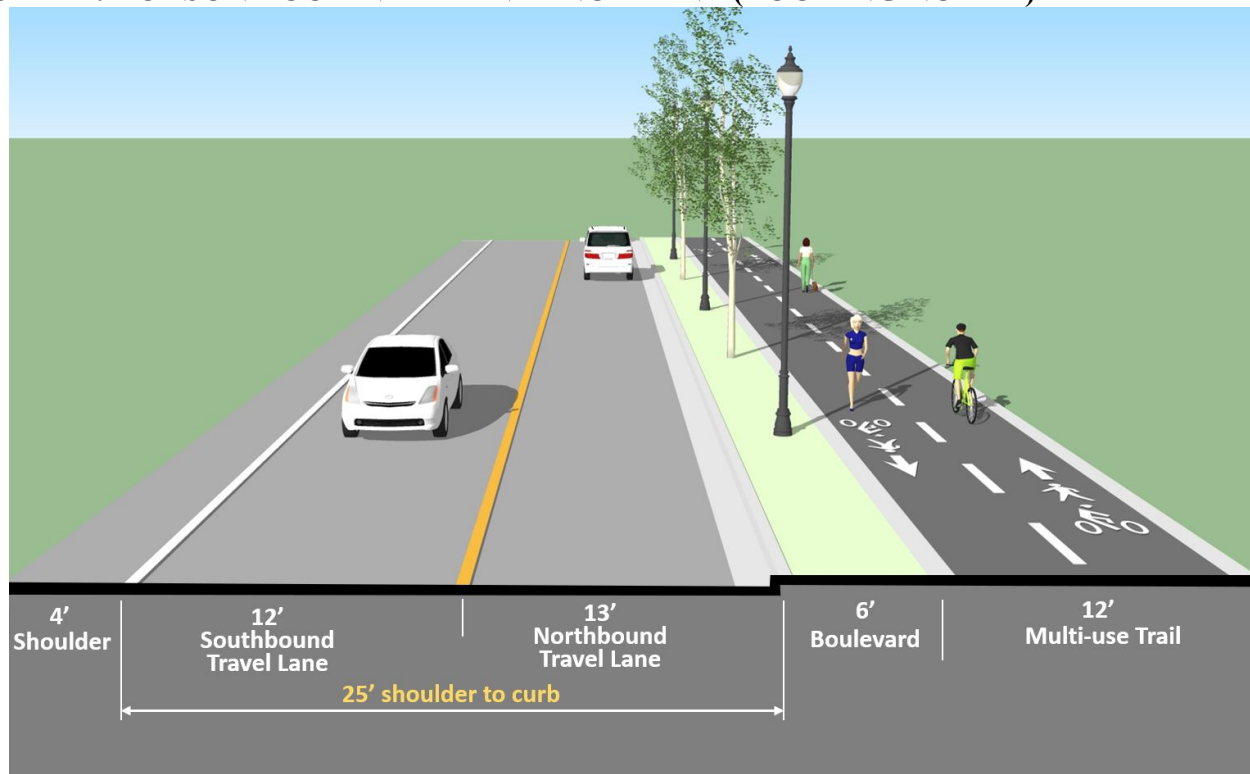
- e. Additional design elements may be incorporated to support retail/commercial storefronts.

FIGURE 10. HUDSON BOULEVARD EXTENSION (LOOKING WEST)



2. Hudson Boulevard Enhancement (Figure 11)
 - a. Existing conditions on the west side roadway shoulder and existing travel lanes to remain.
 - b. A new curb and 6-foot landscaped boulevard shall be located on the east side of the roadway with pedestrian-scaled street lighting and street trees located between the curb and a multi-use trail.
 - c. A new 12-foot paved asphalt multi-use trail shall be located on the east side of the roadway between the landscaped boulevard and the existing Crossroads of Oakdale property.

FIGURE 11. HUDSON BOULEVARD ENHANCEMENT (LOOKING NORTH)



NEIGHBORHOOD ACCESS ROUTES

F. Neighborhood Access Route Goals

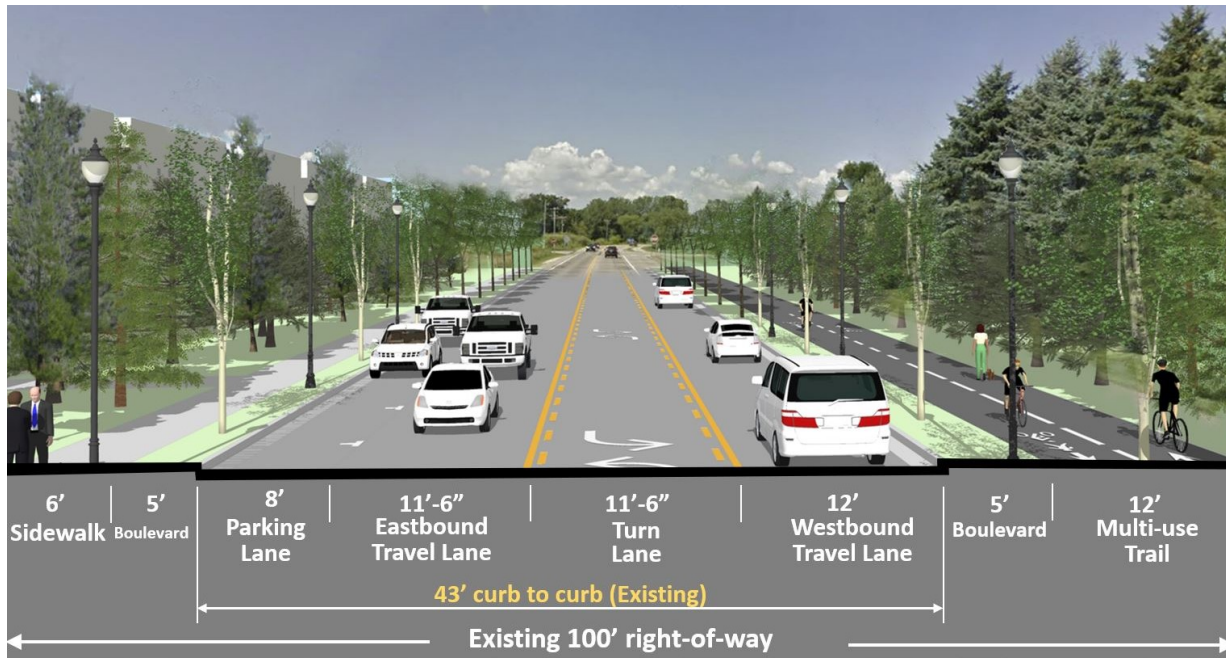
1. Ensure that the mobility of existing arterial streets is not degraded.
2. Provide alternate routes for automobiles to disperse traffic away from the intersection of 4th Street and Helmo Avenue N.
3. Establish intimately-scaled blocks that support walking and biking to transit, parks/open space, and commercial uses located at the BRT station.
4. Minimize impacts on existing neighborhoods with improved walking and biking access to station area destinations.
5. Provide direct and convenient access to the future BRT station for all transportation modes.

G. Neighborhood Access Route Performance Standards

1. 4th Street North (Figure 12)
 - a. A landscaped boulevard and 4-foot widened asphalt paved multi-use trail shall be located on the north side of the roadway.
 - b. Pedestrian-scaled street lighting and street trees shall be located between the curb and the multi-use trail.
 - c. The existing three-lane roadway may be re-stripped to include a curbside parking lane on the south side of the roadway. Existing shoulder-to-curb dimensions allow for addition of the parking lane and adequate travel lanes for autos.
 - d. A sidewalk with landscaped boulevard on the south side of the roadway shall be constructed with future development.

- e. A 30-foot landscape setback is required between the edge of the curb and building frontages along 4th Street to maintain and enhance the character of the landscaped roadway and compatibility with existing development. A layering of dense evergreen and deciduous plantings is required in the setback and shall be of similar variety and characteristics to the existing roadway plantings.

FIGURE 12. 4TH STREET N. (LOOKING WEST)



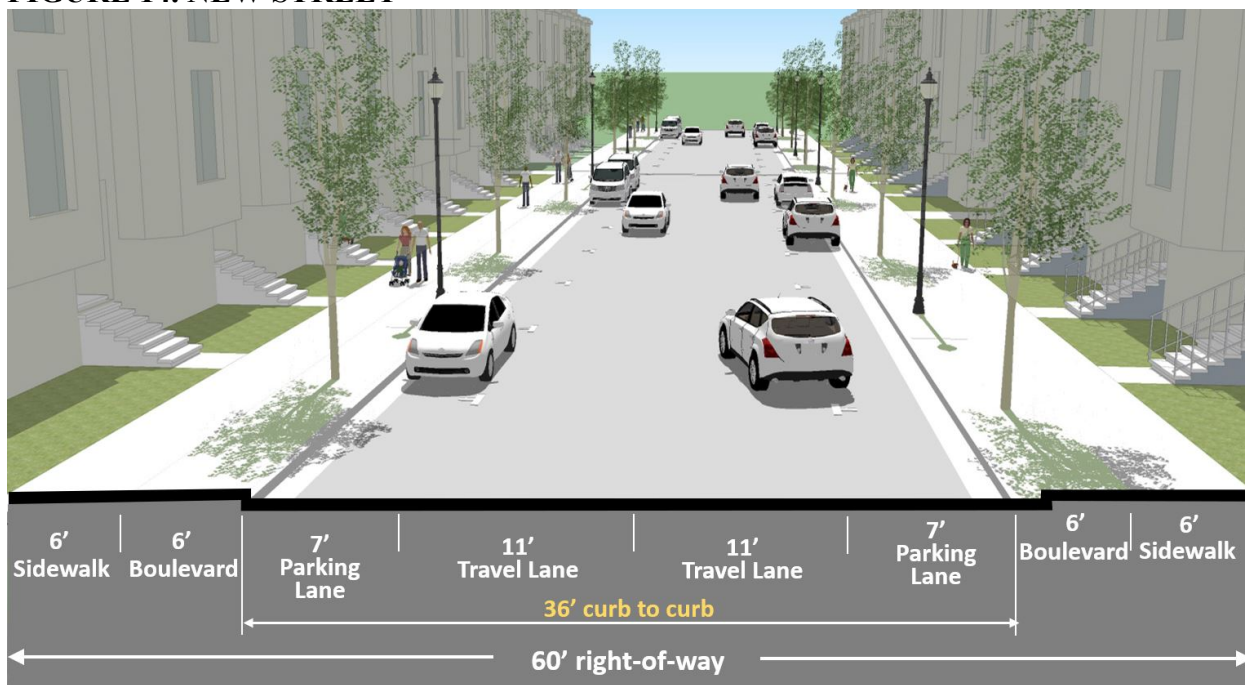
2. 3rd Street North (Figure 13)
 - a. The existing travel lanes shall be reduced from 17'-6" to 11'-6" (6-foot reduction for each lane) and an 8-foot parking lane shall be added along the north side of the street.
 - b. The north side curb shall be relocated and replaced, thereby reducing the curb- to-curb distance from 35 feet to 31 feet.
 - c. A new ten-foot multi-use trail shall be located between the boulevard and residential development on the north side of the street.
 - d. Pedestrian-scaled street lighting shall be added on both sides of the street.

FIGURE 13. 3RD STREET N. (LOOKING WEST)



3. New Streets 2nd Street N., etc. (Figure 14)
 - a. New streets shall consist of a two-lane roadway with curbside parking on both sides of the street.
 - b. Sidewalks and boulevards with street trees shall be located adjacent to curbside parking on both sides of the street.
 - c. Pedestrian-scaled street lighting shall be located between the curb and sidewalk

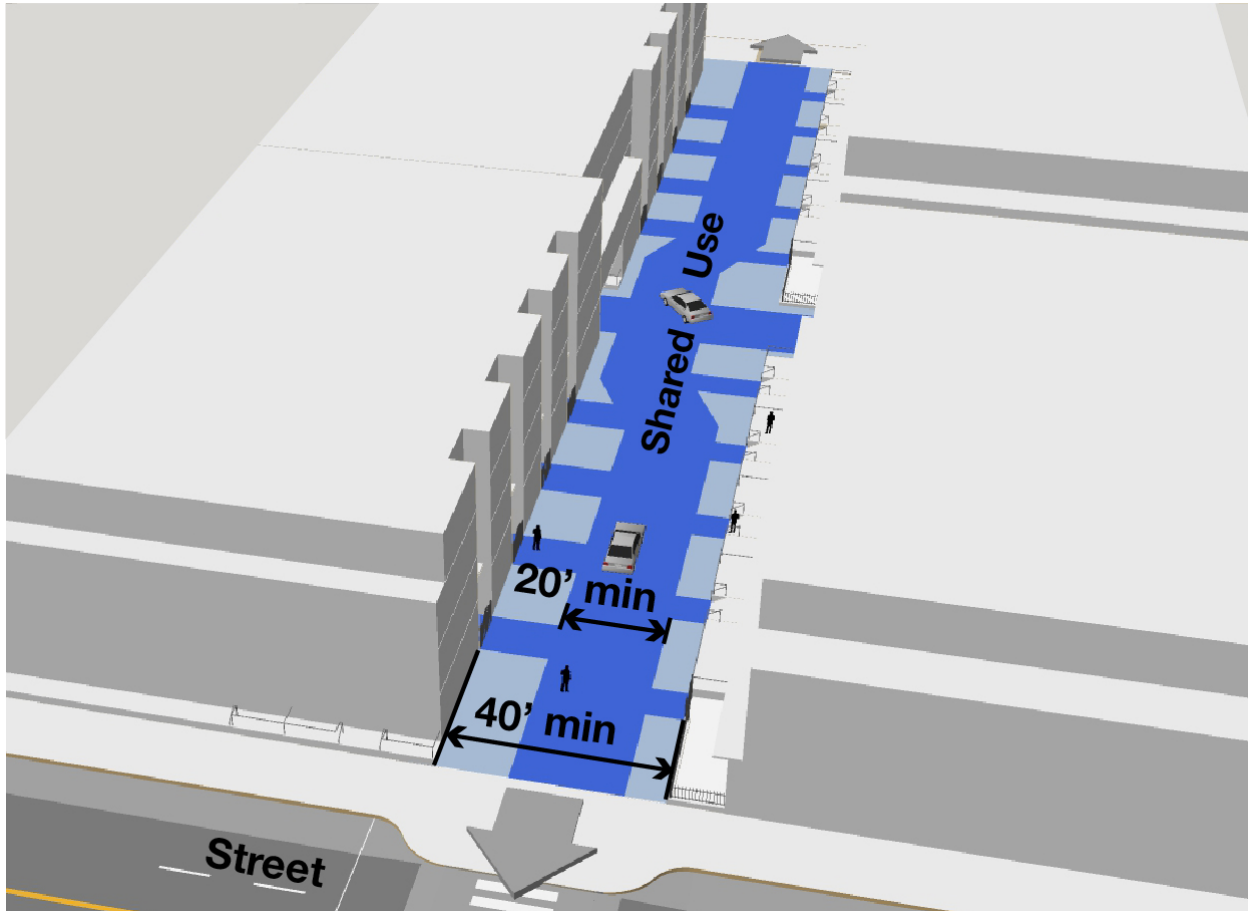
FIGURE 14. NEW STREET



4. Access Ways (Figure 15)
 - a. Access ways shall have a maximum overall width of 40 feet.

- b. Access ways shall consist of a maximum 20-foot paved shared-use pathway for autos, pedestrians and bicycles, and fire vehicle access.
- c. 10-foot wide landscaped plantings beds shall be located between the building and the shared-use pathway; this area may include paved seating areas for outdoor activity and gathering.

FIGURE 15. ACCESS WAY



City of Oakdale Chapter 25 of the Zoning Code

APPENDIX C. WB-PUD

WILLOWBROOKE PLANNED UNIT DEVELOPMENT DESIGN STANDARDS

Willowbrooke Planned Unit Development District Design Standards

1. PURPOSE

- a. The purpose of the Willowbrooke Planned Unit Development District (WB-PUD) is to:
 - i. Provide the background regarding the planning process that resulted in the 3M Foundation Small Area Plan (Willowbrooke neighborhood).
 - ii. Specify the design standards for Land Use, Circulation, and Parks and Open Space to ensure substantial conformity with the 3M Foundation Small Area Plan for property that is zoned WB-PUD.

2. ADMINISTRATION

- a. Development of property zoned WB-PUD shall follow the procedures in Sec.25-3-1100 of the Oakdale Zoning Code with specific procedures as follows:
 - i. The Council Approved Conceptual Master Plan depicted in Figure 2 shall constitute the Concept Plan referenced in Sec. 25-3-1100(b) of the Oakdale Zoning Code.
 - ii. The developer shall submit a Detailed Development Plan/Preliminary Plat per Sec.25-3-1100(d) of the Oakdale Zoning Code. The Detailed Development Plan/Preliminary Plat shall be evaluated for substantial conformance with these Standards and the Concept Plan.
 - iii. The Detailed Development Plan shall be incorporated as part of the WB-PUD re-zoning process.
- b. All submittals for platting, subdivision, and site development of property that is zoned WB-PUD shall be in substantial conformance with these Design Standards, as determined by the City Council.

3. INTRODUCTION

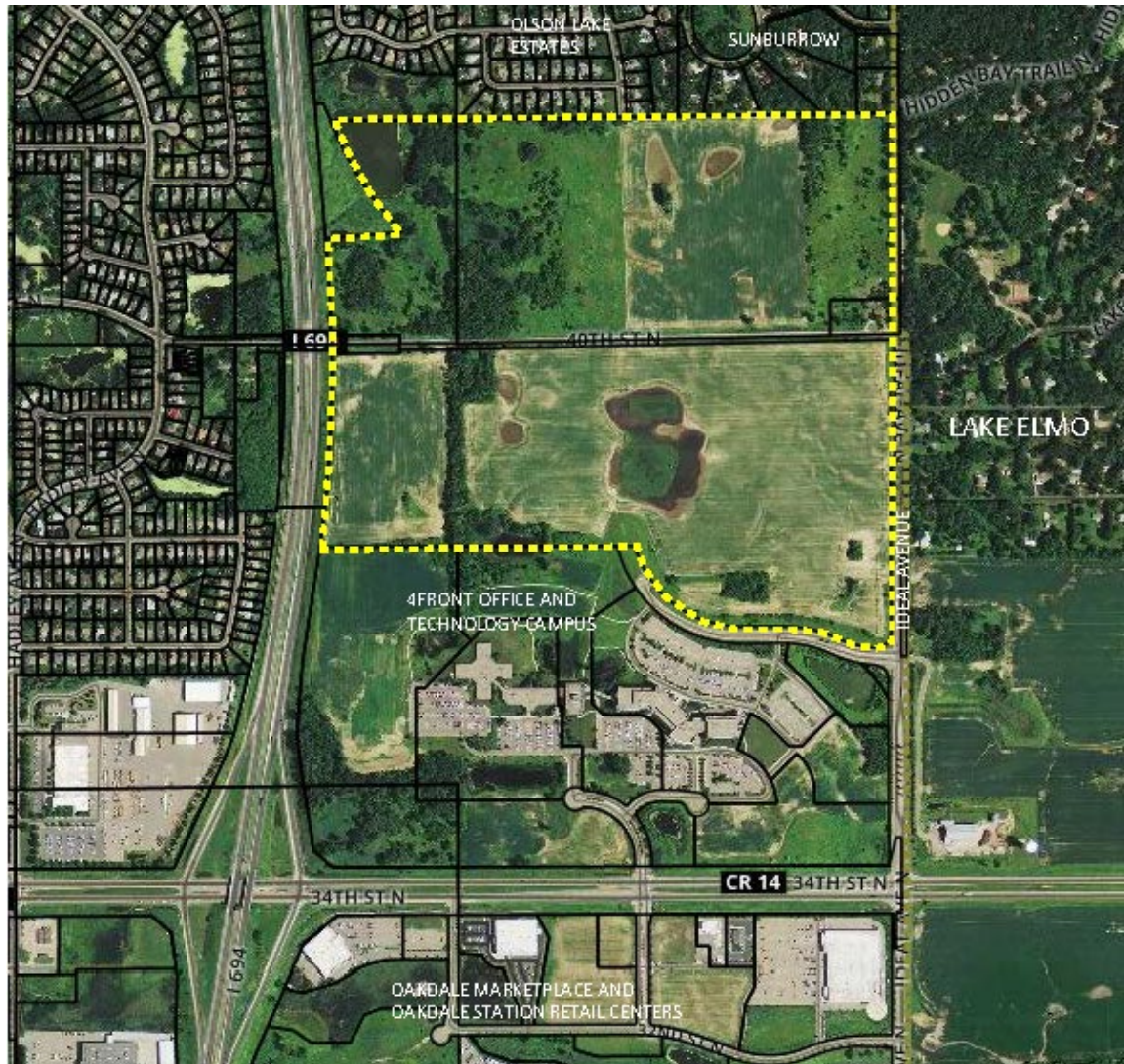
The Small Area Plan accepted by the City Council in September 2017 provides the land use, circulation, and park and open space framework for development of a new residential neighborhood as depicted in the Conceptual Master Plan (the "Plan"). This WB-PUD Zoning District is the outcome of a Small Area Plan for approximately 208 acres to create a new residential neighborhood with a variety of housing types and densities situated within an interconnected park and open space system.

a. SITE LOCATION

The neighborhood is located east of Interstate Highway 694 and is situated on either side of 40th Street North (Figure 1.). Ideal Avenue North (CSAH 13) runs along the eastern edge of the property and is the municipal border between Oakdale and Lake Elmo. Residential neighborhoods border the site to the north, east, and west of Hwy 694. The 4Front Technology and Office campus sits on approximately 122 acres to the south. The Oakdale Marketplace and Oakdale Station retail areas are located south of County Road 14 (within a half-mile of the site) providing a range of goods and services.

The neighborhood contains several wetlands, scattered forested areas, and portions of the site have been farmed. An underground utility pipeline bisects the site from north to south and a second underground utility pipeline crosses the northeastern corner of the site.

FIGURE 1. SITE LOCATION



b. SITE HISTORY AND CONTEXT

The site was part of a larger property purchased by the 3M Company in the late 1960's. The land was held in order to provide for a future corporate campus expansion. In 1975, the City of Oakdale approved plans for a future business campus that would house approximately 18,000 employees. The campus would consist of 9.5 million square feet of office buildings, with 7.5 million square feet located in Oakdale and 2 million square feet on adjacent property in Lake Elmo.

By 1996, 3M had determined that the planned expansion would not occur on the land. The master plan was revised to cover solely the property in Oakdale and eventually accommodate 1.8 million square feet in a multi-use business park. The southern portion of the site was sold to Imation, a spin-off business of 3M. Imation constructed a new building on the eastern portion of the site to house their world headquarters.

In April 2016, the 3M Foundation informed the City of their intention to sell the approximately 208 acres north of the Imation campus. With market demand currently higher for residential development and the fact that there had been no industrial development in the area for the

previous 50 years, the City Council indicated their willingness to consider a change in land use to residential.

In December 2016, Imation sold their campus and surrounding acreage to Slumberland. In 2017, Slumberland re-branded the business park as the 4Front Technology and Office Campus with the intention to form a hub for multiple companies and industries. Approximately 65 acres are available for further office/industrial development around the campus.

c. **SMALL AREA PLANNING PROCESS**

In August 2016, the City Council initiated a Small Area Planning process for the site. The process proceeded in four phases:

- Phase 1: Background Research – Site History; Land Characteristics; Infrastructure Analysis; Market Research; Parks and Open Space Evaluation; Housing Needs and Opportunities; Regulatory Requirements
- Phase 2: Issue Identification, Goals, Vision – Engage Stakeholders; Prepare Vision Statement; Establish Goals and Policies
- Phase 3: Concept Plan Review – Prepare and Evaluate three schematic concept alternatives for a new neighborhood; Refine concept and Approve Conceptual Master Plan
- Phase 4: Comprehensive Plan Amendment/Rezoning to PUD – Complete the required environmental analysis (Alternative Urban Area-wide Review); Compile Small Area Plan Document (including Design Framework); Amend the Comprehensive Plan and Rezone the Site to be consistent with the approved Small Area Plan

The City Council accepted the final Conceptual Master Plan in September 2017 and approved an amendment to the 2030 Comprehensive Plan in May 2018. The Small Area Plan has been incorporated into the Oakdale 2040 Comprehensive Plan as Appendix D.

d. **CONCEPTUAL MASTER PLAN GOALS AND VISION**

The Conceptual Master Plan has been developed to achieve specific goals identified during the planning process. The following goals have been adopted by the City Council for the site:

GENERAL GOALS

1. To conduct an effective and organized planning process that includes timely opportunities for the participation of all stakeholders and supports the City Council's decision making at every project milestone.
2. Take full advantage of the opportunity to masterplan this large property to build the City's tax base and create an attractive, cohesive neighborhood, efficiently served by public infrastructure and enhanced by an interconnected, multi-purpose open space system.

LAND USE

1. Realize the opportunity to reimagine the City's preferred land uses on this property and re-guide the land use designations to reflect this new vision.
2. Achieve a successfully integrated mixture of land uses that responds to market opportunities and takes full advantage of the property's potential.

HOUSING

1. Provide a variety of housing choices, types, styles, and price points to serve current and future residents' needs and preferences at different stages of their life cycle, with an emphasis on market supported move-up housing.
2. Select housing products that support Oakdale's economic development opportunities with an eye towards the future expansion of the 4Front Technology and Office Campus.

TRANSPORTATION

1. Design and build a network of roadways and trails, to create a multi-modal transportation system with connections to parks, the Gateway trail, employment and shopping opportunities.
2. Emphasize accessibility for people of all ages and abilities.
3. Fully support pedestrian and bicycle infrastructure to promote active and healthy living.

PARKS, OPEN SPACE AND AMENITIES

1. Create and maintain an integrated system of active and passive recreation spaces.
2. Conserve, restore and augment natural resources, including native and indigenous trees and grasses to support wildlife habitat, clean air, and water quality.
3. Explore the opportunities for innovative natural resource based storm water management.

SUSTAINABILITY & RESILIENCY

1. Promote inclusivity and fairness in all land use, housing, and transportation decision-making.
2. Plan infrastructure to promote resilience and sustainability.
3. Promote healthy living, locally grown food, clean energy, air, and water quality.

These goals are illustrated in the Conceptual Master Plan (Figure 2) through the arrangement of and relationship between the streets, areas for housing, and organization of the parks, trails, and open space system.

The vision for the neighborhood is designed around an interconnected open space system that allows for preservation and enhancement of existing natural features, allows bicyclists and pedestrians to move through the open space system, provides for stormwater treatment and infiltration, and gives all housing areas access to a dispersed park system – essentially, providing “homes in a park”. The design principles Fredrick Law Olmsted used to develop the Emerald Necklace in Boston informed this Plan, as well as the principles of the Radburn super block in New Jersey.

The passive and active open spaces are located to maximize the benefits of existing wetlands, proposed stormwater ponds, and the pipeline easement corridors. Nearly every lot has views of open space amenities and has direct access to a sidewalk, trail, or both.

The theme of “homes in a park” and the “Emerald Necklace” translates into the circulation system by providing views of open space at T-intersections, curvilinear roadways to calm traffic, allowing for on-street parking rather than concentrated parking lots for park and open space access, and incorporating a sidewalk and trail system throughout the neighborhood to give priority to pedestrians and bikers, on par with the automobile, and provide a healthy alternative to automobile transportation.

The Plan provides areas for a range of housing types and densities with lower-density housing generally adjacent to existing neighborhoods and medium- and higher-density housing adjacent to open space amenities and the employment opportunities at the 4Front Technology and Office Campus.

FIGURE 2. COUNCIL APPROVED CONCEPTUAL MASTER PLAN



e. **CONSISTENCY WITH THE COMPREHENSIVE PLAN**

The City's Comprehensive Plan was amended on May 22, 2018 guiding the future land use of the project area toward a mixed-residential neighborhood that includes low- and medium-density single-family residential uses (4-8 dwelling units per acre) and high density multi-family residential uses (35-55 dwelling units per acre) organized in distinctive neighborhoods that integrate parks, trails, and open space in the form of one cohesive development. The Small Area Plan was incorporated into the Oakdale 2040 Comprehensive Plan as Appendix D.

The Small Area Plan achieves the following 2040 Comprehensive Plan goals:

Land Use Goal 2: Certain policies shall guide the City's actions in ensuring the redevelopment and development of certain parcels and areas.

Policy 1: The City shall prepare small area and redevelopment plans that include elements such as, but not limited to, land use, intensity and location, roads, trail and sidewalks, open space, public utilities, and transit.

Transportation Goal 4: Sidewalks, trails, and bikeways shall be connected within the city and between adjacent cities.

Policy 6: Support the rehabilitation and reconstruction of complete streets that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Parks and Trails Goal 2: Recreational programming, park facilities and open space shall be accessible to all physical abilities and incomes.

Policy 1. Develop a plan to ensure programming, parks and open spaces are accessible for all abilities and incomes.

Policy 2. Develop a plan to ensure the public use of open space, including wetlands, is open to all pedestrians and bicyclists.

Parks and Trails Goal 3: Parks shall be integrated into the City's pedestrian system.

Policy 1. The City shall develop a plan to connect parks to each other via the City's trail and sidewalk system.

Housing Goal 1: All people, regardless of age, income, family status, ability, race or ethnicity, shall have realizable choices and access to a safe, stable, and affordable home.

Housing Choice Policies

Policy 1. Guide and zone land to facilitate and promote the construction of a full range of housing choices to include single-family detached homes, twin homes, townhomes, duplexes-fourplexes, and multifamily buildings.

Policy 2. Promote the development of a variety of housing types within close proximity and safe pedestrian access to shopping and services, including transit, and schools, parks, trails, and open space.

4. LAND USE

- a. Land uses and the development framework for the new neighborhood is shown on Figure 3. The land uses include High-Density Residential, Medium-Density Residential, and Low-Density Residential. The density generally decreases from the interface with the 4Front campus on the south and the I-694 corridor to the west, to lower density housing in the northern portion of the neighborhood.

FIGURE 3. LAND USE FRAMEWORK



TABLE 1. RESIDENTIAL DEVELOPMENT SUMMARY, REQUIRED DENSITY, PERMITTED USES, AND PERFORMANCE STANDARDS

	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL
DENSITY¹	3-5 DU/Ac	5-15 DU/Ac	35-55 DU/Ac
NET ACRES	38.9	24.0	34.7
DEVELOPMENT TOTAL	183	181	1,046
LOT WIDTH	60-65 feet	40-55 feet (excluding townhomes)	N/A
LOT DEPTH	110 -130 feet ²	N/A	N/A
PERMITTED USES	Single-family detached dwellings	Single-family; Two-family; Townhomes	Multifamily Buildings; Townhomes
ACCESSORY USES	Private residential recreation equipment and facilities; storage sheds (limited to 120 square feet). Accessory Dwelling Units ³ (limited to less than 50% of the floor area of the primary dwelling) and in compliance with the criteria set forth in Sec. 25-23(c)(3). Accessory Dwelling Units shall not be let for occupancy as defined in Sec. 7-5.1.	Private residential recreation equipment and facilities; storage sheds (limited to 120 square feet)	Private residential recreation equipment and facilities; accessory buildings (including detached trash enclosures)

¹Dwelling Units per Acre

²Single-family low density lots abutting Olson Lake Estates and Sunburrow shall have a minimum lot depth of 130 feet

³An Accessory Dwelling Unit is a subordinate secondary dwelling unit that is attached to and located on the same lot as the primary dwelling.

SINGLE FAMILY PERFORMANCE STANDARDS¹

	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL
SETBACKS		
FRONT	25 feet	25 feet
INTERIOR SIDE	5 feet	5 feet
CORNER SIDE	10 feet	10 feet
REAR ABUTTING LOT	30 feet ²	20 feet
REAR ABUTTING GREEN SPACE	15 feet	20 feet
BUILDING HEIGHT	40 feet	40 feet
REQUIRED PARKING	2 off-street spaces	2 off-street spaces

¹See also Sec.4.b.

²Single-family low density lots abutting Olson Lake Estates and Sunborrow shall have a minimum rear yard setback of 50 feet.

MEDIUM DENSITY TOWNHOME PERFORMANCE STANDARDS¹

SETBACKS	
FRONT	10 feet
FRONT OF BUILDING TO FRONT OF FACING BUILDING	10 feet
SIDE OF BUILDING TO FRONT OF FACING BUILDING	40 feet
REAR	10 feet
REAR OF BUILDING TO REAR OF OPPOSITE BUILDING	60 feet
GARAGE TO CURB	24 feet
BUILDING HEIGHT	N/A
REQUIRED PARKING	2 off-street spaces

¹See also Sec.4.b.

HIGH DENSITY MULTIFAMILY PERFORMANCE STANDARDS¹

LOCAL STREET RIGHT-OF-WAY	30 feet
COLLECTOR STREET RIGHT-OF-WAY	35 feet
I-694 RIGHT-OF-WAY	60 feet
BUILDING HEIGHT	N/A
REQUIRED PARKING	1.5 – 2.0 spaces/unit

¹See also Sec.4.b.

b. LOW- AND MEDIUM-DENSITY RESIDENTIAL PERFORMANCE STANDARDS

- i. Low-Density Residential housing areas are located north of 40th Street North and feature large areas of interconnected trails, parks with recreational amenities, and open space with throughout the neighborhoods.
- ii. Medium-Density Residential areas are located south of 40th Street North and provide neighborhoods that may feature detached single-family homes on smaller lots as well as twinhomes/two-family detached dwellings and/or townhomes. These areas feature smaller neighborhood parks and open space, and off-street trail systems connecting to larger open spaces and a central community park.
- iii. Single-family lots adjacent to the existing neighborhood to the north (Olson Lake Estates and Sunburrow) shall have a greater lot depth to provide a rear-yard buffer between developments.
- iv. Lots with Double Street Frontages
 1. Double fronted lots shall be very limited. Less than 5% of total single- and two-family lots are to be such "double frontage lots" as illustrated on the Plan. If and where such lots are created, fencing along the rear property boundary shall comply with the standards applicable to rear yards abutting public open space contained in this manual.

c. HIGH-DENSITY RESIDENTIAL PERFORMANCE STANDARDS

- i. High-Density Residential housing areas are located on the west and southeast areas of the property adjacent to park and open space amenities as well as employment and retail/service areas. These areas provide for townhomes and multi-family residential buildings.
- ii. Building Materials and Architectural Standards
 1. Exterior surface materials of residential buildings shall be subject to the standards for Office and Commercial buildings in Sec. 25-175(c) of the Oakdale Zoning Code.
 2. All building fronts shall include a minimum of four (4) from the following:
 - a. Architectural detailing, such as cornice, awning, parapet, or columns.
 - b. A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of one hundred fifty (150) square feet around the door entrance. Entrances shall be clearly articulated and obvious from the street or sidewalk.
 - c. Contrasting, yet complementary material colors.
 - d. A combination of horizontal and vertical design features.
 - e. Irregular building shapes.
 - f. Horizontal offsets of at least 4 feet in depth.
 - g. Vertical offsets in the roofline of at least 4 feet.
 - h. Fenestration at the first floor level which is recessed horizontally at least 1 foot into the façade.
 - i. Varying roof lines and roof accents.
 - j. Other similar architectural features in the overall architectural concept.
 3. Multi-story buildings shall have the ground floor distinguished from the upper floors by having one or more of the following:
 - a. Awning
 - b. Trellis
 - c. Arcade
 - d. Window lintels
 - e. Intermediate cornice line
 - f. Brick detailing such as quoins or corbels
- iii. Additional Performance Standards
 1. Screening of Utilities

- a. All mechanical equipment located on the roof or around the perimeter shall be screened from ground level view with materials that are comparable and compatible with that of the exterior building materials. Mechanical equipment located on the roof shall be screened at a distance of 2.5 times the height of the building.
 - 1) A raised parapet or other architectural feature that is an integral part of the building is encouraged as a method of screening for rooftop mechanical equipment or to soften the rooftop view.
 - 2) Screening for rooftop mechanical equipment shall incorporate similar architectural features of the building and/or be constructed of a material and color compatible with other elements of the building.
 - b. All ground mechanical equipment shall be one hundred percent (100%) screened from view by opaque landscaping or a screen wall shall be provided to be compatible with the architectural treatment of the principal building.
2. Trash Handling
- a. All trash, recycling and related handling equipment shall be stored within the principal structure, within an attached structure accessible from within the principal structure, or within an unattached structure. Such attached storage area shall be separated from the principal structure by a firewall. Recycling areas shall also be provided. Trash, recycling, and rubbish receptacles shall be totally screened from eye level view from public streets and adjacent residential properties. Attached and detached structures shall be of the same material and architecturally harmonious with principal structure and shall be enclosed by a roof and readily served through an opaque door or gate system properly designed and constructed for abusive use.
3. Site Amenities
- a. All multi-family housing development shall incorporate at least three of the following:
 - 1) Patterned materials on walkways (on-site)
 - 2) Bicycle racks
 - 3) Trash receptacles (decorative)
 - 4) Pedestrian lighting
 - 5) Fountains, sculptures, mobiles, kiosks, or banners
 - 6) Flower boxes, or container landscaping
4. Parking Lots and Circulation
- a. All parking for the development shall conform to the standards in Sec. 25- 161(b) of the Oakdale Zoning Code.
 - b. Within a private development, walkways shall be provided to separate pedestrians and vehicles and shall link ground level doorways within the site to the main building entry point, parking lot, and public sidewalks.
 - c. Where pedestrian walks cross drive aisles, they shall be clearly marked with signage, special paving and/or striping, landscaping or similar methods.
5. Landscaping
- a. All development shall conform to the standards for landscaping in Sec. 25-175 (h) items (1)-(10) of the Oakdale Zoning Code.
6. Lighting
- a. All exterior lighting shall be designed and arranged to direct illumination away from adjacent properties. All exterior lighting shall be arranged and designed to illuminate directly below or inboard of the property lines of the site such that the point source of light is not directly discernable by pedestrian or vehicular traffic in the public right of way. Site lighting shall have a maximum height of 30' to the illumination source. Lighting shall be designed such that there is a maximum 0.5 foot-candles at any property line. No offsite glare will be allowed. A photometric

plan inclusive of all site lighting and specification sheets for each lighting fixture shall be submitted for review.

7. Noise Mitigation

- a. Interstate 694 forms the western boundary of the Plan area. Development adjacent to this edge shall utilize grading, landscaping, building orientation and other site planning techniques to provide noise mitigation.
- b. The architectural design shall avoid the orientation of living spaces to this noise source, to the extent possible, and incorporate noise insulation and other building techniques and features to meet applicable Federal and State indoor noise standards.
- c. Site design and building orientation shall, to the extent possible, locate private recreational facilities and exterior balconies away from the noise source.

d. GENERAL PERFORMANCE STANDARDS FOR ALL RESIDENTIAL USES

i. Landscape Requirements

1. Essential to the aspirations of the Plan is the establishment and maintenance of a healthy and sustainable urban forest and prairie landscape to meet the stated goal to conserve, restore and augment natural resources, including native and indigenous trees and grasses to support wildlife habitat, clean air, and water quality.
 - a. The approved PUD incorporates by reference in full the Willowbrooke Landscape Framework Plan, which specifies the landscape typologies, landscape plan, and tree palette.
 - b. The Willowbrooke Landscape Framework Plan includes an approved plant list for trees and shrubs and identifies areas for prairie and alternative turf lawn establishment.
 - c. The Willowbrooke Landscape Framework Plan specifies the location and minimum number of street trees and trees to be established in the parks and open spaces to meet the overall urban forest character that is inherent to the Plan.
 - d. The Willowbrooke Landscape Framework Plan design ensures a healthy diversity of plant species within the landscape typologies described in the Plan.
2. Private property owners are strongly encouraged to utilize the approved tree palette, native and native cultivar prairie plantings, and alternative turf lawns for landscaping within their lots.
 - a. Fertilizer. Excess fertilizer causes weeds in native plantings and cause declines in water quality.
 - i. A slow release fertilizer (Milorganite for example) shall be used when fertilization is absolutely necessary.
 - ii. Fertilizers are also carried by the discharge of lawn waste into natural areas. Lawn clippings shall not be discharged into the prairie and lawn wastes (e.g. pet waste, leaves, twigs, grass-clippings) shall not be placed in the prairie areas.

ii. Signage

1. Identity and Entry Setting Monument Signage

- a. Project identity signage will be allowed at key locations throughout the neighborhoods, upon approval of a PUD Signage Plan.
- b. Monument signs shall be incorporated into an approved landscape plan.
- c. A sign permit will be required for all signage installation and future signage changes.

- iii. Private Fences Abutting Public Trails, Parks, and Open Space
 - 1. Fencing on private lots and multifamily grounds adjacent to public trails, parks, and open space is permitted to indicate the transition between public and private land and provide a level of security for children and small pets.
 - 2. Where yards abut parks, trails, and open space, fencing may be allowed subject to material and height standards to promote the feeling of homes in a park and provide more visibility of park land from homes to enhance safety.
 - 3. Private yards abutting open space are intended to be visually integrated into the park and open space system preserving views from homes and the aesthetic character of a continuous park-like setting.
 - 4. Fences along property lines abutting trails and open space are not intended to provide total visual privacy on private property (see Figures 4-7).
 - a. Taller and more opaque privacy fences are allowed within yard areas, provided they are set back at least 20 feet from the rear property line and at least 10 feet from the side property line. Opaque fences are not permitted in front yards except for small sections that may screen utilities.
 - b. Height: Boundary line fences adjacent to public open space shall not exceed three feet six inches (3'6") in height in the front and side yards, and shall not exceed five feet (5') in height in the rear yard (at the rear setback line or the rear of the house). Height is measured to the top of rail the fence structure (see Figure 6). Fencing shall step horizontally with the grade (see Figure 7.).
 - c. Materials: Fence materials shall be the same or similar in material, design, and color along contiguous property boundaries abutting public open space.
 - d. Transparency: Fences shall be a minimum of 50 percent transparent.
 - 5. Property owners are encouraged to use landscaping including trees, shrubs, and vines for enhanced screening and the framing of key view corridors.
 - 6. All other residential boundary line fences shall conform to the requirements in Sec. 25-159(a)-(c).

FIGURE 4. FENCES ABUTTING TRAILS AND OPEN SPACE: HEIGHT AND LOCATIONAL STANDARDS



FIGURE 5. FENCE HEIGHT, LOCATION, TRANSPARENCY

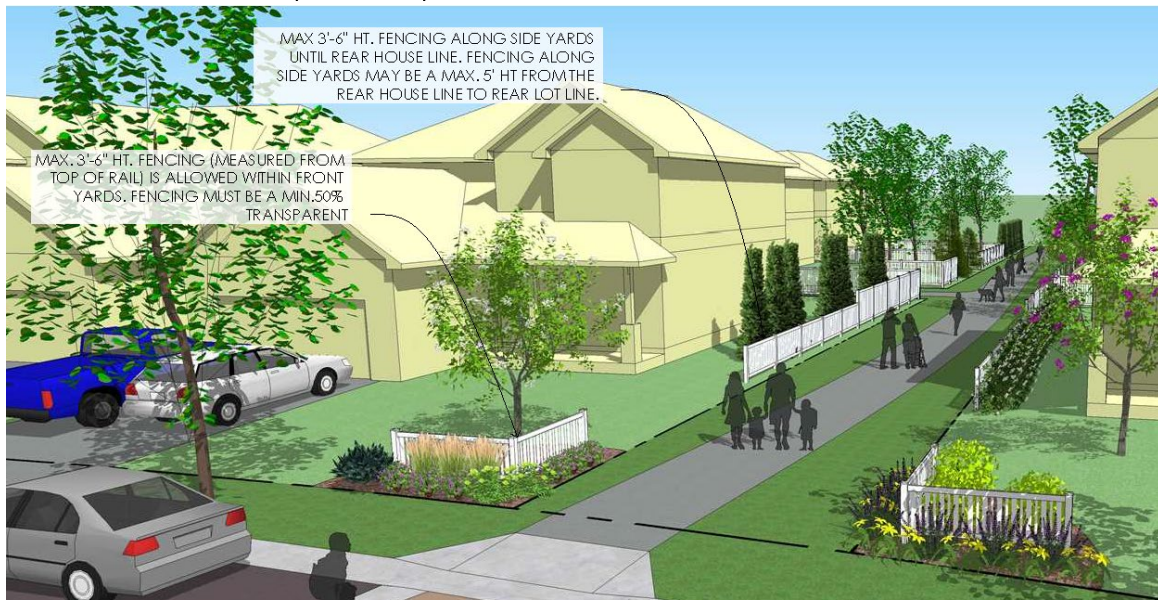


FIGURE 6. FENCE HEIGHT MEASUREMENT



FIGURE 7. EXAMPLE: FENCE STEPPING DOWN WITH GRADE



5. CIRCULATION

- a. Roadways through the new neighborhood are designed to have a parkway feel with wide boulevards and views of open space adjacent to the roadway and at T-intersections (Figure 8.). Parking is provided on-street on one or both sides of the roadway. Sidewalks and trails are located at the outer edge of the right-of-way to provide maximum area for boulevards and tree planting along the roadway. These features, along with traffic circles, are essential elements that calm traffic and provide a safer and more enjoyable residential environment while providing for efficient automobile circulation. Any proposed modifications to the circulation system shall be in substantial conformance with the circulation framework.

FIGURE 8. CIRCULATION FRAMEWORK

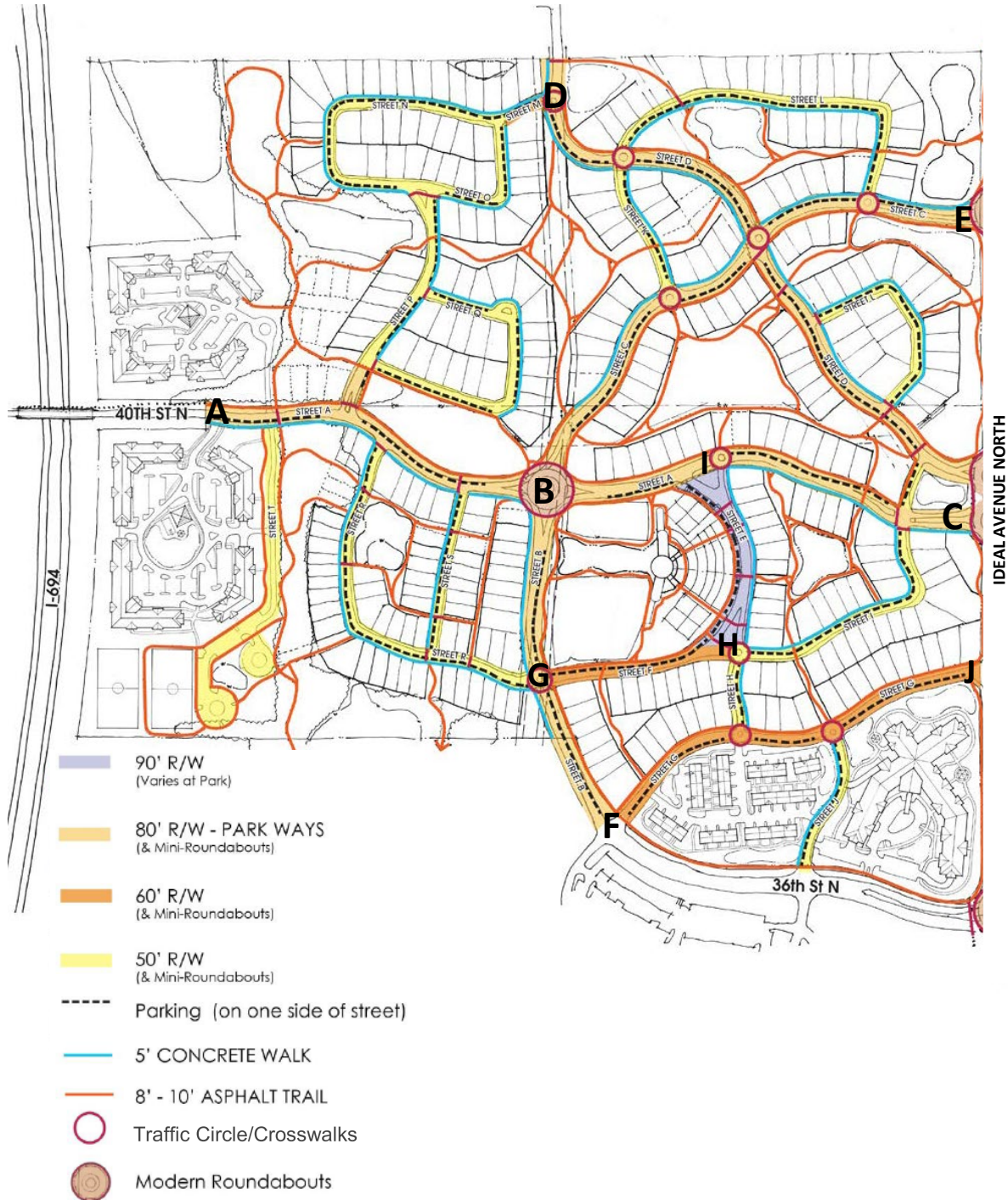


TABLE 2. CIRCULATION STANDARDS

SEGMENT	RIGHT-OF-WAY WIDTH	CROSS-SECTION
G – H (CENTRAL PARK)	90 FEET	FIGURE 10
A – B – C (40 th STREET NORTH)	80 FEET	FIGURE 11
B – G – F (36 th ST. N. TO 40 th ST. N.)	80 FEET	FIGURE 11
C – D (IDEAL – HELMO)	80 FEET	FIGURE 12
B – E (36 th STREET EXTENSION)	80 FEET	FIGURE 12
F- J AND G-H	60 FEET	FIGURE 13
LOCAL STREETS	50 FEET	FIGURES 14 AND 15

b. CIRCULATION PERFORMANCE STANDARDS**i. Existing Roadway: 40th Street North**

1. 40th Street North shall be redesigned concurrent with the development of the site.
 - a. The roadway is envisioned as a main east-west connection between Hadley Avenue North and Ideal Avenue North at Lake Jane Trail.
 - b. The roadway is designated as a parkway with wide boulevards, parks and open space immediately adjacent along the majority of the road, and a signature roundabout feature.

ii. Internal and External Connectivity

1. Collector streets (parkways with 80ft. right-of-way) shall be designed to connect existing streets on the periphery of the neighborhood as follows:
 - a. 40th Street North shall connect to Lake Jane Trail at Ideal Avenue (A-B-C on Figure 8.).
 - b. Helmo Avenue North shall connect to Ideal Avenue North at Lake Jane Trail (D-C on Figure 8.).
 - c. 36th Street North shall connect to 40th Street North at the central roundabout (B – G – F on Figure 8.). This roadway shall extend northeastward to connect to Ideal Avenue across from Pebble Park (B-E on Figure 8.).
2. Connections to Ideal Avenue North shall substantially conform with the configuration shown on Figure 16 with connections at 38th Street North, 40th St. N./Lake Jane Trail, and one northern connection approximately across from Pebble Park.
3. Local streets (50ft. and 60ft. rights-of-way) shall provide connectivity between neighborhoods and to collector Streets.
 - a. Block lengths, to the extent practicable and in substantial conformance with Figure 8, shall not exceed 600-700 feet or 10 lots (whichever is lesser) between intersections or major curves.

iii. Parkway Character

1. The Plan illustrates streets exposed to park or open space views strategically located on one side or both sides of the roadway. A minimum of 50% of parkways (80' and 90' ROW) shall meet this criterion.

iv. Curvilinear Streets

1. A minimum of 80% of the streets within the project area shall be designed with a curvilinear form, as illustrated in Figure 8. Variations from alignments shown may be

- approved where storm water management issues, or other valid civil engineering issues justify the change.
2. Except where shown on Figure 8, straight street segments exceeding 300 feet are not allowed within the Plan area.
- v. Intersections
- “T” Intersections are emphasized throughout the Plan. Where four-way and multilane intersections occur, round-a-bouts and mini-round-a-bouts are to be used. It is recommended a minimum of 74% of intersections in the development be “T” intersections, per the Plan.
1. T-Intersections with open space views
 - a. Where “T” Intersections occur, it is recommended to have the focus of a drivers’ eyes on the open space and trail amenities adjacent to the roadway.
 - b. A minimum 76% of “T” Intersections shall have an open space amenity focus and sightlines to landscaped areas, trails, and parkland beyond.
 2. Roundabouts and Mini-roundabouts
 - a. The Plan illustrates roundabouts at the majority of intersections in the development as a traffic calming strategy that also facilitates the safe movement of vehicles.
 - b. The islands of the roundabouts may be used for branding, identity, sculpture and/or planting, with grading to create and reinforce visual interest and restrict cross-roundabout views. Such design shall be reviewed by the City Engineer/Public works director to ensure safety and maintenance requirements are met.
- vi. Trail Crossings at Streets
1. The Plan illustrates frequent sidewalk and trail crossings located at street intersections and intermittently along streets, as shown on Figure 8. Such crossings accomplish the Plan’s goals of providing continuity of linked park and open space, and support traffic speed calming.
 2. Raised pavement and special pavement marking may be utilized at trail crossings (Figure 9.).
 3. Pedestrian crossing signs with motion-activated, or pedestrian-controlled crossing lights, or comparable safety devices as approved by the City, are required on all collector and sub-collector routes, at a minimum.

FIGURE 9. MID-BLOCK TRAIL CROSSING



c. STREET SECTIONS

The following figures illustrate typical roadway cross sections for roadway types shown in Figure 8 and described in Table 2.

FIGURE 10. 90FT RIGHT-OF-WAY AT THE CENTRAL COMMONS PARK

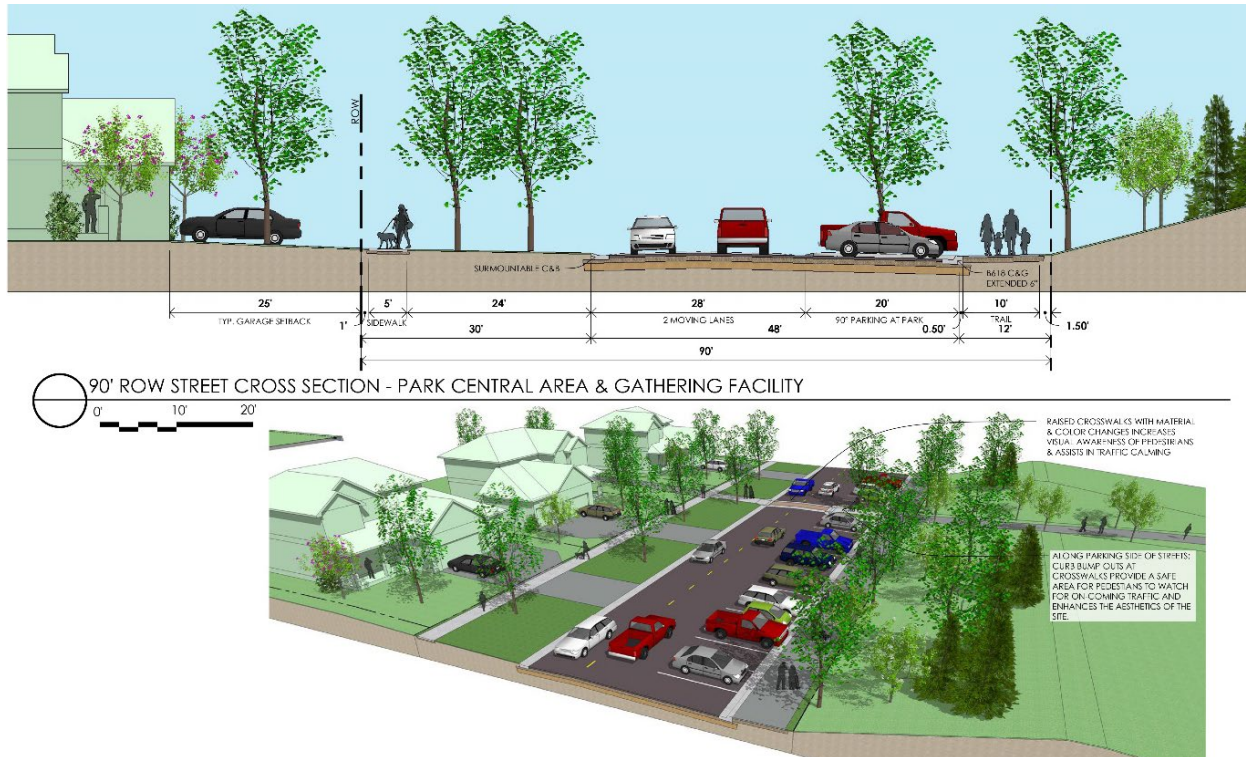


FIGURE 11. 80FT RIGHT-OF-WAY: PARKWAYS (36TH ST N TO 40TH ST N; 40TH ST N FROM I-694 TO IDEAL AVE N)

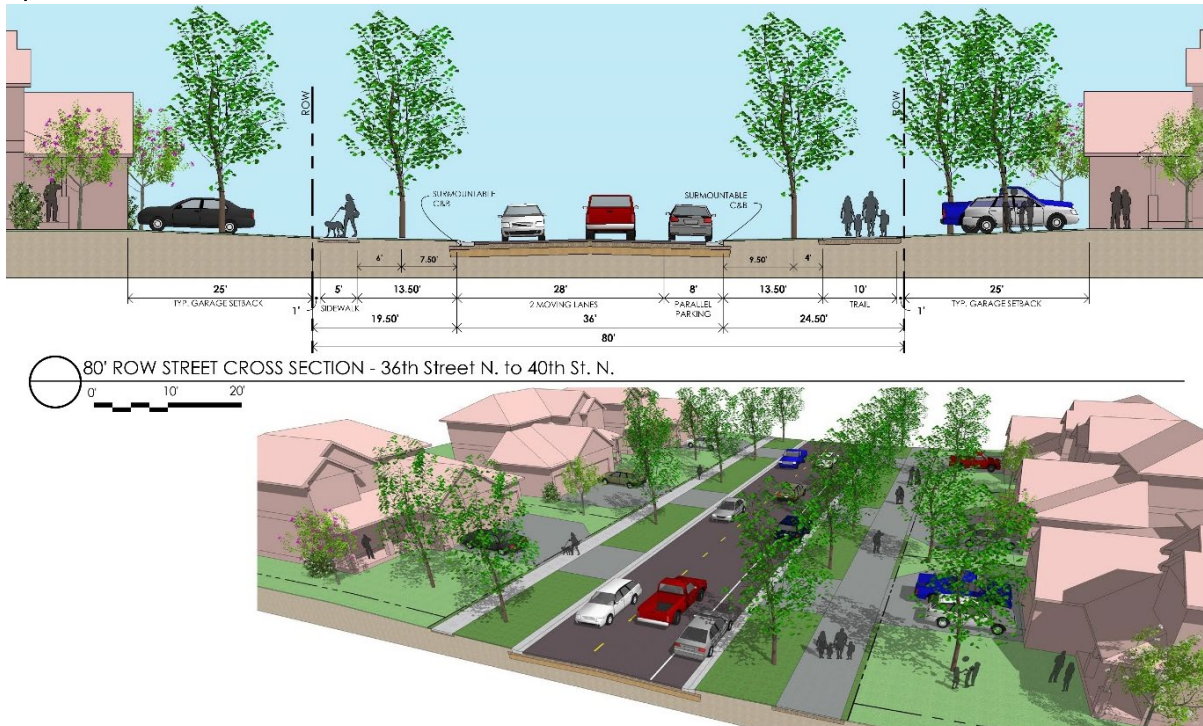


FIGURE 12. 80FT RIGHT-OF-WAY: PARKWAYS (HELMO AVE N TO IDEAL AVE N; 36TH ST N EXTENSION TO PEBBLE PARK)

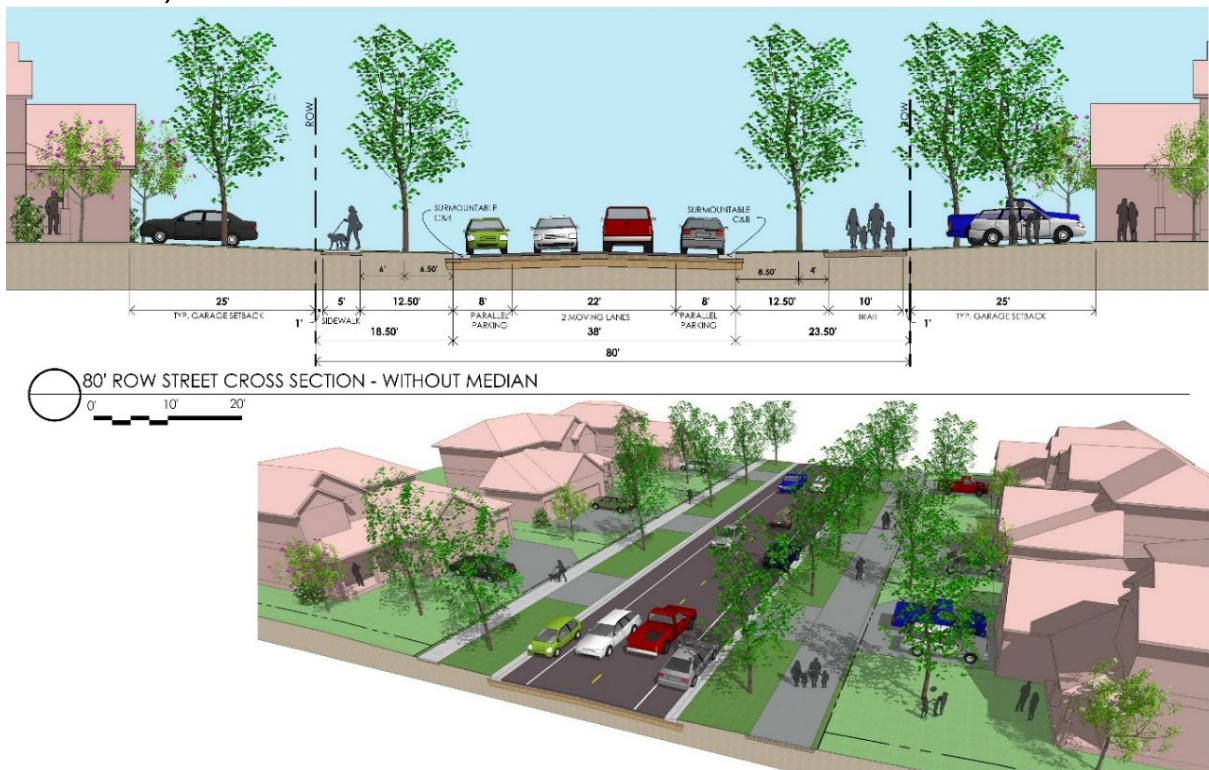


FIGURE 13. 60FT RIGHT-OF-WAY: LOCAL STREETS WITH HIGHER TRAFFIC VOLUMES (SOUTH OF 40TH ST N)

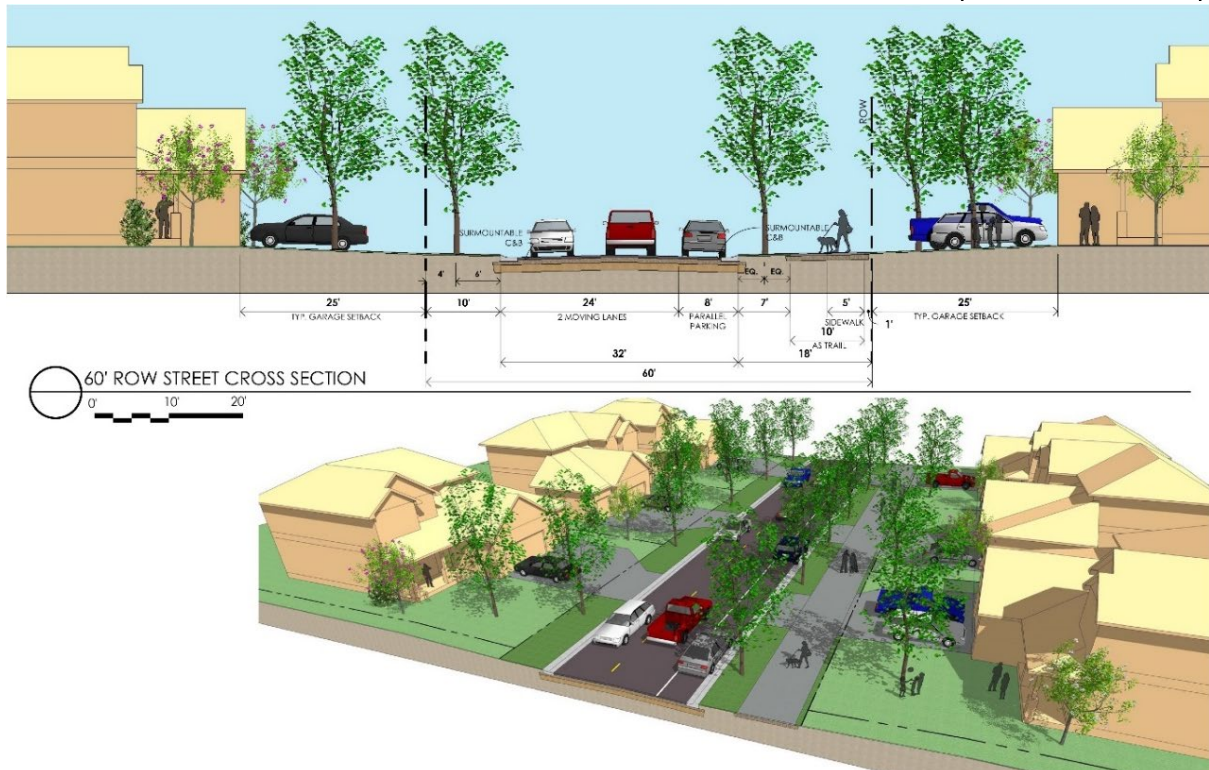


FIGURE 14. 50FT RIGHT-OF-WAY: LOCAL STREET WITH SIDEWALK

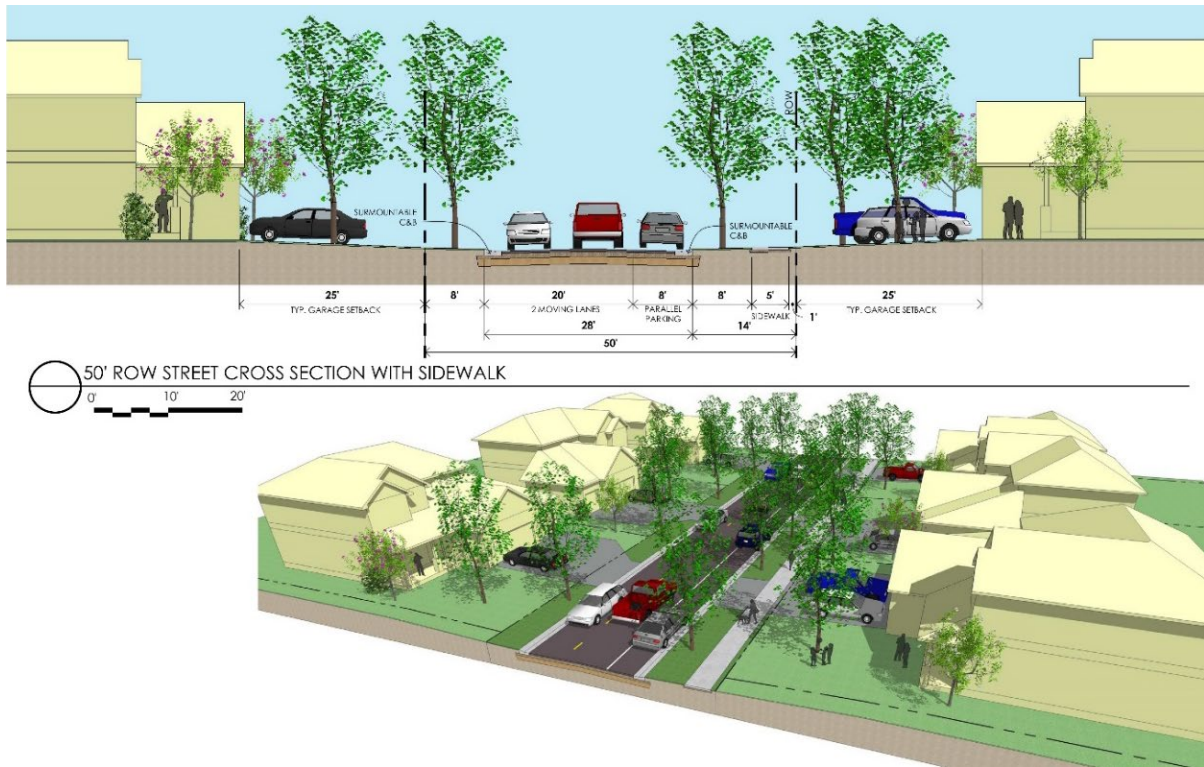
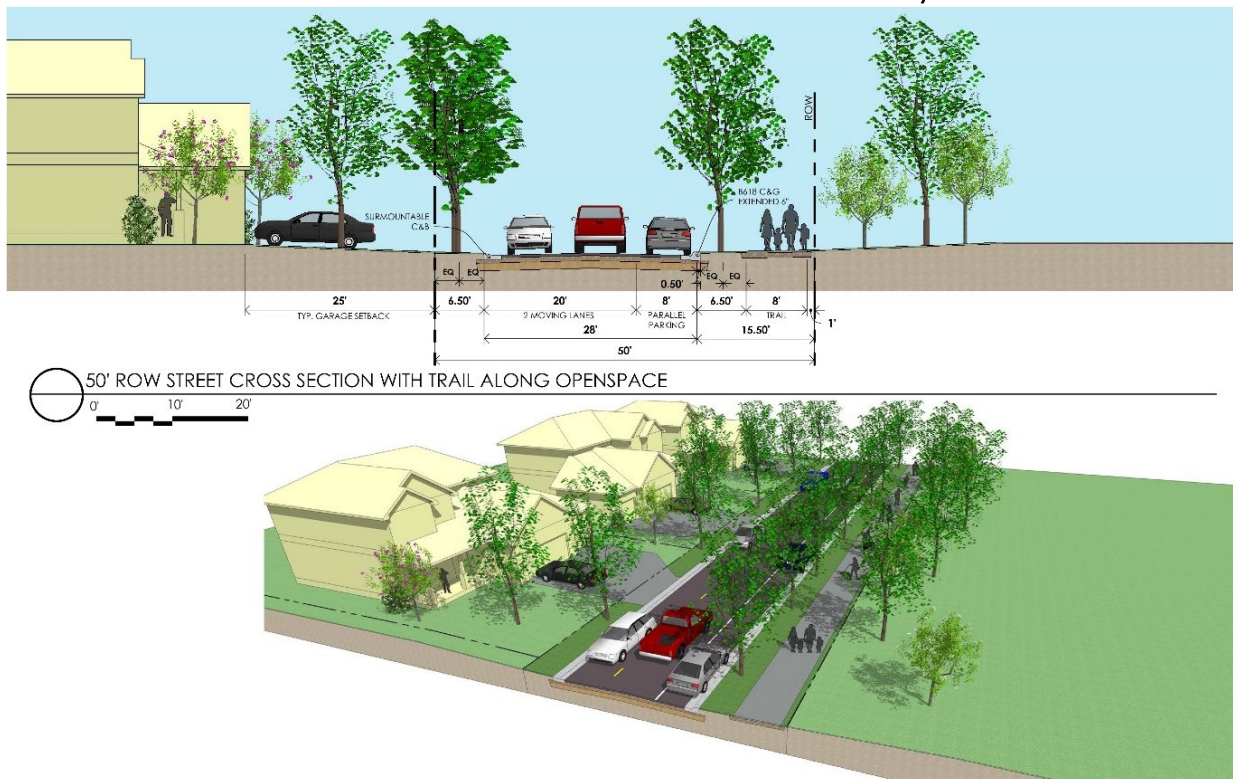


FIGURE 15. 50FT RIGHT-OF-WAY: LOCAL STREET WITH TRAIL ALONG OPEN SPACE/PARK



6. PARKS, OPEN SPACE, AND TRAILS

- a. This section provides guidance for parks, open space, and trail elements for the Small Area Plan. The result of the Plan's trail, sidewalk, park, and open space system will emulate an "emerald necklace"; a connected system of interlinked parks and open spaces that create the visual perception of "homes in a park".
- b. The park and open space system is the major organizing design feature for the new neighborhood (Figure 16.). Inspired by Boston's Emerald Necklace designed by Fredrick Law Olmsted and the Radburn plan, the open space system is dispersed throughout the entire neighborhood via interconnected parkland, natural open space, stormwater management features, and wetlands. This system provides public access to all active and passive open space areas, provides contiguous habitat and stormwater flow areas, preserves existing stands of mature trees, and showcases vistas and views as one moves throughout the neighborhood.
- c. The Willowbrooke Landscape Framework Plan shall serve as the guiding document for establishing and long-term maintenance of the park and open space system.

FIGURE 16. PARK AND OPEN SPACE FRAMEWORK



d. PARK AND OPEN SPACE PERFORMANCE STANDARDS

- i. The dedication of parkland established through the build out of the area, shall meet or exceed that shown on the master plan (Figure 16).
 1. Park and open space shall be 25 percent of total site area. The amount of land dedicated shall be in substantial conformity with the approved master plan.
 2. Stormwater ponds, wetlands, pipeline easements, and boulevards shall be incorporated into the park, open space, and trail system as it will assist in the establishment of the “Emerald Necklace” and the desired aesthetic of homes in a park.
- ii. The trail and sidewalk system shall result in an interconnected network from east to west and north to south to resemble an “Emerald Necklace” or tight-knit web as illustrated in Figure 16.
 1. The sidewalk and trail system shall provide many options for users including direct connections (through parks and open spaces or adjacent to roadways) and loops of varying distances around neighborhoods and through parks and open spaces.
- iii. The majority of trails, parks, and open space shall be separated from roadways to contribute to the aesthetic of “homes in a park”.
- iv. Preservation of Natural Areas
 1. Woodland Reserve: A forested corridor of existing mature trees shall be preserved and enhanced as depicted on the Conceptual Master Plan and the Willowbrooke Landscape Framework Plan.
 2. Wetlands: Wetlands shall be preserved and minimum buffer requirements shall be maintained per Valley Branch Watershed District rules.
- v. Restoration of Natural Areas
 1. The interconnected park and open space system provides opportunities for substantial natural resource enhancement and ecosystem restoration as shown in the Willowbrooke Landscape Framework Plan.
 2. An implementation plan for restoration and enhancement shall be developed by the City in accordance with the Landscape Framework Plan to guide the land management for the natural area restoration.
- vi. Stormwater Management
 1. Areas for stormwater ponding shall be integrated into the park and open space system with sufficient upland area for a trail or boardwalk around the perimeter to provide amenity and access for maintenance.
 2. Innovative stormwater management and best practices are encouraged throughout the development.
- vii. Wetland Preservation/Enhancement
 1. Wetlands shall be preserved throughout the site and vegetative buffers maintained per Valley Branch Watershed District requirements.
 2. Enhancement of vegetative buffers is encouraged as well as integration with other upland native plant restoration.
- viii. Open Space Linkages: An essential component of creating the “Emerald Necklace” is interconnected parks and open spaces. Open space linkages shall provide the “chain” connections between the larger “jewel” areas of active or passive recreation amenities and preserved natural areas. Open space linkage width and connectivity shall be in substantial conformance with the Conceptual Master Plan. Landscape typologies (Woodland Reserve; Prairie Reserve; Prairie Corridor) shall be applied to these areas consistent with the Landscape Framework Plan.
- ix. Recreation

Park and open space areas shall provide a combination of manicured active recreation opportunities and passive natural areas. Habitat restoration and reforestation activities

shall occur throughout the system with minimal areas for managed turf as shown on the Landscape Framework Plan.

1. Planning Process

- a. A planning process shall be established for the identification and development of park, trail, and open space amenities throughout the new neighborhood. The process shall articulate a set of goals to guide the development of specific park and open space plans.

2. Passive Recreation

- a. There are significant opportunities for passive recreation across the site where existing natural resources are present and habitat restoration occurs as described in the Landscape Framework Plan. These areas shall be designed for minimal impact on the natural resources while providing access for wildlife viewing, small picnic areas, community gardens and orchards, walking, and biking.
- b. Minimum Standards
 - i. Passive recreation areas shall be part of the public park and open space system as shown on the Landscape Framework Plan.
 - ii. Open space linkages shall be considered passive recreation areas, but may contain recreational amenities such as play equipment, benches, water features, and wayfinding signage incorporated into the Landscape Typologies (Woodland Reserve; Prairie Reserve; Prairie Corridor).
- c. Parking shall be provided on-street for public access to these areas.

3. Active Recreation

- a. It is the intent of the Plan that large areas of open space dispersed throughout the neighborhoods provide opportunities for active recreation in primarily informal settings with on-street parking.
- b. Minimum Standards
 - i. Three areas for active recreation shall be provided as shown on the Landscape Framework Plan:
 - 1. Neighborhood Park - North of 40th Street N.; west of the Koch Pipeline easement
 - 2. Neighborhood Park - The Plan depicts an area for multiple athletic fields and associated parking at the southwest corner of the site adjacent to high-density multi-family housing.
 - 3. The Commons: South of 40th Street N.; east of the 36th Street North extension
 - ii. Active recreation areas shall be a minimum of two acres.
 - iii. Active recreation areas shall have at least one acre of open space for amenity development.
- c. Parking shall be provided on-street with the following exceptions:
 - i. Parking may be provided in a lot as depicted on the Conceptual Master Plan (Figure 2) for the recreation fields at the southwest corner of the site.
 - ii. 90 degree parking at the Central Commons Park
- d. Lighting
 - i. Tall standard lighting for recreational fields is limited to the park area in the southwest corner of the site and subject to the standards in Sec. 25-175(i).

4. Trails

- a. A robust trail system shall offer numerous pathways connecting areas of housing to the parks and open space system for safe and scenic passage for bicycles and pedestrians throughout the neighborhood with minimal street crossings.
- b. The trail and sidewalk system shall result in an interconnected network to resemble an “Emerald Necklace” as shown on the master plan (Figure 16).

- c. Where there are larger park and open space areas, trails shall be generally located along the perimeter to allow for active use park programming, vegetation restoration, tree preservation, and preservation of wetland buffer vegetation.
- d. Linear open space corridors shall facilitate trail connections as well as providing areas that aid in wildlife movement with fewer vehicle conflicts.
- e. Minimum Standards
 - i. The trail network shall connect all areas of the neighborhoods to allow pedestrians and bicycles to move throughout the “Emerald Necklace” park and open space system.
 - ii. Trails shall be a minimum of 8 feet in width; 10-12 feet preferred on main east-west and north-south trail segments to provide sufficient width for bicycles and pedestrians to use the same pathway.
 - 1. Trail width may be narrower in sensitive natural areas and/or boardwalks may be utilized.
 - 2. Trail pavement alternatives may be selected as appropriate as indicated in the Landscape Framework Plan.
 - iii. Linear feet of the trail and sidewalk system shall be 3-5 times the linear feet of roadway and the alignment shall be in substantial conformance with the circulation plan depicted in Figure 8.
- f. Street crossings
 - i. Frequent trail crossings shall occur at street intersections and intermittently along streets. This enhances the connectivity of the pedestrian flow and acts as a traffic calming mechanism (see Figure 9.).

City of Oakdale Chapter 25 of the Zoning Code

APPENDIX D.

GREENWAY STATION PLANNED UNIT DEVELOPMENT (GS-PUD)

Greenway Station Planned Unit Development

1. PURPOSE

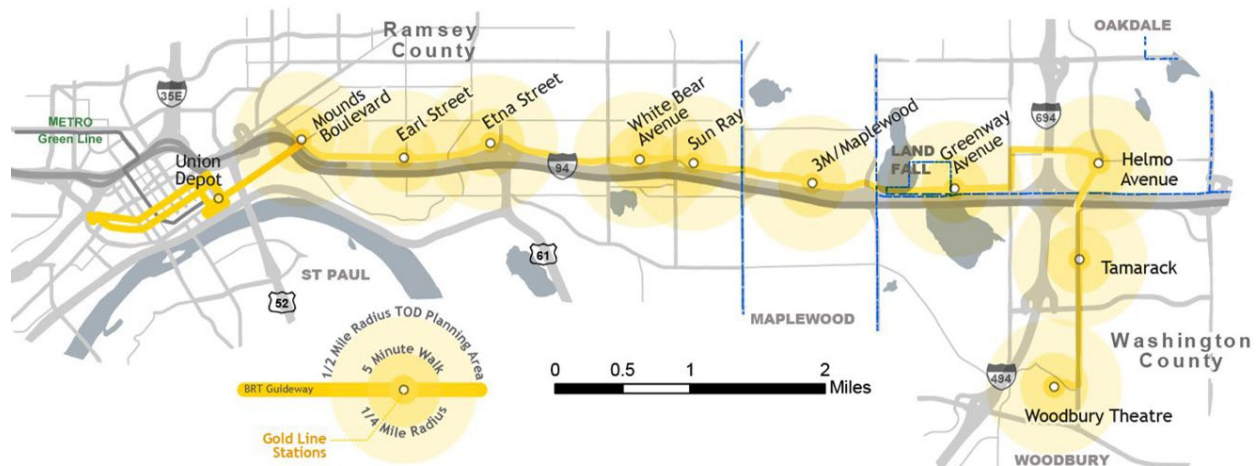
- A. The purpose of the Greenway Station Planned Unit Development (GS-PUD) is to:
 1. Provide the background regarding the planning process that resulted in the Greenway Station Small Area Plan and PUD; and
 2. Specify the regulations for Land Use that shall apply to property zoned Greenway Station Planned Unit Development (GS-PUD).
- B. All submittals for platting, subdivision, and site development shall be in substantial conformance, as determined by the City Council, with the regulations in the Greenway Station Planned Unit Development ordinance.

2. INTRODUCTION

A. Gold Line Bus Rapid Transit

The Gold Line Bus Rapid Transit facility is an eleven-mile dedicated guideway that will run from downtown St. Paul to Woodbury (Figure 1). The corridor alignment in Oakdale will follow Hudson Boulevard North, turn onto Hadley Avenue North, follow 4th Street North across Interstate Highway 694, and then turn on Helmo Avenue North to cross a new bridge over Interstate Highway 94 to Bielenberg Drive in Woodbury. There will be two transit stations serving Oakdale: one at Greenway Avenue North and one at Helmo Avenue North.

FIGURE 1. METRO GOLD LINE BRT SYSTEM AND PLANNING AREA

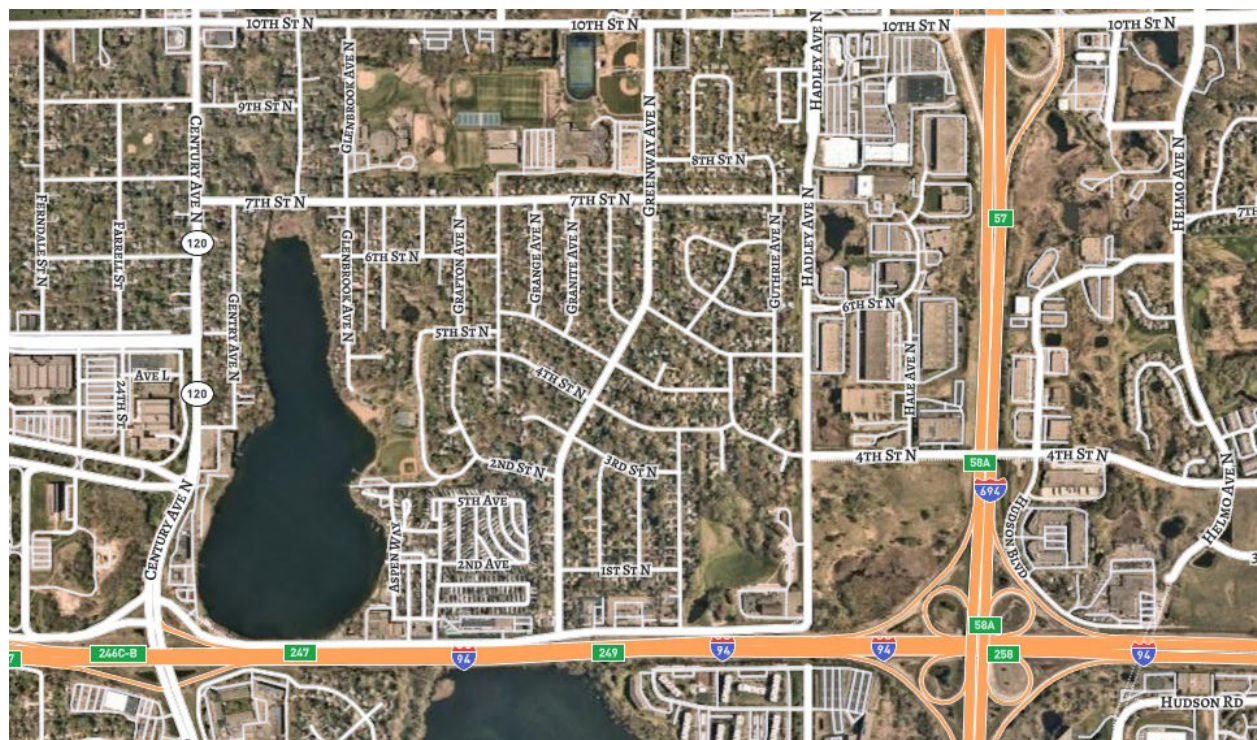


B. Station Area Context

The Greenway station area includes an established Oakdale neighborhood with a neighborhood park along Tanners Lake, single- and two-family homes, an 88-unit assisted living facility, commercial businesses, and the Apostolic Bible Institute campus. Additional commercial and lodging uses are located west of Tanners Lake along Century Avenue North. Tartan High School is just north of 7th Street North, outside the study area (Figure 2).

Greenway Avenue North, Oakdale's primary access to the station, has several bus stops within the station area. Greystone Avenue North is a secondary station access route. There are no pedestrian or bicycle improvements in the neighborhood, other than a trail segment along Century Avenue North and a narrow trail along Hudson Boulevard North from Greenway Avenue North to Hadley Avenue North.

FIGURE 2. STATION AREA CONTEXT



C. Small Area Planning Process

In 2017, Washington County received a grant to fund station area planning along the eleven-mile Gold Line BRT corridor. In June 2017, the City Council initiated Oakdale's participation in a four-phase planning process.

The planning process for the Greenway Avenue Station Bus Rapid Transit Oriented Development (BRTOD) Plan occurred over nineteen months, beginning in October 2017 and ending in April 2019.

The Greenway Avenue Station BRTOD planning consisted of four phases:

- Identification of station area opportunities, issues and concerns to establish station area goals. Stakeholders reviewed project information, provided feedback on station specific issues, and discussed opportunities and constraints.
- Development and review of preliminary BRTOD concepts for transit-oriented development and station access. Stakeholders reviewed and provided feedback on draft alternatives.
- Refinement and review of preferred development plan and circulation plan. Stakeholders provided feedback on refined development scenarios and development and circulation plans.
- Review of the BRTOD Plan document. Stakeholders provided feedback on the draft BRTOD Plan, including implementation strategies.

The process included several community open houses, online community engagement, and regular City Council work sessions at each phase of the process.

D. Greenway Station Area Vision and Goals:

The Greenway Station area plan has been developed to achieve specific goals identified during the planning process. The following goals have been established for the Greenway Station BRTOD:

- Create a safe station environment
- Reduce parking impacts to residents
- Preserve parking and auto access for Hudson Boulevard businesses
- Ensure safe walking and biking
- Consider 1-94 pedestrian and bicycle crossing
- Manage traffic speed and congestion
- Provide bike parking at the station
- Promote compatible development

These goals are embodied in the Greenway Station vision through the following key elements of the BRTOD plan (Figure 3):

Safe and Active Station Environment

A street-oriented commercial development adjacent to the station should provide an active use, with eyes on the station and an opportunity not presently available to meet residents' daily commercial needs within the station area.

Transit-Oriented Infill

Infill buildings should be oriented to Hudson Boulevard North, providing an opportunity for new development that fosters transit use and serves the community.

Long Term Transit-Oriented Opportunity Sites

Underutilized properties along Hudson Boulevard North and Hadley Avenue North provide opportunities for additional multi-family development and employment within a half mile of the station. New housing development should include options for a range of incomes and ages.

Link Transit-Dependent Neighborhood to Station

Walking and biking improvements are crucial to improving station access for existing residents. These improvements will ensure that Oakdale residents benefit from access to corridor-wide job and educational opportunities, health services, and shopping opportunities provided by the Gold Line BRT.

Essential Station Access Improvements

The Gold Line BRT project will provide a continuous bike and walk trail connecting the Greenway Avenue Station to the Maplewood station at 3M and the Helmo Avenue station. A new trail along Greenway Avenue North provides Oakdale residents with safe and direct access to the station and Tartan High School.

FIGURE 3. STATION AREA VISION DIAGRAM



E. Consistency with the Comprehensive Plan

The City's 2040 Comprehensive Plan was amended on October 12, 2021 guiding the future land use of the project area toward a mixed-use, transit-supportive development that includes multi-family high density residential housing and commercial/retail uses along Hudson Boulevard North within 1/4 mile of the Greenway Station.

The Greenway Station BRTOD plan achieves a number of Comprehensive Plan goals:

Land Use Goal 1: The City shall facilitate the redevelopment and development of certain property.

Policy 5. Implement the Greenway Station Bus Rapid Transit (BRT) Small Area Plan.

Land Use Goal 3: The City's visual appearance shall incorporate streetscaping and public art.

Policy 1. Identify and prioritize areas to enhance streetscaping at major intersections and along key corridors.

Policy 2. Develop streetscape design standards for landscaping, lighting, street furniture, sidewalks, and public art in priority areas.

Transportation Goal 4: Sidewalks, trails, and bikeways shall be connected within the city and between adjacent cities.

Policy 3. Support the construction of new sidewalk and trail connections identified in the Gold Line Station Area Plans.

Policy 6. Support the rehabilitation and reconstruction of complete streets that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Policy 7. Support the rebuilding of the 4th Street Bridge over I-694 to include space for a dedicated pedestrian walkway and bus rapid transit guideway.

Policy 8. Support the addition of a pedestrian walkway adjacent to the 4th Street Bridge over I-694 to improve access to the Helmo transit station from the west side of I-694.

Transportation Goal 5: Transit service shall improve mobility options for residents, workers, businesses and transit dependent persons.

Policy 1. Collaborate with Metro Transit to assess current transit service and improve transit service for residents, workers, businesses and transit dependent residents.

Policy 2. Collaborate with Metro Transit to assess and improve transit facilities and sidewalk and trail connections to and from transit facilities.

Policy 3. Collaborate with Metro Transit to develop bus connections between employment and residential areas in the City and the Gold Line bus rapid transit station areas.

Housing Goal 1: All people, regardless of age, income, family status, ability, race or ethnicity, shall have realizable choices and access to a safe, stable, and affordable home.

Housing Choice Policies

Policy 1. Guide and zone land to facilitate and promote the construction of a full range of housing choices to include single-family detached homes, townhomes, duplexes-fourplexes, and multifamily buildings.

Policy 2. Promote the development of a variety of housing types within close proximity and safe pedestrian access to shopping and services, including transit, and schools, parks, trails, and open space.

F. Consistency with Livable Communities Act

The Greenway Station BRTOD project is consistent with the following Livable Communities Act goals established by the Metropolitan Council:

- Interrelating development or redevelopment and transit;

- Interrelating affordable housing and employment growth areas;
- Intensifying land use that leads to more compact development or redevelopment;
- Involving development or redeveloping that mixes incomes of residents in housing, including introducing or reintroducing higher value housing in lower income areas to achieve a mix of housing opportunities; and/or
- Encouraging public infrastructure investments which connect urban neighborhoods and suburban communities, attract private sector development investment in commercial and residential properties adjacent to the public improvement, and provide project area residents with expanded opportunities for private sector employment.

The Greenway Station PUD transitions auto-oriented uses and effectively intensifies the land use near the station into a more compact, efficient development pattern. The new mixed use neighborhood will allow a density of development that supports a range of housing types and price points, as well as opportunities for employment and commerce. The project area infrastructure provides a multimodal corridor supporting the BRT line, walking, biking, and auto traffic. The Greenway Station BRTOD area will connect suburban residents to employment opportunities and additional transit connections in downtown St. Paul via the new Gold Line BRT and connect residents along the Gold Line to employment opportunities in Oakdale.

3. LAND USE

The Greenway Station PUD District and the following land uses will apply to the properties shown in Table 1 below.

TABLE 1: PROPERTIES WITHIN THE GS-PUD DISTRICT

Address	PID	Legal Description
6592 Hudson Blvd N	3102921430071	Lot A, Tanners Lake Heights Plat No. 1
No address assigned	3102921430080	OLT B EXC W 390FT AS MEAS AT RT ANG TO W LN SD OLT & EXC E 348.07FT OF S 210FT & EXC E 150FT & EXC TO HWY LOT B SUBDIVISIONCD 58475 SUBDIVISIONNAME TANNERS LAKE HEIGHTS PLAT NO.1
6740 Hudson Blvd N	3102921430073	PT OF OUTLOT B BEING THE W 198.07FT OF E 348.07FT OF S 210FT OF SD OUTLOT B EXC THAT PART TAKEN FOR HWY I-94 AS PER BOOK 311 OF DEEDS PAGE 336 DOC #287668 TANNERS LAKE HEIGHTS PLAT #1 OAKDALE SUBDIVISIONNAME TANNERS LAKE HEIGHTS PLAT NO.1
6780 Hudson Blvd N	3102921440026	PART OF OUTLOT B BEING E150FT OF S 210FT EXC S 10FT FOR INT HWY 94 TANNERS LAKE HEIGHTS PLAT NO.1
50 Greystone Ave N	3102921440028	E 150FT OF OLT B EXC S 210FT THEREOF LOT B SUBDIVISIONCD 58475 SUBDIVISIONNAME TANNERS LAKE HEIGHTS PLAT NO.1

A. Land Use Goals

1. Promote development that fosters transit use, provides for the needs of the community, and is compatible with adjacent land uses.
2. Create a safe station environment with buildings oriented to the street.

B. Development Standards

The Development Plan supports the fundamentals of transit-oriented development and where redevelopment or infill occur, the following characteristics shall be implemented:

1. Commercial or mixed-use commercial and multi-family buildings shall front Greenway Avenue North or Hudson Boulevard North, be built to the sidewalk, and directly accessible from either the Corridor or Greenway Avenue trails.
2. For commercial uses on Greenway Avenue, convenient curbside parking shall be located on Greenway Avenue North that can also serve as pick-up and drop-off for transit.
3. Multi-family buildings shall be set back at least 10-feet from the front property line to provide a buffer from Hudson Boulevard North, Greenway Avenue North and I-94.
4. Commercial or multi-family building windows and doors shall be oriented to Hudson Boulevard North and the Greenway Avenue Station to create an urban street edge and support a pedestrian- and bike-friendly public realm.
5. Off-street parking shall be located behind, to the side of, or within buildings and properly screened from sidewalks.

TABLE 2. DEVELOPMENT SUMMARY, PERMITTED USES, AND PARKING STANDARDS

COMMERCIAL USES	
At or near the station, convenient commercial uses, provide adjacent neighborhoods with convenient access to goods and services in close proximity to residents and an active station environment.	
DENSITY	PARKING
2.0 FAR (MIN.)	2.5 spaces per 1,000 sf
MULTI-FAMILY	
Market-rate and workforce rental apartments within walking distance of the station expand housing opportunities in the station area.	
DENSITY	PARKING
20-58 DU/AC	1.5 spaces/ unit (maximum)
MIXED USE COMMERCIAL & MULTI-FAMILY	
A vertical mix of street level commercial uses with residences helps to promote 18-hour a day activity and support a safe station area environment	
COMMERCIAL DENSITY	PARKING
2.0 FAR (MIN.)	2.5 spaces per 1,000 sf
MULTI-FAMILY DENSITY	PARKING
20-50 DU/AC	1.5 spaces/ unit (maximum)

C. Residential Development Performance Standards

a. Setbacks

1) Minimum 10-foot Building Setback

A minimum 10-foot ground-floor building setback is required where residential front doors and windows are oriented to the corridor trail and/or public right-of-way. The limited setback from the sidewalk or public areas allows for landscaping, stoops, patios or other semi-public areas that support a safe and inviting public realm and a degree of separation.

2) Building Setback from Single-Family Residential Properties

Where multi-family properties directly abut single-family properties, the building shall be set back from the property line 30 feet or the height of the building, whichever is greater. Balconies are permitted to extend into the setback area.

b. Active Edges

1) Primary entrances shall be oriented toward the street. Quasi-public terraces, stoops or porches are encouraged.

2) Windows shall be provided along all facades.

c. Building Height

1) Multi-family High Density buildings are limited to four residential stories.

d. Building Materials and Architectural Standards

1) Exterior surface materials of residential buildings shall be comprised of at least 50 percent Class I materials as defined in Sec. 25-175(c).

2) All buildings shall include a minimum of four (4) from the following:

i. Architectural detailing, such as cornice, awning, parapet, or columns.

ii. A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of one hundred fifty (150) square feet around the door entrance for single occupancy buildings and a minimum of three hundred (300) square feet for the front of multi-tenant buildings. Entrances shall be clearly articulated and obvious from the street or sidewalk.

- iii. Contrasting, yet complementary material colors.
 - iv. A combination of horizontal and vertical design features.
 - v. Irregular building shapes.
 - vi. Horizontal offsets of at least 4 feet in depth.
 - vii. Vertical offsets in the roofline of at least four feet.
 - viii. Fenestration at the first floor level which is recessed horizontally at least 1 foot into the façade.
 - ix. Varying roof lines and roof accents.
 - x. Other similar architectural features in the overall architectural concept.
- 3) Multi-story buildings shall have the ground floor distinguished from the upper floors by having one or more of the following:
 - i. Awning
 - ii. Trellis
 - iii. Arcade
 - iv. Window lintels
 - v. Intermediate cornice line
 - vi. Brick detailing such as quoins or corbels
- D. Commercial and Mixed-use Commercial & Multi-family Development Performance Standards.
A limited amount of commercial (sale of goods and services) near the Greenway Station serves existing area residents, new multi-family and employment uses.
 - 1. Buildings shall front Greenway Avenue North or Hudson Boulevard North to create an urban street edge that defines a pedestrian friendly public space. Primary building access shall be oriented to the street, rather than to the parking lot.
 - 2. Parking shall be located behind or within buildings, or in structures. Design techniques that minimize parked-car visual impacts from streets and the disruption of the pedestrian environment shall be utilized.
 - 3. Commercial shall be pedestrian-oriented. Curbside parking is permitted on the east side of Greenway Avenue North.
- E. Permitted Uses:
 - 1. Animal hospitals, excluding establishments with outside runs.
 - 2. Antique shops.
 - 3. Art galleries.
 - 4. Bakeries.
 - 5. Banks and financial institutions, excluding drive-in tellers.
 - 6. Barber shops.
 - 7. Beauty parlors.
 - 8. Book and stationary stores.
 - 9. Business machine sales and service shops.
 - 10. Camera and photographic supply stores.
 - 11. Catering establishments.
 - 12. Candy and ice cream stores.
 - 13. Clothes pressing and tailoring shop.
 - 14. Clothing and costume rental.
 - 15. Convenience stores.
 - 16. Day Care Centers.
 - 17. Drug stores.
 - 18. Dry cleaning and laundering business of less than 5,000 square feet of floor area.
 - 19. Electrical and household appliance stores, including radio and television sales and service.

20. Employment agencies.
21. Exercise spas or clubs.
22. Fabric stores.
23. Florist shop.
24. Furniture stores, including upholstering when conducted as an incidental part of the principal use.
25. Garden supply, tool, and seed stores.
26. Grocery stores.
27. Hardware stores.
28. Household furnishings, fixtures, appliances, and accessory stores.
29. Interior decorating stores and shops.
30. Jewelry stores.
31. Launderettes and dry cleaning establishments which provide automatic, self-service facilities.
32. Liquor stores, off sale.
33. Locksmith shops.
34. Musical instrument stores and repair shops.
35. Optical stores.
36. Paint and wallpaper stores.
37. Pet shops.
38. Phonograph record and sheet music stores.
39. Photography studios.
40. Picture framing and picture stores.
41. Repair stores and "fix-it" shops which provide services for the repair of home, garden, yard and personal use appliances.
42. Restaurants, including convenience food types and brew pubs.
43. Second hand stores.
44. Sporting and camping goods stores, excluding on-site sales of recreational vehicles and trailers.
45. Tailor shops.
46. Tattoo parlor.
47. Taverns.
48. Toy shops.
49. Travel bureaus and transportation ticket offices.
50. Similar uses as approved by City Council

F. Prohibited Uses:

1. Any use which emits an obnoxious odor, fumes, noise, or sound which can be heard or smelled outside of any building.
2. Any operation primarily used as a warehouse operation, manufacturing, distilling, refining, smelting, agricultural, industrial, or mining operation; provided however, the foregoing distilling restriction shall not prohibit the brewing of beer or other brewed malt beverages in connection with a brewpub.
3. Pawn shop, precious metal dealer, flea market, salvage store, or auction house.
4. Manufactured home park, trailer court, labor camp, junkyard or stockyard.
5. Mortuary or funeral home.
6. Adult use establishments as defined and regulated in City Code Chapter 25, Article 21.
7. Any unlawful or illegal purpose.
8. Any use that is a public or private nuisance.

9. Any use that has its primary business an auto service and repair or body shop repair operation.
 10. Any fire sale, bankruptcy sale (unless pursuant to a court order) or auction house operation.
 11. Automobile and other vehicle sales including used vehicle sales.
 12. Drive-through lanes (serving permitted uses).
 13. Motor fuel sales.
 14. Motor fuel station car washes.
 15. Vending machines.
 16. Game rooms.
 17. Self-storage.
 18. Kennels.
 19. Car washes.
 20. Kiosk sales
- G. Commercial Performance Standards
- a. Setbacks
 - 1) Ground floor build-to lines
 - i. Zero-foot Building Setback
 1. Ground-floor building facades must be built directly to the property line and abut the edge of the sidewalk, trail or public use area.
 2. Exceptions to the build-to line criteria are as follows:
 - a. Ground-floor entrances to buildings may be recessed up to five feet behind the build-to line.
 - b. Windows and walls may be recessed up to 18 inches from the build-to line to accommodate columns or other architectural elements that engage the build-to line.
 - c. Interruptions to the build-to line created by passageways to courtyards, parking or other private spaces are permitted.
 - d. Entrance lobbies to residential uses or residential uses that occupy the ground-floor are required to have a minimum 10-foot ground-floor building setback where residential front doors and/or windows are oriented to the corridor trail and/or public right-of-way. The limited setback from the sidewalk or public areas allows for landscaping, stoops, patios or other semi-public areas that support a safe and inviting public realm and a degree of separation.
 - b. Active Edges

Active edges are characterized as building frontages with direct entries from the sidewalk and a high degree of transparency. Active edges increase visual and physical interaction between people inside and outside of the buildings, creating a safe and vibrant pedestrian environment. Access to service/loading bays and parking lot/garage entrances are prohibited along designated active edge frontages.

 - i. A minimum of 70 percent transparent glass or screens is required along ground-floor facades, measured from datum line five feet from the ground extending from building edge to building edge; frosted, tinted, reflective glass or other types of glass that diminish transparency are prohibited.
 - ii. Primary entrances to all ground-floor uses shall be oriented to the public right-of-way.

c. Building Materials and Architectural Standards

- 1) Exterior surface materials shall be subject to the standards for Office and Commercial buildings in Sec. 25-175(c).
- 2) All building fronts shall include a minimum of four (4) from the following:
 - i. Architectural detailing, such as cornice, awning, parapet, or columns.
 - ii. A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of one hundred fifty (150) square feet around the door entrance for single occupancy buildings and a minimum of three hundred (300) square feet for the front of multi-tenant buildings. Entrances shall be clearly articulated and obvious from the street or sidewalk.
 - iii. Contrasting, yet complementary material colors.
 - iv. A combination of horizontal and vertical design features.
 - v. Irregular building shapes.
 - vi. Horizontal offsets of at least 4 feet in depth.
 - vii. Vertical offsets in the roofline of at least four feet.
 - viii. Fenestration at the first floor level which is recessed horizontally at least 1 foot into the façade.
 - ix. Varying roof lines and roof accents.
 - x. Other similar architectural features in the overall architectural concept.
- 3) Multi-story buildings shall have the ground floor distinguished from the upper floors by having one or more of the following:
 - i. Awning
 - ii. Trellis
 - iii. Arcade
 - iv. Window lintels
 - v. Intermediate cornice line
 - vi. Brick detailing such as quoins or corbels

H. Performance Standards for all Uses

1. Screening of Utilities

- a. All mechanical equipment located on the roof or around the perimeter shall be screened from ground level view with materials that are comparable and compatible with that of the exterior building materials. Mechanical equipment located on the roof shall be screened at a distance of 2.5 times the height of the building.
 - 1) A raised parapet or other architectural feature that is an integral part of the building is encouraged as a method of screening for rooftop mechanical equipment or to soften the rooftop view.
 - 2) Screening for rooftop mechanical equipment shall incorporate similar architectural features of the building and/or be constructed of a material and color compatible with other elements of the building.
- b. All ground mechanical equipment shall be one hundred percent (100%) screened from view by opaque landscaping or a screen wall shall be provided to be compatible with the architectural treatment of the principle building.

2. Trash Handling

- a. All trash, recycling and related handling equipment shall be stored within the principal structure, within an attached structure accessible from within the principal structure, or within an unattached structure. Such attached storage area shall be separated from the principal structure by a firewall. Recycling areas shall also be provided. Trash, recycling, and rubbish receptacles shall be totally screened from eye level view from

public streets and adjacent residential properties. Such structure shall be of the same material and architecturally harmonious with principal structure and shall be enclosed by a roof and readily served through a door or gate system properly designed and constructed for abusive use.

3. Loading Areas

- a. The perimeter views of all external loading and service areas and any areas of outdoor storage must be screened from residential uses and adjacent public streets and the public front and office sides of all commercial and industrial uses, except at access points. Such screening can be accomplished through:
 - 1) The placement of the building on the lot or the placement of a building on an adjacent lot.
 - 2) Through the use of berming and landscaping (80% opaque at the time of maturity). Planting screens shall consist of healthy, hardy plant materials at least 6 feet in height.
 - 3) If screen walls are proposed, the materials used shall be of similar type, quality, and appearance as that of the principal structure. Such screens shall be at least 6 feet in height and provide a minimum opaqueness of 80 percent.
 - 4) Screen walls that are in disrepair shall be repaired. Planting screens shall be maintained in a neat and healthful condition. Plantings that have died shall be promptly replaced.

4. Site Amenities

- a. All development shall incorporate at least three of the following:
 - 1) Patterned materials on walkways (on-site)
 - 2) Bicycle racks
 - 3) Trash receptacles (decorative)
 - 4) Pedestrian lighting
 - 5) Fountains, sculptures, mobiles, kiosks, or banners
 - 6) Flower boxes, or container landscaping

5. Parking Lots and Circulation

- a. All development shall conform to the standards in Chapter 25, Article 18 Sec. 25-161(b).
- b. Within private development, walkways shall be provided to separate pedestrians and vehicles, and shall link ground level uses within the site to the main building entry point, parking lot, and public sidewalks.
- c. Where pedestrian walks cross drive aisles, they shall be clearly marked with signage, special paving, landscaping or similar methods.
- d. All parking areas within the Greenway Station PUD shall be subject to the following standards for landscaping of islands, medians, and parking lot edges:
 - 1) Landscaping shall be distributed throughout the parking lot to define major vehicle and pedestrian routes, provide shade, and break-up large paved areas.
 - 2) A minimum of 1 deciduous shade tree shall be provided for each parking island.
 - 3) A landscaped area to include a mix of deciduous shade trees and understory plantings shall be provided in required parking lot setback areas.
 - 4) Landscaping shall incorporate a variety of deciduous and coniferous trees and shrubs for year-round interest, texture, shape, and seasonal color.
 - 5) Edge treatments should visually screen parked vehicles, but not completely obstruct views into and out of the parking lot. The following landscaping shall be provided:

- i. At least one row of shade trees spaced evenly at 15 to 20 foot intervals (or appropriate to the selected species) for the length of the parking lots edge. Trees can be clustered.
 - ii. Screening, consisting of continuous planting, alone or in combination with a decorative fence/wall or a landscaped berm.
- 6. Landscaping
 - a. All development shall conform to the standards for site landscaping in Chapter 25, Article 18 Sec. 25-175 (h) items (1)-(9).
- 7. Lighting
 - a. All exterior lighting shall be designed and arranged to direct illumination away from adjacent properties. All exterior lighting shall be arranged and designed to illuminate directly below or inboard of the property lines of the property such that the point source of light is not directly discernable by pedestrian or vehicular traffic in the public right of way. Site lighting shall have a maximum height of 30' to the illumination source. Lighting shall be designed such that there is a maximum 0.5 foot – candles at any property line. No offsite glare will be allowed. A photometric plan inclusive of all site lighting and specification sheets for each lighting fixture shall be submitted for review.
- 8. Signage
 - a. Signage shall conform to the standards in Chapter 25, Article 19: Signs.

APPENDIX E.

TANNERS LAKE PLANNED UNIT DEVELOPMENT DISTRICT STANDARDS (TL-PUD)

Section 1: Purpose and Intent

The purpose of the Tanners Lake Planned Unit Development (PUD) is to provide for a compact, walkable, mixed-use development with access to shoreland. The area is along a key transportation corridor and within walking distance of the METRO Gold Line Bus Rapid Transit (BRT) station and other local bus stops. The PUD is intended to support high quality development that promotes placemaking and site flexibility, and accommodates unique site conditions. The proposed mix and intensity of land uses within the redevelopment area is essential to ensure environmental sustainability of the nearby water feature and support public transit ridership. The treatment of building design, parking, landscaping, and public spaces is essential for creating the pedestrian-friendly environment envisioned for the Tanners Lake PUD.

Section 2: Uses

A. The TL-PUD District shall include the properties shown in Figure 1 below.

FIGURE 1. TL-PUD DISTRICT PARCELS



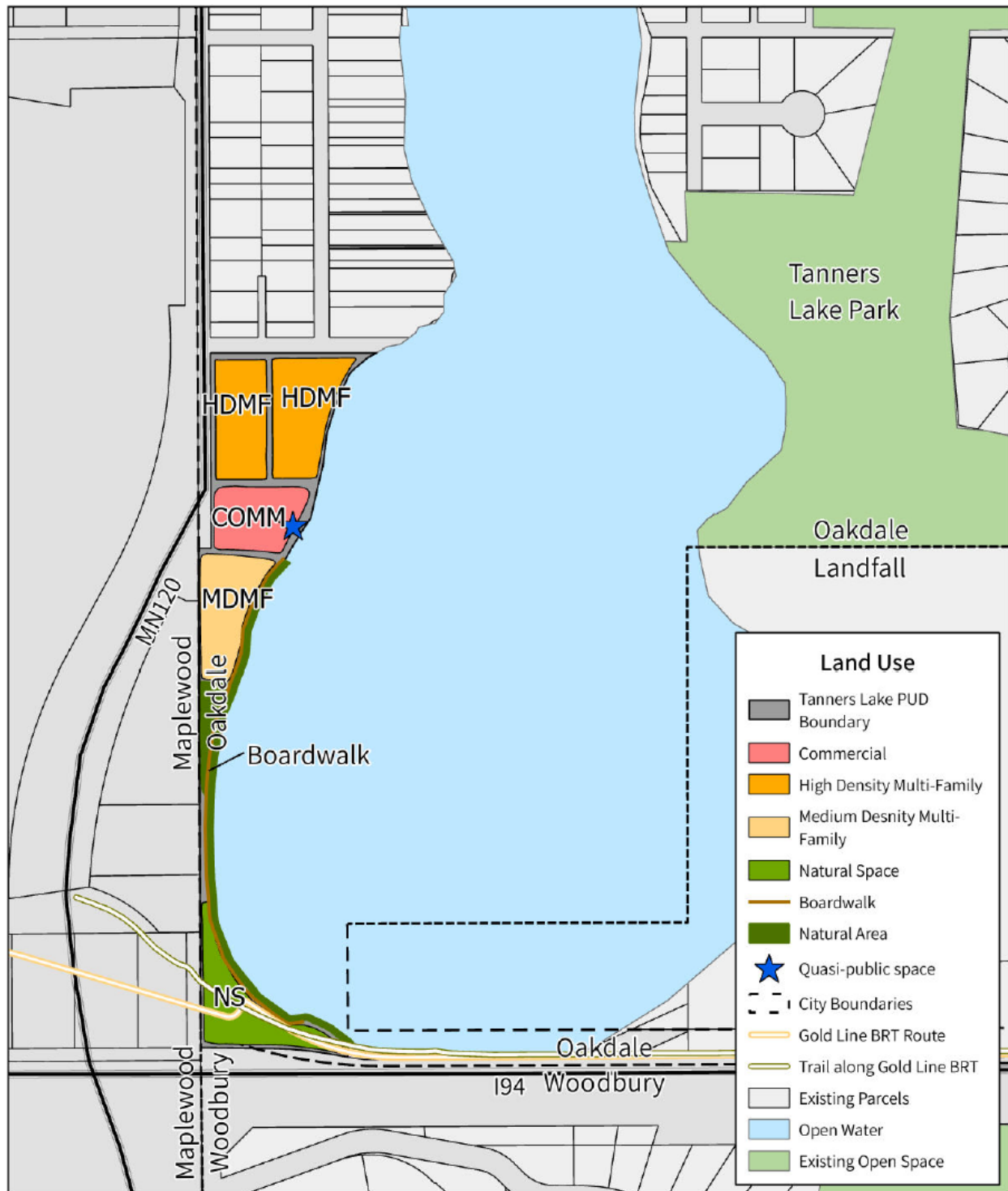
Tanners Lake PUD Parcels
Oakdale, MN

B. Existing Conditions. The Tanners Lake PUD area has served a number of different land uses in the past, including a former auto body shop and two restaurants. In 2008, the City of

Oakdale Economic Development Authority began acquiring property in the PUD area and demolished existing structures onsite to allow for future redevelopment. Additionally, the southernmost extent of the area was originally used for boat storage and was acquired by the Metropolitan Council in 2021 and later demolished for the Gold Line BRT project. It is anticipated that any excess land will be available for public use after the Gold Line BRT project is complete in 2025.

- C. The Land Use Framework diagram (Figure 2) illustrates the new development patterns and identifies the location and types of intended uses. The permitted uses include multi-family, attached townhomes, limited neighborhood commercial, and public or quasi-public open spaces.

FIGURE 2. LAND USE FRAMEWORK



Tanners Lake PUD
Oakdale, MN

0 0.04 0.07 0.15 Miles



- D. Residential Uses. The TL-PUD District designates the north portion of the area for multi-family housing. In addition to an existing four-story condominium building, sufficient space exists in the northwest portion of the area for the construction of a new apartment building along Highway 120/Geneva Avenue North. Each building is anticipated to contain 110 to 120 units per building. To the south, attached townhomes are able to take advantage of lakefront views and their limited height reduces the visual impact on the lake. There are anticipated to be 10 to 14 total units.
- E. Commercial Uses. A building containing one to two small-scale retail or services uses, primarily intended to serve the public in the form of a lakeside amenity, shall be provided. Permitted uses include the sale of concessions, retail operations, event space, and rental of water-oriented equipment. One parking space with electric service in this area shall be provided and designated for a licensed mobile food vendor.
- F. Public Uses. In association with the commercial lakeside amenity, a public or quasi-public plaza or gathering space shall be provided. Public access shall be guaranteed through a recorded access agreement, though the space is intended to be privately owned and maintained. This use shall include landscaping and seating, and may extend into the lake in the form of a dock or pier. The public shall have access to additional lakeshore through a boardwalk or other pedestrian-way continuing to the south. Within the Ordinary High Water Setback, shoreline vegetation shall be maintained or restored as a natural buffer. A green space shall be established south of the medium density multi-family structures. The parcels in the southwest corner of Tanners Lake have been identified as future undeveloped natural space following completion of the Metro Transit Gold Line BRT project, and may include trails, benches, and other passive recreation infrastructure.

Section 3: Requirements for Setbacks and Height (Bulk Standards)

- A. High Density Multi-Family Residential Uses
 - 1. Building Setbacks
 - (a) Front Yard (Highway 120/Geneva Avenue North). The building façade shall be located within a “build to” zone which shall be a minimum of zero feet and a maximum of 35 feet from the front property line.
 - (b) Front Yard (4th Street North). The building façade shall be located within a “build to” zone which shall be a minimum of 10 feet and a maximum of 20 feet from the front property line.
 - (c) Rear and Interior Side Yards. A minimum of zero feet of setback shall be provided.
 - (d) A minimum of 30 feet of setback from the Ordinary High-Water Level (963.5 feet) shall be provided.
 - 2. Parking Setbacks
 - (a) Parking stalls shall be set back a minimum of 10 feet from a principal structure.
 - (b) No parking stalls shall be located between the front property line and the building façade.

3. Maximum height allowed shall be limited to five stories within 150 feet of 4th Street North, and six stories elsewhere. Maximum height shall not exceed 75 feet, as measured from the grade plane (defined as the average of the lowest and highest grade elevation around the perimeter of the building). Additional height may be allowed with City Council approval.

B. Medium Density Multi-Family Residential Uses

1. Building Setbacks
 - (a) Front and Side Yards. A minimum of 10 feet of setback shall be provided.
 - (b) A minimum of 30 feet of setback from the Ordinary High-Water Level (963.5 feet) shall be provided.
 - (c) A minimum separation of 15 feet shall be maintained between structures.
2. Maximum height allowed shall be two stories, not to exceed 25 feet.

C. Commercial Uses

1. Building Setbacks
 - (a) A minimum of 30 feet of setback from the Ordinary High-Water Level (963.5 feet) shall be provided, with an additional allowance for setback averaging as permitted in accordance with Sec. 25-281(f), provided that the setback is no less than 25 feet.
 - (b) A minimum separation of 20 feet shall be maintained between commercial and residential structures.
2. Maximum height allowed shall be one story, not to exceed 25 feet.

Section 4: Building Materials and Design Standards

- A. To ensure attractive development, this section sets forth standards required for building material and design elements for high density multi-family and commercial buildings.
- B. Exterior surface materials of building shall be subject to the following:
 1. Classes of materials. For the purposes of this subsection, materials shall be divided into Class I, Class II, and Class III categories as follows:

Class I

- (a) Brick
- (b) Natural stone or architectural precast stone products
- (c) Glass
- (d) Copper panels, stainless steel, or similar superior metal

Class II

- (a) Specialty concrete block such as textured, burnished block or rock faced block.
- (b) Architecturally textured precast concrete panels (except raked finish).
- (c) Masonry stucco/Exterior Insulation Finishing Systems (EIFS).

Class III

- (a) Opaque panels
- (b) Smooth scored concrete block
- (c) Ceramic finished concrete block
- (d) Glass block
- (e) Wood

2. Buildings shall incorporate classes of materials in the following manner:

- (a) All high density multi-family residential and commercial buildings shall incorporate at least three Class I materials and must be composed of at least 70 percent Class I materials and not more than 30 percent Class II or Class III materials.
- (b) The use of Class II or III materials shall be distributed throughout the exterior of a building unless the City agrees that materials consolidated on more visible locations provides the most positive architectural appeal to the general public.
- (c) Garage doors, window trim, flashing accent items, and the like, shall not constitute required materials that make up the exterior of a building.
- (d) Garish or bright accent colors (i.e. orange, bright yellow, or fluorescent colors) shall be minimized, but in no case shall such coloring exceed five percent of each wall area.
- (e) Brick or stone exteriors shall not be painted at any time.
- (f) Equipment used for mechanical, processing, bulk storage tanks, or equipment used for suppressing noise, odors, and the like that protrudes from a side of a building or is located on the ground adjacent to a building shall be screened from public view as much as practical with materials matching the design of the building. Where miscellaneous exterior equipment cannot be fully screened with matching building materials, landscaping may be used as additional screening.
- (g) Pre-engineered metal buildings of any kind are prohibited.

Section 5: Design Elements

- A. In addition to the building material standards, all residential and commercial buildings in the Tanners Lake PUD shall comply with the following building design element requirements.
 - 1. Building facades shall provide architectural detail and shall contain windows at the ground level in order to create visual interest and maximize outdoor surveillance and visibility. The building/pedestrian interface is a crucial part of urban design and the design should provide visual interest, opportunities for sociability, and overall pedestrian safety and comfort.
 - 2. All exterior materials and appearance shall be compatible with surrounding buildings.
 - 3. The exterior materials and appearance for the rear and side walls of any building shall be similar to and compatible with the front of the building.

4. Buildings shall be located so that the front doors of the building or individual units face the public street or parking area.
5. Parking garages shall be located partially or fully underground or to the rear or interior of the site.
6. Primary entries to buildings shall be emphasized through the use of architectural features such as porches and roofs, recessions into the facade, or other details that highlight the importance of the entrance.
7. At least 20 percent for residential buildings or 30 percent for non-residential buildings of the first floor façade that faces a public street or sidewalk shall consist of windows and doors.
8. The rear entrance to a building may become the primary entrance when parking is located in the interior of a block as is typical for a traditional urban development pattern. When rear building entrances are used as the primary entrance they should be improved to include signs, lighting, canopies, windows, landscaping, and other complementary elements to create a safe and welcoming access to building entrances.
9. All building fronts shall include a minimum of four elements from the following menu:
 - (a) Architectural detailing, such as cornice, awning, parapet, or columns;
 - (b) A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of 150 square feet around the door entrance for single occupancy buildings and a minimum of 300 square feet for the front of multi-tenant buildings. Entrances shall be clearly articulated and obvious from the street or sidewalk.
 - (c) Contrasting, yet complementary material colors;
 - (d) A combination of horizontal and vertical design features;
 - (e) Irregular building shapes;
 - (f) Horizontal offsets of at least four feet in depth;
 - (g) Vertical offsets in the roofline of at least four feet;
 - (h) Fenestration at the first floor level which is recessed horizontally at least one foot into the façade;
 - (i) Varying roof lines and roof accents; or
 - (j) Other similar architectural features in the overall architectural concept.
10. Multi-story buildings shall have the ground floor distinguished from the upper floors (used to identify separate tenants) by having one or more of the following:
 - Awning
 - Trellis
 - Arcade
 - Window lintels
 - Intermediate cornice line
 - Brick detailing such as quoins or corbels

Section 6: Parking and Landscaping Requirements

- A. Except as amended below, all development within the Tanners Lake PUD shall follow the parking requirements contained in Article 18 Sec. 25-161: Off-Street Parking Requirements and the parking lot landscaping requirements contained in Sec. 25-175(h)(8): Parking Lot Requirements.
- B. Due to the proximity to public transit and in order to promote a more efficient use of land, required off-street parking stalls for multi-family structures shall be provided at a minimum of one per bedroom.
- C. Parking for commercial uses shall be provided at one space per 200 square feet of floor area.
- D. Required parking for one or more uses may be shared and organized collectively, provided the total number of spaces shall not be less than the sum of the separate requirements for each use. Shared site access may be utilized to reduce the number of curb cuts onto public streets.
- E. Parking lot amenities such as electric vehicle (EV) charging stations are encouraged. Installation of any station shall be consistent with the Off-Street Parking Requirements contained in Section 25-161 of the Zoning Chapter.
- F. All parking areas within the Tanners Lake PUD shall be subject to the following standards for landscaping of islands, medians, and parking lot edges.
 - 1. Landscaping shall be distributed throughout the parking lot to define major vehicle and pedestrian routes, provide shade, and break-up large paved areas.
 - 2. A minimum of one deciduous shade tree shall be provided for each parking island.
 - 3. A landscaped area to include a mix of deciduous shade trees and understory plantings shall be provided in required parking lot setback areas.
 - 4. Landscaping shall incorporate a variety of deciduous and coniferous trees and shrubs for year-round interest, texture, shape, and seasonal color.
 - 5. Edge treatments along streets and other public spaces should visually screen parked vehicles, but not completely obstruct views into and out of the parking lot.
 - 6. For parking lot edges adjacent to streets, parks, or other public open space, the following shall be provided:
 - (a) At least one row of shade trees spaced evenly at 15 to 20 foot intervals (or appropriate to the selected species) for the length of the parking lots edge. Trees may be clustered.
 - (b) Screening, consisting of continuous planting, alone or in combination with a decorative fence/wall or a landscaped berm.
 - 7. For parking lot edges not adjacent to the public or quasi-public realm, soft landscaping with a variety of deciduous and coniferous trees and plantings shall be provided.

Section 7: Pedestrian and Site Amenities

- A. Pedestrian amenities shall be provided to ensure convenient, safe, and attractive movement throughout the development.
 - 1. Pedestrian connections shall be provided to and through the area to existing and planned trails, sidewalks, and adjacent properties, where access exists or reasonable connections are possible. A sidewalk shall be constructed along 4th Street North in support of any new multi-family building.
 - 2. Where applicable, walkways shall be provided to separate pedestrians and vehicles, and shall link ground level uses within the site to the main building entry point, parking lot, and public sidewalks.
 - 3. Where pedestrian walks cross drive aisles, they shall be clearly marked with signage, special paving, landscaping, or similar methods.
 - 4. Sidewalks shall be a minimum of four feet wide, with a preference for six feet in width. Any gaps in the existing sidewalk system shall be filled as development occurs.
 - 5. Sidewalk alignments shall provide interest and utilize boulevard planting beds, green spaces, and connections to businesses and other amenities. Landscape features such as a curving alignment, use of pavers or special paving surfaces, and other features shall be used to create visual interest and identify a defined pedestrian area.
 - 6. An ADA compliant boardwalk with a minimum width of eight feet shall be provided along the west shoreline of Tanners Lake. Vegetative restoration consisting of woody-deep-rooted vegetation between the boardwalk and the edge of the water shall be provided, where practicable, at a minimum width of 16 feet.
- B. Site amenities shall be included in and around the plaza and any other place where people will likely gather. These spaces shall include at least three of the following:
 - 1. Patterned materials on walkways
 - 2. Bicycle racks
 - 3. Benches or other seating options
 - 4. Decorative trash receptacles
 - 5. Pedestrian-scale lighting
 - 6. Flower boxes or container landscaping

Section 8: Screening of Utilities and Service Areas

- A. All mechanical equipment located on the roof or around the perimeter shall be screened from ground level view with materials that are comparable and compatible with that of the exterior building materials. Mechanical equipment located on the roof shall be screened at a distance of 2.5 times the height of the building.
 - 1. A raised parapet or other architectural feature that is an integral part of the building is encouraged as a method of screening for rooftop mechanical equipment or to soften the rooftop view.

2. Screening for rooftop mechanical equipment shall incorporate similar architectural features of the building and/or be constructed of a material and color compatible with other elements of the building.
- B. All ground mechanical equipment shall be completely screened from view by opaque landscaping, or a screen wall shall be provided that is compatible with the architectural treatment of the principal building.
- C. The perimeter views of all external loading and service areas and any areas of outdoor storage must be screened from residential uses and adjacent public streets and the public front and office sides of all commercial uses, except at access points. Such screening can be accomplished through:
1. The placement of the building on the lot or the placement of a building on an adjacent lot.
 2. The use of landscaping (80 percent opaque at the time of maturity). Planting screens shall consist of healthy, hardy plant materials at least six feet in height.
 3. If screen walls are proposed, the materials used shall be of similar type, quality, and appearance as that of the principal structure. Such screens shall be at least six feet in height and provide a minimum opaqueness of 80 percent.
 4. Screen walls that are in disrepair shall be repaired. Planting screens shall be maintained in a neat and healthful condition. Plantings that have died shall be promptly replaced.
- D. The screening requirements contained in this section shall be satisfied through the use of walls, hedges, and other landscape materials. If the topography, existing vegetation, permanent structures, or other features create a barrier that meets the standards of this section, they may be substituted.

Section 9: Trash Handling

- A. All trash, recycling, and related handling equipment shall be stored within the principal structure, within an attached structure accessible from within the principal structure, or within an unattached structure. Such attached storage area shall be separated from the principal structure by a firewall. Recycling areas shall also be provided. Trash, recycling, and rubbish receptacles shall be totally screened from eye level view from public streets and adjacent residential properties. Such structures shall be of the same material and architecturally harmonious with principal structures and shall be enclosed by a roof and readily served through a door or gate system properly designed and constructed for abusive use.

Section 10: Site Lighting

- A. All site lighting within the TL-PUD shall adhere to the following requirements for lighting:

1. All exterior lighting shall be designed and arranged to direct illumination away from adjacent properties. All exterior lighting shall be arranged and designed to illuminate directly below or inboard of the property lines of the property such that the point source of light is not directly discernible by pedestrian or vehicular traffic in the public right of way.
2. Lighting shall be designed such that there is a maximum 0.5 footcandles at any property line. A photometric plan inclusive of all site lighting and specification sheets for each lighting fixture shall be submitted for review.
3. Parking areas shall be adequately lit for the safety of vehicular and pedestrian movements using decorative style lighting. No shoebox style lighting shall be permitted. Parking lot lighting shall have a maximum height of 30 feet to the illumination source.
4. Decorative-style lighting a maximum of 14 feet in height shall be used to illuminate all site areas with the exception of parking areas. The lighting design shall be consistent within the entire PUD and compatible with the building architecture.
5. Decorative wall-mounted or ground-mounted lighting shall be used on building fronts and street visible sides to illuminate entry points and highlight architectural features.
6. Glare, whether direct or reflected, and as differentiated from general illumination, shall not be visible beyond the limits from the site from which it originates.
7. No light which is flashing, revolving, or otherwise resembles a traffic control signal shall be allowed in any area where it could create a hazard for passing vehicular traffic.

Section 11: Signage

- A. All development within the Tanners Lake PUD shall follow the requirements for signage in Residential Districts as contained in Article 19: Signs, except for specific regulations as listed in the following items.
 1. High density multi-family buildings shall be allowed two wall signs that follow the size and placement standards listed in Sec. 25-184(a)(1)(g)(1): Wall Signs for Non-residential Institutional uses in Residential Districts. Additional signage may be allowed with City Council approval.
 2. Commercial uses shall follow the standards listed in Sec. 25-184(a)(2): Commercial District. Additional signage may be allowed with City Council approval.