
ORDINANCE NO.

AN ORDINANCE AMENDING NORTHFIELD CITY CODE, CHAPTER 34 – LAND DEVELOPMENT CODE, AND CHAPTER 14 – BUSINESS

THE CITY COUNCIL OF THE CITY OF NORTHFIELD DOES ORDAIN THAT (new material is underlined; deleted material is lined out; sections which are not proposed to be amended are omitted; sections which are only proposed to be re-numbered are only set forth below as to their number and title):

SECTION 1. Northfield Code, Chapter 34 – Land Development Code, Article 3. – Site Development, Section 3.6 – Off-Street Parking, Loading, and Mobility is hereby amended, as follows:

3.6.1 Purpose.

- (A) The purpose of the parking regulations is to accommodate the parking needs of motorized and non-motorized traffic in all districts using fiscally and environmentally responsible practices. The standards relating to parking will:
- (1) Prevent and alleviate the congestion of public streets;
 - (2) Promote the efficient use of land and city services;
 - (3) Integrate pedestrian and non-motorized transportation by emphasizing pedestrian circulation, and establishing requirements for bicycle parking;
 - (4) Provide safe, visually obvious, and direct pedestrian routes between streets and vehicular and bicycle parking, between parking and building entrances, between adjacent buildings, and between buildings and the trail networks of adjacent areas including paths outlined in the city's Parks, Open Space and Trail System Plan.
 - (5) Locate and design parking lots that will soften the visual impact of parking, contribute to a well-defined streetscape, and enhance the built and natural environment.
 - (6) Protect our natural environment by encouraging the use of permeable surfaces, LID stormwater infiltration, and best practices for the reduction of air, light and noise pollution.
 - (7) Provide adequate areas for off-street parking and storage of motor vehicles, while at the same time preventing over-supply of parking.
- (B) The parking regulations will implement the following objectives (as paraphrased) from the 2008 Comprehensive Plan.
- (1) Support economic vitality and existing businesses by encouraging shared parking ordinances and pedestrian paths as articulated in the land use objective LU2 and economic development objective ED1.4 in the comprehensive plan;
 - (2) Encourage a compact development pattern and support infill, redevelopment and land intensification as articulated in land use objective LU3 in the comprehensive plan;

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- (3) Improve transportation choices and efficiency through sidewalk and parking lot placement and "park once" site designs as articulated in land use objective LU9 in the comprehensive plan;
 - (4) Be a good steward of the natural environment; protect and enhance water quality. Increase the density of the community's urban forest; reduce Northfield's contribution to climate change by including promotion of shading of parking lots as articulated in land use objective LU6, environmental resource objectives ER3, ER9 and ER10 in the comprehensive plan;
 - (5) Maintain or improve air quality and minimize negative noise impacts as articulated in the environmental resource objectives ER7 and ER8 in the comprehensive plan;
 - (6) Improve the gateways into the community by including attractive landscaping and parking to the rear of the structure as articulated in the community identity objective CI5 in the comprehensive plan.

3.6.2 Applicability.

(A) **New Uses.** The parking and loading requirements of this section ~~shall~~will apply to a site plan review as established in Section 8.5.6, Site Plan Review, or zoning certificate application as established in Section 8.5.1, Zoning Certificate, for the construction of a new building or use in any district.

~~(B) **Expanded Uses.**~~

- ~~(1) Whenever a building or use created prior to the effective date of this LDC is changed or enlarged in floor area, number of units, seating capacity, or otherwise that will create a need for an increase in the number of parking spaces, the additional parking spaces shall be provided on the basis of the new demand created by the enlargement or change.~~
- ~~(2) If the proposed expansion or enlargement will increase the floor area, number of dwelling units, seating capacity, or other area to an extent larger than 50 percent of the building or use prior to the effective date of this LDC, then the entire site shall come into compliance with the requirements of this section.~~
- ~~(3) Any expansion or enlargement smaller than that established in paragraph (2) above shall comply with the requirements of this section for any new parking or loading areas required for the expansion. In cases where these small expansions or enlargements occur over a period of time after the effective date of this LDC, the site shall come into full compliance with the requirements of this section once the total expansion or enlargement of the floor area, number of dwelling units, seating capacity of other area exceed 20 percent of the original size at the time this LDC became effective.~~

(B) Expanded Uses

- (1) Whenever a building or use created before the effective date of this LDC is changed or enlarged in floor area, number of units, seating capacity, or otherwise that

creates a need for an increase in the number of parking spaces, any additional parking spaces will be provided based on these regulations.

(2) If the proposed expansion or enlargement increases the floor area, number of dwelling units, seating capacity, or other area to an extent larger than 50 percent of the building or use before the effective date of this LDC, then the entire site will come into compliance with the requirements of this section,

(3) Any expansion or enlargement smaller than that established in paragraph (2) above will comply with the requirements of this section for any new parking or loading areas required for the expansion. In cases where these small expansions or enlargements occur over a period of time after the effective date of this LDC, the site will come into full compliance with the requirements of this section once the total expansion or enlargement of the floor area, number of dwelling units, seating capacity of other area exceed 20 percent of the original size at the time this LDC became effective.

(C) Existing Uses. The parking and loading requirements of this section will not apply to the buildings and uses legally in existence on the effect date of this LDC unless modified in the manner stated in subsections (A) or (B) above. Furthermore, any parking or loading facilities now serving such existing buildings or uses will not be reduced below the requirements established in this section in the future.

~~(C) Change of Use.~~ No change of use shall be authorized unless the new use meets the minimum number of parking spaces required by this section.

~~(D) Existing Uses.~~ The parking and loading requirements of this section shall not apply to buildings and uses legally in existence on the effective date of this LDC unless modified in the manner stated in subsections (A) or (B) above. Furthermore, any parking or loading facilities now serving such existing buildings or uses shall not be reduced below the requirements established in this section in the future.

~~(E) Maintenance.~~ The duty to provide and maintain all such parking and loading areas ~~shall~~will be the joint responsibility of the owner, operator, and lessee of the use for which the vehicular areas are required. Each land use and structure, including a change or expansion of a land use or structure, ~~shall~~will provide suitable off-street parking and loading facilities in compliance with this section.

3.6.3 General Provisions.

(A) Parking Plan Required. Plans for all parking facilities, including parking garages, ~~shall~~will be submitted to the city planner for review whether through zoning certificate review as established in Section 8.5.1, Zoning Certificate, or site plan review as established in Section 8.5.6, Site Plan Review.

(B) Parking and Loading Spaces to be Permanent. Each parking and loading space ~~shall~~will be permanently available, marked, and maintained for parking or loading purposes for the use it is intended to serve; provided, that the approval of a temporary use permit as outlined in Section 2.11, Temporary Uses and Structures

of this LDC may allow the temporary use of a parking or loading space for other purposes.

(C) **Parking and Loading to be Unrestricted.** A lessee, owner, tenant, or other person having control of the operation of premises for which parking or loading spaces are required by this section ~~shall~~will not prevent, prohibit, or restrict authorized persons from using the spaces without the prior approval of the city planner.

(D) **Outdoor Parking and Storage of Vehicles.**

(1) Parking and storage of any motorized vehicle may occur within a garage, ~~carport~~, or other ~~building~~structure approved for parking in accordance with the applicable sections of this LDC.

(2) **Parking and Storage of Vehicles in Residential Districts.**

(a) **Parking and Storage in the Front or Side Yard.**

(i) Operable and licensed automobiles, motorcycles, or trucks of one-ton capacity or less, in regular use, may be parked on a driveway in the front yard.

(ii) Operable recreational vehicles may be parked for a period of 72 hours on a driveway for the purpose of loading and unloading the vehicle.

(iii) No other motorized vehicle parking ~~shall~~will be located ~~within an on an~~ unpaved surface in the front or side yard.

(b) **Parking and Storage in the Rear Yard.** Parking and storage of motorized vehicles in the rear yard ~~shall be~~ prohibited. Operational and licensed vehicles stored on a paved driveway, or paved surface immediately adjacent to a garage are exempt from this provision.

(c) **Truck Parking in Residential Areas.** No motor vehicle over one-ton capacity bearing a commercial license and no commercially licensed trailer ~~shall~~will be parked or stored in a residential district or on a public street except when loading, unloading, or rendering a service. Recreational vehicles and pickups are not restricted by the terms of this subsection.

(E) **Vehicles for Sale.** No vehicle, trailer, or other personal property ~~shall~~will be parked on an unpaved surface for the purpose of displaying the vehicle, trailer, or other personal property for hire, rental, or sale, unless the applicable zoning allows the use, and the person or business at that location is licensed to sell vehicles, trailers, or other personal property.

(F) **General Access and Circulation Requirements.**

(1) The traffic generated by any use, whether vehicular or pedestrian ~~shall~~will be channeled and controlled in a manner that will avoid:

(a) Congestion on the public streets;

(b) Traffic hazards including obstacles to safe pedestrian and bicycle access; and

(c) Excessive traffic through residential areas, particularly truck traffic. Internal traffic ~~shall~~will be so regulated as to ensure its safe and orderly flow.

(2) Traffic into and out of business areas ~~shall~~will, to the maximum extent possible, be forward moving with no backing into streets.

3.6.4 Rules for Computation. The following rules ~~shall~~will apply when computing parking, loading, or stacking spaces:

~~(A) **On-Street Parking.** On-street parking space in non-residential zoning districts may be counted toward off-street parking space requirements as may be provided for in this LDC.~~

~~(B)~~ **Driveway Space Meeting Parking Requirements.** Entrances, exits, or driveways ~~shall~~will not be computed as any part of a required parking lot or area, except in the case of single-family, two-family, and three-family dwellings where driveways may be used in calculating the amount of off-street parking.

~~(C)~~ **Multiple Uses.** Unless otherwise noted or approved, off-street parking areas serving more than one use ~~shall~~will not provide parking in ~~an amount equal to~~an amount not in excess of the combined total of the ~~requirements~~maximums for each use.

~~(D)~~ **Area Measurements.** All square footage-based parking standards ~~shall~~will be computed ~~on the basis of~~based on gross floor area of all floors in a nonresidential building. Up to 15 percent of the gross floor area ~~may~~will be excluded from the above calculation if the area is used for storage, loading, unloading, or for mechanical equipment.

~~(E)~~ **Gasoline Stations.** Spaces at the pump at a gas station ~~may~~ will count toward the ~~minimum~~maximum parking space ~~limits~~requirements, but stacking spaces will not be counted toward the maximum space limits.

~~(F)~~ **Occupancy- or Capacity-Based Standards.**

(1) For the purpose of computing parking ~~maximums~~requirements based on employees, students, residents, or occupants, calculations ~~shall~~will be based on the ~~typical, or average, number of persons working on a single shift, the typical, or average, enrollment, or the maximum fire-rated capacity, whichever is applicable.~~

~~(2) In hospitals, bassinets shall not be counted as beds.~~

~~(3) In the case of benches, pews and similar seating accommodations, each 24 inches thereof shall be counted as one seat for the purpose of determining the parking requirements.~~

~~(G)~~ **Unlisted Uses.**

(1) Upon receiving an application for a use not specifically listed in the parking schedule below, the city planner ~~shall~~will apply the parking standard specified for the listed use that is deemed most similar to the proposed use in regards to use, size and intensity of use.

- (2) If the city planner determines that there is no listed use similar to the proposed use, intensity, or size, they may refer to the estimates of parking demand based on recommendations of the American Planning Association (APA), the Urban Land Institute (ULI) and/or the Institute of Traffic Engineers (ITE).
- (3) The city planner's decision regarding parking requirements for a specific use is appealable to the zoning board of appeals as established in Section 8.5.17, Appeals.
- (H) **Tandem Parking.** The use of tandem parking (when one space is located directly behind another) is allowed; however, the parking spaces that will be blocked, or potentially blocked by other vehicles ~~shall not~~will count toward the ~~requirements~~ of standards of this section. Single-family, ~~and two-, and three-~~family dwelling units ~~shall be~~are exempt from this requirement.
- (I) **Parking Areas within a Structure.** When located within a private garage, parking garage, or other facility designed for the parking of cars, No parking area located within the interior of a structure shall will be counted in meeting ~~exempt from the off-street surface parking requirements~~ maximums of this section. ~~except when located within a private garage, parking garage, or other facility designed for the parking of cars.~~

3.6.5 Off-Street Parking Space Requirements.

- (A) Tables 3.6-1 and Table 3.6-2 define the maximum number of parking spaces ~~permitted~~required for each use within the city, and the minimum number of bicycle parking spaces required for each use in the city. There is no minimum number of vehicle spaces required. When required by the City Planner, the applicant must provide a parking analysis indicating how they will provide adequate parking for the proposed use without negatively impacting adjacent properties or creating or compounding a dangerous traffic situation.
- (B) ~~The applicant may vary from the required number of parking spaces in accordance with Section 3.6.8(A), Modification of Required Number of Spaces.~~
- (C) ~~The minimum number of parking spaces for all zoning districts is stated in Table 3.6-1. Table 3.6-2 states the required number of spaces for use categories. The standards of Table 3.6-1 and Table 3.6-2 apply unless specifically superseded by other portions of this LDC.~~
- (D) See Section 3.6.7, Bicycle Parking for off-street parking requirements for bicycles.

Table 3.6-1: Minimum Required and Maximum Allowed Parking Spaces by Zoning District	
Zoning District	Requirement
A S, R1, R2, R3, R4, N1, and N2	Minimum is Standard A in Table 3.6-2 Maximum is Standard B in Table 3.6-2
C1	Minimum: None, except: -1) Property west of Highway 3: Minimum is 50% of Standard A [1]

	<p>–2) Property south of Sixth Street: Minimum is 30% of Standard A {1} Maximum: None, except: –1) Property west of Highway 3: Maximum is 50% of Standard B {1} –2) Property south of Sixth Street: Maximum is 30% of Standard B {1}</p>
C2	<p>Minimum is Standard A in Table 3.6-2 Maximum is Standard B in Table 3.6-2</p>
CD-S	<p>Minimum is Standard A in Table 3.6-2</p>
PI-S	<p>Minimum is Standard A in Table 3.6-2 Maximum is Standard B in Table 3.6-2</p>
NC-F	<p>Minimum is Standard A in Table 3.6-2{2} Maximum is Standard B in Table 3.6-2</p>
ED-F	<p>Minimum is Standard A in Table 3.6-2 Maximum is Standard B in Table 3.6-2</p>
<p>1. Hotels, Motels, and Extended Stay Establishments shall be subject to the minimum and maximum parking standards in Standard A and Standard B in Table 3.6-2.</p>	
<p>2. Multi-family apartment houses and rowhouses shall no be subject to the minimum parking standards in Standard A in table 3.6-2.</p>	

Table 3.6-2: Parking Spaces by Use (Refer to Table 3.6-1 to determine which standard applies)				
Use Categories	Specific Uses	Standard A - Minimum	Standard B - Maximum	Minimum Bicycle Parking Requirement
Residential Uses				
1-, 2- and 3-Family Dwellings		–2 off-street spaces per dwelling unit including the space in the driveway.	Two operable, licensed vehicles plus 1 per licensed driver living in the dwelling unit.	None
Townhouse, 4-, 6 and 8-Family Buildings		–A minimum of 2 off-street spaces per dwelling unit for residents' use counting the private driveway plus a	4 off-street plus 1 shared space	10 percent of Standard A (covered according to

		minimum of 0.5 off-street shared-space per dwelling unit for visitors' use. If the housing is located along a public street, some credit may be given by the City Council for visitors' parking available on the adjacent street.		Section 3.6.7 (G))
Apartment Building		1.5 spaces per dwelling unit plus at least 0.5 space per unit in common for visitors.	2 per unit plus 1 per unit for visitors.	10 percent of Standard A (covered according to Section 3.6.7 (G))
Housing for the elderly	Independent living, assisted living or memory care	Total spaces for residents, staff and visitors: Independent: 1 per unit Assisted or memory: 0.4 per unit At least 35 percent of the spaces must be provided in a surface lot so that they can be shared among visitors and staff.	None	5 spaces (covered according to Section 3.6.7 (G))
Group living	Includes residential care facilities and specialized care facilities	1 space per employee on the maximum shift plus 0.10 shared per dwelling unit for visitors. On street spaces may be counted for visitors with Council approval.	None	
Live / Work		1 space per living unit, plus 1 per employee	2 spaces per living unit, plus 1 per employee	3 spaces
Commercial Use				
Hotel, Motel, Extended Stay Establishments		1 space per room or suite	1.25 spaces per room or suite	10 percent of Standard A
Neighborhood-serving		1 space per 500 square feet of floor area. Adjacent on-	1 space per 350 square	5 spaces

Commercial		street parking may be included in the minimum requirement	feet of floor area: Adjacent on-street parking may be included in the minimum requirement	
Office		1 space per 500 square feet of floor area	1 space per 250 square feet of floor area	2 spaces minimum; where the number of vehicular spaces exceeds 10 spaces, then the number of bicycle parking spaces shall be 20% of Standard A. (Section 3.6.7 (G))
Restaurants (not fast food) and bars		15 spaces per 1,000 square feet or 1 space for each 4 seats, whichever is greater	20 spaces per 1,000 square feet or 1 space for each 4 seats, whichever is greater	2 spaces; if the number of vehicular spaces exceeds 10 spaces, then the number of bicycle parking spaces shall be 15% of Standard A. (covered according to Section 3.6.7 (G))
Restaurant, fast food		8 spaces per 1,000 square feet	15 spaces per 1,000 square feet	2 spaces; if the number of vehicular spaces exceeds 10 spaces, then the number of

				bicycle parking spaces shall be 10% of Standard A. (covered according to Section 3.6.7 (G))
Retail Sales and Service	Includes retail, personal services and repair-oriented businesses	4 spaces per 1,000 square feet	6 spaces per 1,000 square feet	2 spaces; if the number of vehicular spaces exceeds 10 spaces, then the number of bicycle parking spaces shall be 15% of Standard A. (covered according to Section 3.6.7 (G))
Industrial				
Warehouses and Yards	Includes distribution facilities	1 space per 5,000 square feet; mixed-use structures shall also be based on other use requirements	None	None
Public, Institutional, or Recreational Uses				
Golf Courses		5 spaces per green	8 spaces per green	5 spaces (covered according to Section 3.6.7 (G))
Hospital		Number of spaces as required per a parking study	Number of spaces as required per a parking study	10 spaces (covered according to Section 3.6.7 (G))
Recreational Facilities		2 spaces per 1,000 square feet	4 spaces per 1,000 square feet	2 spaces; if the number of vehicular spaces exceeds 10 spaces, then the number of

				bicycle parking spaces shall be 20% of Standard A. (covered according to Section 3.6.7 (G))
Public and Semipublic Buildings	Includes cultural facilities	3 spaces per 1,000 square feet	5 spaces per 1,000 square feet	2 spaces; if the number of vehicular spaces exceeds 10 spaces, then the number of bicycle parking spaces shall be 25% of Standard A. (covered according to Section 3.6.7 (G))
School (Institutions of Higher Education)	Colleges and college related facilities	Campus-wide requirement as determined through a parking study. One parking space for each faculty, staff, student vehicle, and the number of parking spaces equal to the average visitor parking demand as documented in a parking study. On street parking adjacent to property owned by a college may be counted towards meeting the parking requirement.		25% of Standard A. (covered according to Section 3.6.7 (G))

Table 3.6-1: Maximum Surface Parking Spaces by Use		
<u>Use Categories</u>	<u>Specific Uses</u>	<u>Standard Maximum</u>
<u>Residential Use</u>		
<u>1-, 2- and 3-Family Dwellings</u>		<u>Regulated by other sections including maximum paving restrictions.</u>

<u>Townhouse, 4+ Family Buildings</u>		<u>2 per dwelling unit</u>
<u>Apartment Building</u>		<u>2 per dwelling unit</u>
<u>Housing for the elderly</u>	<u>Independent living, assisted living, or memory care</u>	<u>1.5 per unit for independent living, 0.5 per bed for assisted living or memory care</u>
<u>Group living</u>	<u>Includes residential care facilities and specialized care facilities</u>	<u>1 space per bed</u>
<u>Live / Work</u>		<u>2.5 spaces per living unit</u>
<u>Commercial Use</u>		
<u>Hotel, Motel, Extended Stay Establishments</u>		<u>1.25 spaces per room or suite, plus 30% capacity of other uses</u>
<u>Neighborhood-serving Commercial</u>		<u>1 space per 350 square feet of gross floor area.</u>
<u>Office</u>		<u>1 space per 250 square feet of gross floor area</u>
<u>Restaurants (not fast food) and bars</u>		<u>13 spaces per 1,000 square feet gross floor area</u>
<u>Restaurants, fast food</u>		<u>10 spaces per 1,000 square feet gross floor area</u>
<u>Retail Sales and Service</u>	<u>Includes retail, personal services, and repair-oriented businesses</u>	<u>4 spaces per 1,000 square feet gross floor area</u>
<u>Industrial Use</u>		
<u>Warehouses and Yards</u>	<u>Includes distribution facilities</u>	<u>None</u>
<u>Public, Institutional, or Recreational Uses</u>		
<u>Golf Courses</u>		<u>4 spaces per green, plus 30% occupancy for associated uses</u>
<u>Hospital</u>		<u>Number of spaces as required per a parking study</u>
<u>Recreational Facilities</u>		<u>3 spaces per 1,000 square feet</u>
<u>Public and Semipublic Buildings</u>	<u>Includes cultural facilities</u>	<u>4 spaces per 1,000 square feet</u>
<u>School (Institutions of Higher</u>	<u>Colleges and college-related facilities</u>	<u>Per parking study as required in section 2.4.2 – College Development District (CD-S)</u>

<u>Education)</u>		
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Table 3.6-2: Minimum Bicycle Parking Spaces by Use		
Use Categories	Specific Uses	Standard Minimum
<u>Residential Use</u>		
<u>A minimum of 90% of bicycle spaces provided for residential uses must meet the standards for long-term bicycle parking.</u>		
<u>1-, 2- and 3-Family Dwellings</u>		<u>1 space per dwelling unit unless individual enclosed garage provided</u>
<u>Townhouse, 4+ Family Buildings</u>		<u>1 per dwelling unit unless individual enclosed garage provided</u>
<u>Apartment Building</u>		<u>1 per dwelling unit</u>
<u>Housing for the elderly</u>	<u>Independent living, assisted living or memory care</u>	<u>5 spaces</u>
<u>Group living</u>	<u>Includes residential care facilities and specialized care facilities</u>	<u>0.5 per bed</u>
<u>Live / Work</u>		<u>1 space per dwelling unit unless individual enclosed garage provided</u>
<u>Commercial Use</u>		
<u>Hotel, Motel, Extended Stay Establishments</u>		<u>Minimum of 3 or 1 per 20 rooms, whichever is greater</u>
<u>Neighborhood-serving Commercial</u>		<u>5 spaces</u>
<u>Office</u>		<u>Minimum of 2 or 1 per 2,000 square feet of gross floor area, whichever is greater after 10 spaces, remaining spaces may be reduced by 50%</u>
<u>Restaurants (not fast food) and bars</u>		<u>Greater of 2 or 2 per 1,000 square feet floor area after 10 spaces, remaining spaces may be reduced by 50%</u>
<u>Restaurants, fast food</u>		<u>Greater of 2 or 2 per 1000 square feet floor area after 10 spaces, remaining spaces may be reduced by 50%</u>
<u>Retail Sales and Service</u>	<u>Includes retail, personal services and repair-oriented businesses</u>	<u>Greater of 2 or 1 per 2,000 square feet floor area, after 10 spaces, remaining spaces may be reduced by 50%</u>
<u>Industrial Use</u>		
<u>Warehouses and</u>	<u>Includes distribution</u>	<u>Greater of 2 or 1 per 20,000 square feet floor area</u>

<u>Yards</u>	<u>facilities</u>	
Public, Institutional, or Recreational Uses		
<u>Golf Courses</u>		<u>5 spaces</u>
<u>Hospital</u>		<u>10 spaces</u>
<u>Recreational Facilities</u>		<u>Greater of 2 or 1 per 2,000 square feet floor area, after 10 spaces, remaining spaces may be reduced by 50%</u>
<u>Public and Semipublic Buildings</u>	<u>Includes cultural facilities</u>	<u>Greater of 2 or 1 per 2,000 square feet floor area, after 10 spaces, remaining spaces may be reduced by 50%</u>
<u>School (Institutions of Higher Education)</u>	<u>Colleges and college-related facilities</u>	<u>3 per classroom plus other uses</u>

3.6.6 Disabled Parking Requirements. Parking spaces required for the disabled ~~shall~~will be provided in compliance with all the applicable state and federal requirements. All spaces for the disabled ~~shall~~will be located so that:

- (A) The spaces provide easy access from the closest parking area to the major entrance of the use for which they are provided;
- (B) The disabled individual is not compelled to wheel or walk behind parked cars other than his or her own;
- (C) A pedestrian way accessible to physically disabled persons ~~shall~~will be provided from each parking space to related facilities including curb cuts or ramps.

3.6.7 Bicycle Parking Requirements. The purpose of bicycle parking regulations is to encourage bicycling for personal transportation, to provide access to employment, commercial, residential, and other destinations, and to provide safe, convenient bicycle parking located as close as possible to the main entrance of a destination. Provision of bicycle parking is required throughout the city.

~~(A) Those areas of the C1 district that do not require vehicle parking are not required to provide bicycle parking. However, bicycle parking is still encouraged in those areas.~~

~~(B)~~(A) The number of required bicycle parking spaces is found in Table 3.6-2. The city planner may waive or reduce the required number of bicycle parking spaces in those instances where bike parking is not physically feasible. The following standards ~~are applicable~~apply to each bicycle parking spaces:

- (1) If more than ten bicycle parking spaces are required, at least 50 percent of those spaces ~~shall~~must be sheltered by overhangs, canopy, awning, recessed entry, or covered walkways of sufficient size to protect the bicycle and cyclist while locking and unlocking from the required rack. See Figure 3-24.



Figure 3-24: Examples of bicycle parking shelters.

- (2) Each bicycle parking space ~~shall~~must be accessible without moving another bicycle, usually by ~~allowing 2½ feet by six feet for each bicycle parking space~~ adhering to the dimensions identified in Figure 3-25, acceptable and recommended dimensions for bicycle parking, and must not result in a bicycle obstructing a required walkway. The City Planner may require the provision of larger bicycle parking spaces at their discretion to accommodate bicycle trailers, cargo bikes, pedicabs, or other larger bicycles.

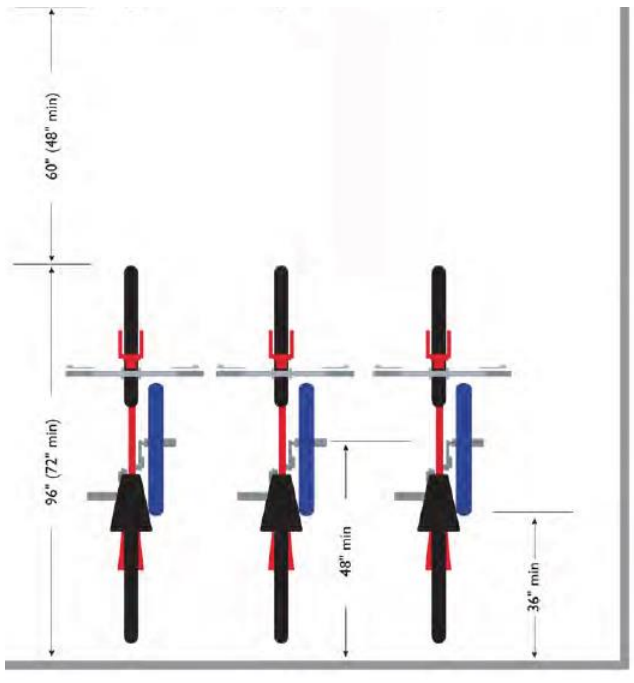


Figure 3-25: Acceptable Bicycle Parking Space Dimensions

- (3) Bicycle parking spaces ~~shall~~must include a securely anchored bicycle rack that permits the locking of the bicycle frame and one (1) wheel to the rack, and that supports the bicycle in a stable position without damage to wheels, frame, or components. Bicycle racks that hold only the wheel of the bicycle are not allowed

(see Figure 3-26). Bicycle lockers or in-unit bicycle nooks are exempt from this requirement.

RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

INVERTED U

also called
staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL-SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

Figure 3-26: Examples of acceptable bicycle racks

- (4) Bicycle parking spaces must be accessible and maintained during all seasons (i.e. free of debris and snow).
- (B) All bicycle parking must be accessible without requiring the use of stairs.
- (C) Bicycle parking ~~shall~~must be located in an area that will not pose a safety hazard to the bicyclist and ~~shall~~must be separated from auto parking and traffic with space and a physical barrier.
- (D) A sign ~~shall~~must be posted at the main building entrance indicating the location of large bicycle parking areas, or indoor parking areas.
- (E) Bicycle parking areas ~~shall~~must be well-lit for theft protection, personal security, and accident prevention.
- (F) For residential uses, no less than 90% of required bicycle parking spaces must meet the standards for long-term bicycle parking.

(G) For offices, manufacturing, production and processing, hospitals, hotels, and uses where the intended users are employees or otherwise would require long-term parking as deemed appropriate by the city planner, no less than 50% of the required bicycle parking spaces must meet the standards for long-term bicycle parking.

(H) For all other uses, no less than 50% of required bicycle parking spaces must meet the standards for short-term bicycle parking.

(I) Required short-term bicycle parking spaces must be located in a convenient and visible area within fifty (50) feet of a principal entrance. With the permission of the city engineer, required bicycle parking may be located in the public right-of-way. Public bicycle parking spaces may contribute to compliance with required bicycle parking when located adjacent to the property in question.

(J) Required long-term bicycle parking spaces must be located in enclosed and secured or supervised areas providing protection from theft, vandalism, and weather, and must be accessible to intended users. Required long-term bicycle parking for residential uses may not be located within deck or patio areas accessory to dwelling units. Residential bicycle rooms must include access to electricity. With permission of the City Planner, long-term bicycle parking spaces for nonresidential uses may be located off-site within three hundred (300) feet of the site.

~~(F) The following standards are applicable to bicycle racks:~~

~~(1) Bicycle racks shall be securely anchored, maintained, and accessible during all seasons (i.e. free of debris and snow).~~

~~(2) Bicycle racks shall be harmonious with their environment both in color and design. Bicycle parking facilities shall be incorporated whenever possible into building design or street furniture.~~

~~(3) Bicycle racks shall be located within 50 feet of the main entrance within view of passersby, retail activity or office windows but should not block pedestrian traffic.~~

~~(4) Bicycle racks that hold only the wheel of the bicycle are not allowed. Instead, racks should provide two contact points and allow the wheel and frame to be locked together to the rack with the most common locking device, the u-style (see Figure 3-23).~~

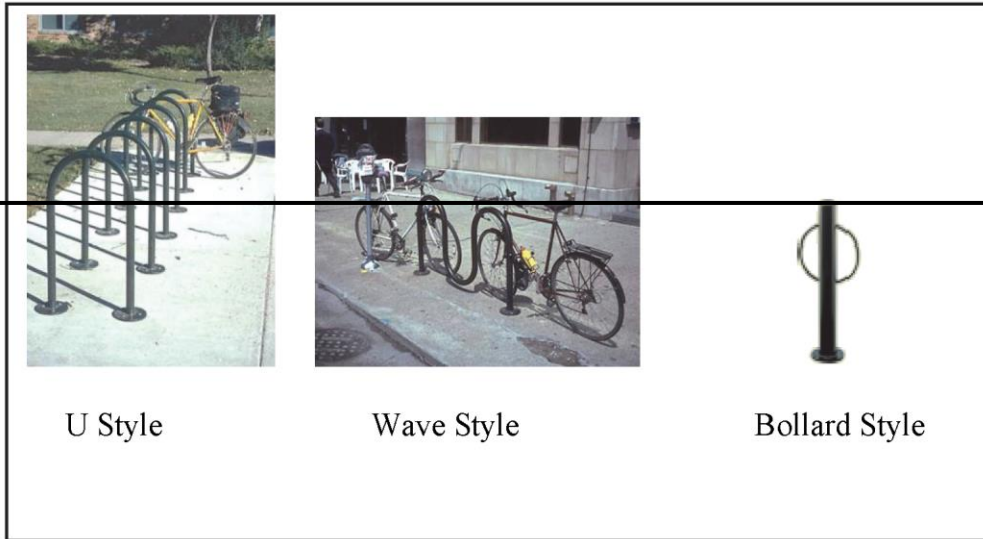


Figure 3-23: Examples of acceptable bicycle racks.

(G) Bicycle parking shelter requirements shall include:

- (1) A permanent free standing structure of sufficient size to protect the bicycle from exposure to snow or rain; or
- (2) A permanent canopy, awning or recessed entrance or overhang that is an architectural extension of a building that is of sufficient size to protect the bicycle from exposure to snow and rain.
- (3) A permanent architectural extension from a building or a free standing structure must be attached to a building or supported by permanent vertical structural supports that are at least seven feet above the bicycle parking space.
- (4) The bicycle parking shelter should be of sufficient size and be located so as to protect cyclist and the bicycle while locking and unlocking the bicycle from the required bike rack.

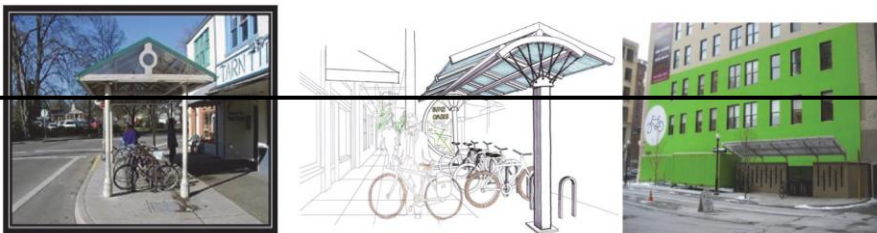


Figure 3-24: Examples of bicycle parking shelters.

3.6.8 Modification of Parking Requirements.

(A) **Modification of Required Number of Spaces.** For all uses except single-, two-, and three-family dwellings, the number of parking spaces ~~required~~ permitted in Table 3.6-1 and Table 3.6-2 may be modified according to the following provisions.

Approval of requests to provide more or less parking spaces ~~shall~~will be made according to the applicable review procedure associated with the principal uses listed in Table 2.7-1.

(1) Providing More Parking Spaces than the ~~Required~~Permitted Number of Spaces.

An applicant may request additional spaces beyond those ~~required~~permitted in Table 3.6-1 and Table 3.6-2 but ~~shall~~will be required to ~~provide the following information~~ demonstrate a reasonable need and provide a plan for mitigating future over-supply. At a minimum, the following information will be provided:

- (a) Number of customers, patients, visitors, or other patrons of the proposed use. Information ~~shall~~will also be included detailing the expected parking behavior of these people (i.e., how long a customer may be at the facility).
- (b) Number of full-time and part-time employees.
- (c) Number and approximate timing of deliveries.

(2) ~~Providing Fewer Parking Spaces than the Required~~ Number of Spaces. Ten percent of the spaces required in Table 3.6-1 and Table 3.6-2 may be reduced as of right but a reduction of the remaining percentage, may be permitted only if the applicant provides for parking in the following locations (listed in order of priority):

- ~~(a) Off-site parking spaces, or~~
- ~~(b) Shared parking spaces, or~~
- ~~(c) Shadow parking spaces as provided for in this subsection, or~~
- ~~(d) On-street parking.~~

(B) Modification of Bicycle Parking. The city planner may waive or reduce the required number of bicycle parking spaces in those instances where parking is not appropriate to the nature and location of the land use. An applicant requesting a waiver or reduction ~~shall~~will be required to provide the following information:

- (1) Number of customers, employees, patients, residents, visitors, or other patrons of the proposed use.
- (2) Information ~~shall~~must also be included detailing the expected ~~bicycling~~bicycling/transportation behavior of these people (i.e., the likelihood of customers or employees biking to the facility or parking at the facility).
- (3) Site constraints and additional considerations that clearly demonstrate the required bicycle parking can reasonably be expected to be excessive.

(C) Unbundled parking. Unbundled parking is the practice of selling or leasing parking spaces separate from the purchase or lease of a residential use, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.

(1) Applicability. Accessory off-street parking may be unbundled for any development or redevelopment of a structure with four (4) or more residential dwelling units. Affordable housing dwelling units with financing that requires the cost for parking and housing be bundled together, are exempt from this provision.

(2) Requirements. All accessory off-street parking spaces for residential units in new or rehabilitated residential dwellings may be unbundled and may be sold or leased separately for the life of the dwelling units.

(C) Shadow Parking. A portion of the required parking spaces may remain landscaped and unpaved or paved with pervious (i.e., "green") pavers provided that the parking and unpaved areas complies with the following standards and is authorized in accordance with Section 3.8.8, Modification of Parking Requirements (See Figure 3-25):

~~(1) The parking plan submitted with the zoning certificate or site plan review application shall denote the location and layout of that portion of the parking area that currently is deemed not required. The plan shall indicate that the "shadow" parking spaces will be constructed according to these regulations in the event that the city planner determines at any time that all or any portion of this parking is necessary.~~

~~(2) At no time shall any portion of the required parking area that is so designated for future construction be used for the construction of any structure or paved surface with the exception that pervious pavers may be used to provide temporary parking provided that the pavers allow for grass and other vegetation to grow through the material.~~

~~(3) At no time shall any portion of the required parking or loading that is so designated for future construction, as provided herein, be counted as open space or other non-paved areas required by other provisions of this section.~~

~~(4) The owner shall initiate construction of the approved "future" parking area(s), as identified on the approved parking plan, within three months of the receipt of a certified letter or a letter through normal postal service (in the event that the certified letter is not accepted) sent to the owner of record from the city planner, identifying that such parking is determined to be necessary.~~

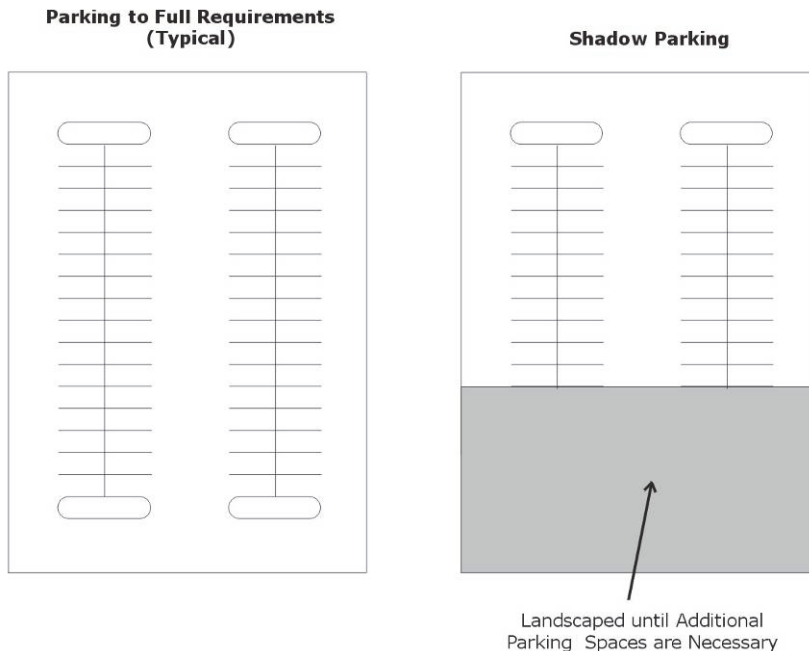


Figure 3-25: Illustration of shadow parking concept.

(D) **Shared Parking.** A portion of the required parking spaces may be located on an adjacent property if the parking area complies with the following standards and is authorized in accordance with Section 3.6.8, Modification of Parking Requirements.

- (1) Shared parking is encouraged and permitted if the multiple uses that the shared parking will benefit can cooperatively establish and operate the facilities.
- (2) ~~The applicant shall have the burden of proof for reduction of the total number of parking spaces and shall document and submit information substantiating their request.~~ Shared parking may be approved if:
 - (a) A sufficient number of spaces is provided to meet the highest demand of the participating uses;
 - (b) Evidence has been submitted by the parties operating the shared parking facility, to the satisfaction of the city planner, documenting the nature of uses and the times when the individual uses will operate so as to demonstrate the lack of potential conflict between them.
 - (c) The shared parking spaces will not be located in excess of 500 feet from the further most point of the space to the front door, or other viable building entrance as approved by the city planner, of the use they are intended to serve;
 - (d) A shared parking agreement is submitted and reviewed as to form by the city attorney, that provides for the rights of the respective parties to use the shared parking areas in a manner adequate to accommodate multiple users or that parking spaces will be shared at specific times of the day (i.e., one activity uses the spaces during daytime

hours and another activity uses the spaces during evening hours). This agreement ~~shall~~will include evidence of deed restrictions or other recorded covenants that ensure that the spaces will be properly maintained during the life of the development.

- (e) The approved shared parking agreement ~~shall~~will be filed with the application for a zoning certificate and ~~shall~~will be filed with the appropriate county and recorded in a manner as to encumber all properties involved in the shared parking agreement.
- (f) No zoning certificate will be issued until proof of recordation of the agreement is provided to the city planner.
- (E) **Off-Site Parking.** A portion of the ~~required~~permitted parking spaces may be located on a separate lot from the lot on which the principal use is located if the off-site parking complies with the following standards and is authorized in accordance with Section 3.6.8, Modification of Parking Requirements.
 - (1) ~~Off-site parking shall not be used to satisfy the off-street parking standards for residential uses, hospitals, bars (if not incidental to a restaurant), or convenience stores and other convenience-oriented uses.~~ Required parking spaces reserved for persons with disabilities ~~shall~~will not be located in an off-site parking facility.
 - (2) With the exception of parking located in the CD-S zone, no off-site parking space ~~shall~~will be located more than ~~500~~800 feet from the primary entrance of the use served, measured along the shortest legal, practical walking route. This route may include crossing a right-of-way provided it uses a legal crosswalk.
 - (3) If an off-site parking area is located in a different zoning district, the off-site parking areas ~~shall~~will adhere to the regulations of the same or a more intensive zoning classification than that required for the use served.
 - (4) ~~In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement as outlined in (5), below, shall~~will be required.
 - (5) ~~An off-site parking agreement shall be submitted and approved as to form by the city attorney. This agreement shall include evidence of deed restrictions or other recorded covenants that ensure that the spaces will be properly maintained during the life of the development.~~
 - (6) ~~The approved off-site parking agreement shall be filed with the application for a zoning certificate and shall be filed with the appropriate county and recorded in a manner as to encumber all properties involved in the off-site parking agreement.~~
 - (7) ~~No zoning certificate will be issued until proof of recordation of the agreement is provided to the city planner.~~

3.6.9 Location of Parking.

(A) Generally.

-
- (1) Unless otherwise stated, parking spaces ~~shall~~will be located on the same lot as the principal use they serve unless the spaces meet the requirements of Section 3.6.8(D), Shared Parking or Section 3.6.8(E), Off-Site Parking.
 - (2) Parking is prohibited in any required screening or landscaping buffering areas as may be required in Section 3.5, Landscape, Screening, and Buffering Standards.
 - (B) Spaces accessory to multiple-family dwellings ~~shall~~will be on the same lot as the principal use served or within 200 feet of the main entrance to the principal building served.

(C) Setbacks.

- (1) Minimum setback requirements for parking lots, drive aisles, loading spaces and maneuvering areas are found in the site development standards for each individual zoning district.
- (2) All setbacks near intersections of public streets ~~shall~~will be determined by the city engineer.

3.6.10 Parking Design Standards. Required parking areas ~~shall~~will be designed, constructed, and maintained in compliance with the requirements of this subsection.

- (A) **Access to Parking.** Access to parking areas (i.e. driveways) ~~shall~~will be provided as follows for all parking areas other than garages for individual dwelling units. Additional access requirements are found in Section 5.2.3(B)(7), Access.
 - (1) Parking areas ~~shall~~will provide suitable maneuvering area so that vehicles enter from and exit to a public street in a forward direction only.
 - (2) Parking lots ~~shall~~will be designed to prevent access at any point other than at designated access drives.
 - (3) Single dwellings and multi-family dwellings units (up to a maximum of four units) are exempt from this requirement.
 - (4) A non-residential development that provides 20 or more parking spaces ~~shall~~will have access driveways that are not intersected by a parking aisle, parking space, or another access driveway for a minimum distance of 20 feet from the street right-of-way, to provide a queuing or stacking area for vehicles entering and exiting the parking area (See Figure 3-267).

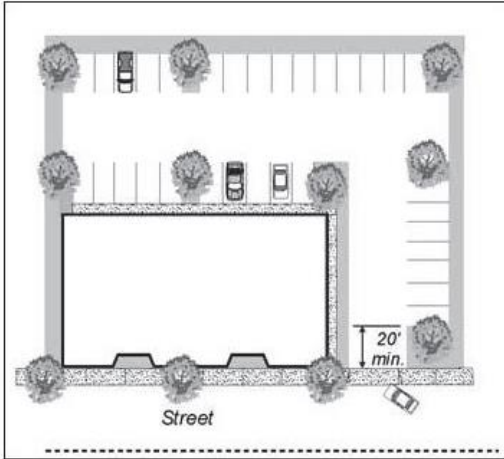


Figure 3-267: Non-impeded access driveway.

(5) A minimum unobstructed clearance height of 14 feet ~~shall~~will be maintained above areas accessible to vehicles within nonresidential developments.

(6) Surfacing.

(a) ~~Within all zoning districts, driveways shall be paved and permanently maintained with asphalt, concrete, or approved paving units. Surfaces will be constructed and maintained in good condition made of concrete, asphalt, approved pavers, or similar dust-free surface stabilized to prevent erosion and the tracking of sediment or debris into the public right of way, specifically approved by the city planner.~~

(b) Within the R1, N1, and N2 districts, driveways may have a grass median separating the driveway parking area (see Figure 3-278). The paved driveway strips ~~shall~~will be at least 12 inches in width.



Figure 3-278: Example of grass median separating driveway parking area.

(c) Driveways may be constructed with the use of other all-weather surfacing as determined to be appropriate by the city engineer, where it is first determined that a surface other than asphalt or concrete is consistent with the driveways of similar properties in the vicinity, and that the alternate surface will not impair accessibility for emergency vehicles.

(d) A driveway with a slope of ten percent or greater ~~shall~~will be paved with rough surface concrete in all cases.

(B) Access to Adjacent Sites.

(1) Nonresidential Developments.

- (a) Where an applicant proposes parking for nonresidential developments, on-site vehicle access to parking areas on adjacent nonresidential properties should also be provided for convenience, safety, and efficient circulation to the extent possible.
- (b) A joint access agreement running with the land ~~shall~~will be recorded at the county by the owners of the abutting properties, as approved by the city planner, guaranteeing the continued availability of the shared access between the properties.
- (2) Shared pedestrian access between adjacent residential developments is strongly encouraged but not required.

(C) Parking Space Dimensions.

- (1) Each parking space, driveway, and other parking lot features ~~shall~~will comply with the minimum dimensions in Table 3.6-3 as illustrated in Figure 3-289.

Angle of Parking (degrees)	One-Way Maneuvering Aisle Width (Feet) "A"	Two-Way Maneuvering Aisle Width (Feet) "A"	Parking Stall Width (Feet) "B"		Parking Stall Length (Feet) "C"	
			Compact Size	Full Size	Compact Size	Full Size
0°—Parallel	12	20	8	9	18	22
30°—53°	14	20	8	9	16	20
54°—75°	18	22	8	9	16	20
76°—90°	22	24	8	9	16	18

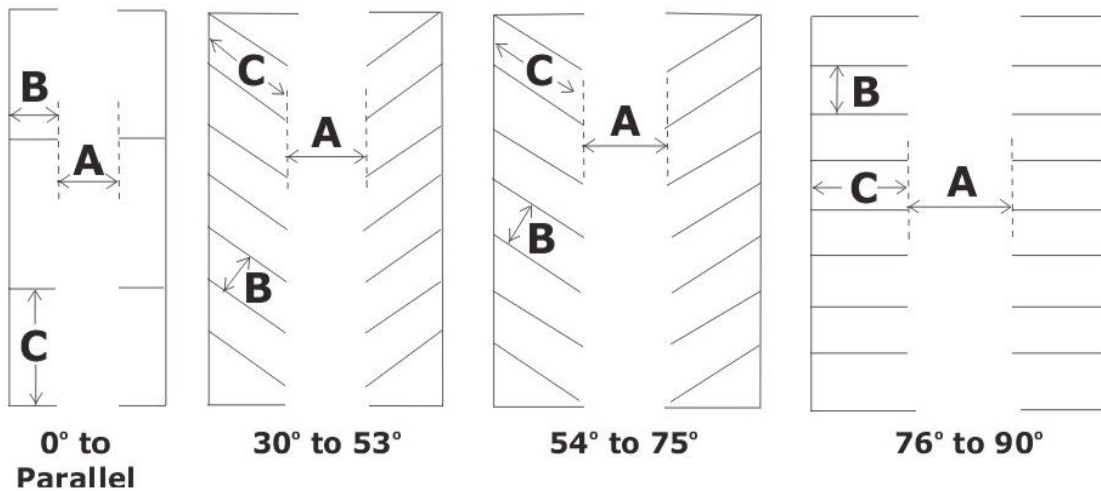


Figure 3-289: Parking space and aisle requirements based on angle of parking.

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- (2) When the length of a parking space abuts a column, fence, wall, or other obstruction, the required width of the entire parking space shall be increased by at least one foot.
 - (3) The required length of a parking space shall not provide for a vehicle overhanging a landscaped area or walkway. The entire length shall be composed of a surfacing material in compliance with Section 3.6.10(F), Grading, Surface, and Maintenance.

(D) Use of Compact Vehicle Spaces

- (1) This subsection provides for the establishment of compact vehicle spaces as an alternative to full sized spaces.
- (2) For parking lots with 50 or more spaces, a minimum of five percent of the total spaces shall be designed for compact vehicle spaces.
- (3) A maximum of 20 percent of spaces in any single parking lot may be dedicated to compact parking spaces.
- (4) Compact spaces shall be clearly labeled for "compact cars" and grouped together in one or more locations or at regular intervals so that only compact vehicles can easily maneuver into the space.
- (5) Existing nonresidential developments that wish to utilize this section to create additional parking spaces (e.g., either by adding land area to an existing parking lot or modifying an existing parking lot to gain more spaces) shall first apply for site plan review.
- (6) Design techniques (e.g., use of lampposts and/or extra landscaped areas at the front of compact spaces) shall be incorporated into the parking lot plan to preclude the parking of standard size vehicles in compact vehicle spaces, subject to the approval of the city planner.
- (7) The minimum off-street parking dimensions for compact vehicle spaces shall be as identified in Table 3.6-3.
- (8) When the length of a compact parking space abuts a column, fence, wall, or other obstruction, the required width of the entire parking space shall be increased by at least one foot.

(E) Striping and Identification.

- (1) Parking spaces shall be clearly outlined with four-inch wide lines painted on the parking surface.
- (2) The striping shall be continuously maintained in a clear and visible manner in compliance with the approved plans.
- (3) The color of the striping shall be white, yellow, or other color as approved by the city planner unless required by state law (e.g., parking for the disabled).

(F) Grading, Surface, and Maintenance.

-
- (1) All grading plans relating to the parking facilities shall will be reviewed and approved by the city engineer before any work can commence.
 - (2) All parking plans are subject to the surface water management standards in Chapter 22, Article VI - Surface Water Management.
 - (3) All off-street parking facilities shall will be properly graded and drained so as to dispose of all surface water accumulated within the area of the parking lot.
 - (4) In no instance shall will a storm drainage facility be designed to allow the flow of water into abutting property without an approved easement.
 - (5) All parking spaces and maneuvering areas shall be designed to accommodate parking based on the land use, but shall will be surfaced with not less than two inches of asphalt, or three and one-half inches of Portland cement concrete, or comparable material (e.g., pervious pavers) as determined by the city engineer, and shall will be continually maintained in a clean and orderly manner and kept in good repair.
- (G) Wheel Stops and Curbing.** The purpose of wheel stops and curbing is to minimize stormwater runoff, protect building and parking lot edges, and increase the survivability of plants. The following standards are applicable to wheel stops and curbing:
- (1) The preferred curbing used in parking lots is wheel stops which shall will be placed to allow two feet of vehicle overhang within the dimension of the parking space.
 - (2) If protection of landscaped areas, trees, buildings and safety are not issues, the preference is flat curbing.
 - (3) Continuous concrete curbing at least six inches high and six inches wide shall will be used for parking spaces only when wheel stops or flat curbing are not appropriate.
- (H) Curb Cuts.** Access to an off-street parking lot shall will not be allowed to occur through the use of a continuous curb cut (e.g., where most or the entire street frontage is provided as a curb cut for access purposes).
- Curb cuts shall will be designed according to the city's engineering standard specifications approved by the city engineer.
- (I) Entrance or Exit Adjacent to Side Property Line Prohibited.**
- (1) For residential uses, no entrance or exit, including driveways, to off-street parking areas shall will be situated closer than three feet from a side property line, except in the case of a shared driveway, which shall will be subject to the approval of the city planner.
 - (2) For all other uses, entrance and exits to off-street parking areas shall will be subject to approval by the city engineer according to the traffic impacts.
- (J) Parking Lot Landscaping.** Requirements for parking lot landscaping are found in Section 3.6.8, Parking Lot Landscaping Requirements.

(K) **Deviation from Standards Requires a Detailed Study.** No proposed parking layout which deviates from the standards identified in this section and which could create a safety hazard(s) ~~shall~~will be allowed unless the developer provides a detailed report or study prepared by a registered transportation engineer who demonstrates that the parking layout is a viable alternative and is consistent with the purpose of this section.

3.6.11 Internal Sidewalks and Pedestrian Access.

(A) A pedestrian connection ~~shall~~will be constructed from the building to the public right of way.

(B) The pedestrian connection ~~shall~~will have a minimum width of eight feet.



Figure 3-2930: This photograph illustrates how a sidewalk connecting the public sidewalk to the business can be integrated into the required landscaping.

(C) At each point that the on-site pedestrian walkway system crosses a parking lot or internal street or driveway, the walkway or crosswalk ~~shall~~will be clearly marked through the use of a change in paving materials, distinguished by their color, texture or height. (See Figure 3-2930.)

(D) Sidewalks ~~shall~~will be provided along any façade featuring a customer entrance, and along any façade abutting public parking areas. At all times, such sidewalks ~~shall~~will maintain a clear pedestrian passage equal to the width of the sidewalk. Additionally, such sidewalks ~~shall~~will connect all customer entrances and to other internal sidewalks.

3.6.12 Loading Space Requirements.

(A) **Applicability.** The application of these loading requirements ~~shall~~will be limited to the same applicability as defined in Section 3.6.2, Applicability.

(B) **Loading Spaces Prohibited.** Loading spaces are prohibited in all residential zoning districts and the C1 district.

(C) **Number of Off-Street Loading Spaces Required.**

- (1) Off-street loading spaces ~~shall~~will be provided in accordance with the schedule set forth in Table 3.6-4 and ~~shall~~will not conflict or overlap with any areas used for parking.

Table 3.6-4: Off-Street Loading Requirements	
Gross Floor Area of Structure (square feet)	Number of Required Loading Spaces
0—10,000	0
10,001—50,000	1
50,001—100,000	2
100,001—200,000	3
200,001—400,000	4
Each additional 200,000	1

- (2) The requirements of Table 3.6-4 may be reduced or waived by the city planner with development review committee review if the applicant demonstrates that due to the specific uses the number of loading spaces is not required.

(D) **General Design Standards.** Every loading space ~~shall~~will be designed, constructed, and maintained in accordance with the standards and requirements set forth below:

(1) **Location of Required Loading Spaces.**

(a) Loading spaces ~~shall~~will be:

- (i) As near as possible to the main structure and limited to the rear two-thirds of the parcel, if feasible;
- (ii) Situated to ensure that the loading facility is screened from adjacent streets;
- (iii) Situated to ensure that loading and unloading takes place on-site and in no case faces a public street, or is located within a required front or street side setback, adjacent public right-of-way, or other on-site traffic circulation areas;
- (iv) Situated to ensure that all vehicular maneuvers occur on-site. The loading areas ~~shall~~will allow vehicles to enter from and exit to a public street in a forward motion only;
- (v) Situated so that trucks parking in them will not encroach onto the public right-of-way or into required parking spaces or driveways. Loading spaces designed for larger trucks ~~shall~~will have appropriately larger access to allow maneuvering without encroaching into landscaped areas; and
- (vi) Situated to avoid adverse impacts upon neighboring residential properties. The times allowed for loading and deliveries may be restricted for loading spaces that are located closer than 100 feet to a residential zoning district.

(b) Loading spaces or loading docks ~~shall~~will not be permitted to face a public street.

(2) **Dimensions.** No required loading space ~~shall~~will be less than 12 feet in width or 25 feet in length or have a vertical clearance of less than 14 feet.

(3) **Access.**

- (a) Loading spaces ~~shall~~will be designed and arranged to provide access to a street or alley in a manner that will create the least possible interference with traffic movement and parking lot circulation. The city planner ~~shall~~will approve access to and from loading spaces.
- (b) No part of any truck or van that is being loaded or unloaded may extend into the right-of-way of a public thoroughfare.
- (c) Loading spaces ~~shall~~will be designed with sufficient apron area to accommodate truck-turning movements and to prevent backing of trucks onto any street right-of-way.

(4) **Screening.**

- (a) All operations, materials, and vehicles within any loading space that are visible from a public street or from any residential use ~~shall~~will be screened.
- (b) The screening material ~~shall~~will satisfy the buffer requirements of the most restrictive adjacent zoning district as outlined in Section 3.5.9, Buffering Between Zoning District.
- (5) **Lighting.** Loading areas ~~shall~~will have lighting capable of providing adequate illumination for security and safety; lighting ~~shall~~will also comply with the requirements of Section 3.3.4, Outdoor Lighting Standards.

(6) **Striping.**

- (a) Loading spaces ~~shall~~will be striped and identified for "loading only."
- (b) The striping and "loading only" notations ~~shall~~will be continuously maintained in a clear and visible manner in compliance with the approved plans.

SECTION 2. Northfield Code, Chapter 34 – Land Development Code, Article 2. – Zoning Districts and Use Regulations, Section 2.4 – Special Base Zoning Districts is hereby amended, as follows:

2.4 Special Base Zoning Districts.

2.4.1 Agricultural District (A-S).

- (A) **Purpose.** The purpose of the Agricultural (A-S) district is to allow primarily for agricultural uses and open space within the city limits while recognizing that privately owned land may be developed for non-agricultural purposes in the near to long-term. It is designed specifically for areas within the city that are presently agricultural uses not zoned as PB-S, Public Benefit, but that will remain as long term agricultural uses, or that may be converted to non-agricultural urban uses in the future.

(B) **Site Development Standards.** See Section 3.2.6, A-S District Site Development Standards for the site development standards that apply to the A-S district.

(C) **Other Development Standards.** In addition to the standards established for the A-S district in this article, all development shall be subject to all other applicable standards in Article 3: Development Standards.

2.4.2 College Development District (CD-S).

(A) **Purpose.** Carleton College and St. Olaf College are essential and defining parts of Northfield's unique identity, valued contributors to community life, and powerful drivers of the local economy. The purpose of the College Development (CD-S) district is to allow college facilities and operations within the city limits while providing boundaries which respect the function and character of the colleges and their adjoining districts, particularly adjoining residential and commercial districts. Development near the edges of the campus referred to as the Perimeter Transition Area (PTA), which adjoins existing and/or planned residential and commercial districts, will utilize a wider process of dialog and input to facilitate compatibility between the campus and adjoining districts.

(B) **Applicability.**

(1) The CD-S district should generally apply to those areas designated as an "educational district" on the framework map of the comprehensive plan.

(2) The CD-S district shall include regulations applicable to two separate sub-zones referred to as the Internal Development Area (IDA) and the Perimeter Transition Area (PTA).

(a) The Internal Development area is all that area within the CD-S zone that is internal to the core of the college campus and is located a distance away from the CD-S district edge by 200 feet or more.

(b) The Perimeter Transition Area (PTA) shall be defined as an area inside the CD-S district that is within 200 feet of the boundary of the CD-S district. Where applicable, this area shall be measured from the midpoint of public rights-of-way adjoining the edge of college properties and/or from the closest property line shared with a non-CD-S zoned property. If a public right-of-way adjoining the college property edge (with no adjoining buildings) is wider than 200 feet and contains no existing or planned buildings, then no PTA standards shall be applied and the area may develop consistent with the IDA standards. PTA procedures and standards shall be applicable where the PTA adjoins all districts except areas zoned agricultural and industrial. Areas adjacent to property zoned agricultural and industrial may develop consistent with the IDA standards and procedures.

(C) **Purpose Statement and General Description of Development Process - IDA/PTA.** In order to reflect the differing levels of impact that college development may have on non-college properties, two distinct development review and decision processes are applicable for development in the CD-S zone.

-
- (1) For development proposed in the IDA sub-zone, such development will be subject to development standards and development review processing that is more general, flexible and administrative in nature using the Type 2 review procedure (See Section 8.4.5, Type 2 Review Procedure, City Planner Decision with Development Review Committee Review).
 - (2) For development proposed in the PTA sub-zone, except as specifically noted in (B)(2)(b) above, such development will be subject to development standards that are applicable to Conditional Use Permit criteria and will be subject to a thorough public review and decision process using the Type 4 review procedure with a Neighborhood meeting requirement (See Section 8.4.7, Type 4 Review Procedure, Planning Commission or Heritage Preservation Commission Recommendation and City Council Decision).
 - (3) For all development proposed in the CD-S zone a parking study shall be prepared and provided to the city that analyzes campus wide parking supply and parking demand as a basis of determining the amount of parking that is needed to comply with the parking requirements as established in Section 3.6.5, Off-Street Parking, Loading, and Mobility Space Requirements and ~~Table 3.8-2~~. The parking study shall include at a minimum the following data and information:
 - (a) Background of study and description of study methodology;
 - (b) Existing supply and demand analysis including existing supply, existing demand by user type including faculty, staff, student and visitor parking demand;
 - (c) Parking occupancy and adequacy analysis;
 - (d) Proposed mitigation strategies to reduce parking demand, and analysis of short and long-term impacts of those strategies on parking demand;
 - (e) Proposed mitigation strategies to reduce the environmental, social, and economic impacts of surface parking;
 - (~~f~~) Future demand analysis, including implementation of demand mitigation strategies;
 - (eg) Future planned parking facility expansion, including proposed impact and demand mitigation strategies;
 - (~~h~~) Conclusions and recommendations.

2.4.3 Public Benefit District (PB-S).

- (A) **Purpose.** The purpose of the Public Benefit District (PB-S) is to distinguish city owned parks and open space areas and the privately owned golf course and cemetery facilities which are devoted to the use by the public or the specific members of the golf course or religious institution that own the facilities from other open space agricultural areas that are intended for long term agricultural productivity or nearer term conversion to some other urban development use. The Public Benefit District (PB-S) is intended to primarily apply to city owned park and open space areas and facilities as shown on Map 8.1 Existing Park and Trail System

Plan of the comprehensive plan. Additionally, the Public Benefit District (PB-S) has a more limited application related to privately owned golf course facilities and grounds and cemeteries. The use of land that is zoned Public Benefit District (PB-S) will be subject to limited regulatory requirements since the primary land use activity is that of open space, low intensity land use with minimal impact on the surrounding neighborhoods and the city infrastructure and services needed to support this land use.

- (B) **Site Development Standards.** Building and development that occurs on city owned property shall comply with the site development standards that are found in Section 3.2.7, PB-S Public Benefit Site Development Standards to the greatest extent possible. All other building and development on privately owned property in areas zoned PB-S shall adhere to the standards found in Section 3.2.7, PB-S Public Benefit Site Development Standards.
- (C) **Other Development Standards.** In addition to the standards found in Section 3.2.7, PB-S Public Benefit Site Development Standards, all buildings and development shall adhere to other requirements of Article 3: Development Standards of this LDC as they may apply and all other requirements of the City.

All development and building that is to occur in areas zoned PB-S shall be subject to the development review procedures found in Article 8: Development Procedures of this LDC as outlined in the Type 2 review procedure (See Section 8.4.5, Type 2 Review Procedure, City Planner Decision with Development Review Committee Review).

2.4.4 Public Institutional District (PI-S).

(A) Purpose.

- (1) The PI-S district can potentially apply to any land in any category on the framework map of the comprehensive plan.
- (2) The Public Institutional (PI-S) district is intended to establish and protect sites for city, state, federal, and school district uses while also ensuring compatibility with the surrounding neighborhoods. The PI-S zone implements and is consistent with the land use designations of the comprehensive plan.

(B) **Additional Site Plan Review Requirements.** In addition to the requirements established for site plan review in Section 8.5.6, Site Plan Review, the city engineer shall have the authority to require a traffic impact study or stormwater management study depending on the size and impact of the proposed use.

(C) Other Development Standards.

- (1) More than one principal building may be located on a single lot.
- (2) In addition to the standards established for the PI-S district, all development shall be subject to all other applicable standards in Article 3: Development Standards.

SECTION 3. Northfield Code, Chapter 34 – Land Development Code, Article 2. – Zoning Districts and Use Regulations, Section 2.9 – Use-Specific Standards is hereby amended, as follows:

2.9 Use-Specific Standards.

2.9.1 Purpose and Applicability.

- (A) This section provides site planning, development, and/or operating standards for certain land uses that are permitted or conditionally permitted in Table 2.7-1.
- (B) The land uses and activities covered by this section shall comply with the applicable standards for the specific use in all districts unless otherwise specified, in addition to all other applicable provisions of this LDC.

2.9.2 Adult Uses.

- (A) **Findings and Purpose.** Studies conducted by the Minnesota Attorney General, the American Planning Association, and the Texas City Attorneys' Association and cities such as St. Paul, Minnesota; Indianapolis, Indiana, Hopkins, Minnesota, Ramsey, Minnesota; Rochester, Minnesota; Phoenix, Arizona; Los Angeles California; Seattle, Washington; St. Croix County, Wisconsin; Adams County and the City of Denver, Colorado have studied the impacts that adult establishments have in those communities. These studies have concluded that adult establishments have adverse impacts on the surrounding neighborhoods. These impacts include increased crime rates, lower property values, increased transience, neighborhood blight, and potential health risks. The adverse impacts which adult uses have on surrounding areas diminish as the distance from the adult establishments increases. Based on these studies and findings, the city council concludes:
 - (1) Adult establishments have adverse secondary impacts of the types set forth above on the neighborhoods surrounding them, which is distinct from the impact caused by other commercial uses.
 - (2) The adverse impacts caused by adult establishments tend to diminish if adult establishments are governed by geographic, licensing, and health requirements.
 - (3) It is not the intent of the city council to prohibit adult establishments from having a reasonable opportunity to locate in the city.
 - (4) Many members of the public perceive areas within which adult establishments are located as less safe than other areas that do not have such uses.
 - (5) A reasonable licensing procedure is an appropriate mechanism to place the burden of reasonable regulation on the owners and the operators of the adult establishment. A licensing procedure will place an incentive on the operators to see that the adult establishment is run in a manner consistent with the health, safety and welfare of its patrons and employees, as well as the residents of the city. It is appropriate to require reasonable assurances that the licensee is the actual operator of the adult

establishment, fully in possession and control of the premises and activities occurring therein.

- (6) The fact that an applicant for an adult establishment license has been convicted of a sexually-related crime is rationally related to the legitimate concern that the applicant may engage in similar criminal conduct in the future.
 - (7) The barring of individuals with sexually-related criminal convictions from the management of adult establishments for a period of time serves as a deterrent to future criminal conduct.
 - (8) The general health, safety, and welfare of the community are promoted by prohibiting nudity in adult establishments. This prohibition is based on concerns of potential adverse effects such as prostitution, the transmission of sexually-transmitted diseases, exposure to minors, obscenity and unsanitary conditions in public places.
 - (9) Smaller cities throughout Minnesota experience many of the same adverse impacts of adult establishments that are present in larger metropolitan communities.
 - (10) The public health, safety, morals and general welfare will be promoted by the city adopting regulations governing adult establishments.
 - (11) The city council finds the characteristics of the city are substantially similar to those of the cities cited when considering the effects of adult establishments.
 - (12) The city council finds, based upon the report and the studies cited, that adult uses may have adverse secondary effects upon certain preexisting land uses within the city, and that the public health, safety, and general welfare will be promoted if the city adopts regulations regarding adult uses.
 - (13) The city council finds that the adverse secondary effects tend to diminish if adult uses in the city are regulated by locational and licensing requirements.
- (B) **Permitted Location for Adult Uses.** Only one adult use establishment is allowed per free-standing building. Adult use establishments shall be located at least 500 feet as measured in a straight line, from the main public entrance of the adult establishment to the nearest boundary line of the following:
- (1) Any residential zoning district, existing residential use within or outside of city limits, or any PD-O district;
 - (2) Any daycare center;
 - (3) Any school;
 - (4) Any youth organization facility;
 - (5) Any establishment with a liquor license;
 - (6) Library;
 - (7) Any public park;
 - (8) Any religious institution;

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- (9) Any public playground or other public recreational facility, not including trails or walkways;
 - (10) Nearest lot line of any other adult use;
 - (11) From the right-of-way of Highways #3 and #19 (See Table 2.7-1).

2.9.3 Bed and Breakfast Establishments. Bed and breakfast establishments are subject to the following standards:

- (A) The owner shall reside on the property.
- (B) The establishment shall comply with the city rental ordinance in the Chapter 14, Article III, and liquor license regulations in Chapter 6, both chapters from the Northfield Municipal Code.
- (C) The establishment shall conform to state health and building code requirements and shall show proof of inspection or proof of proper operating licenses by the state and/or county.
- (D) Only overnight guests shall be served unless otherwise authorized as part of a conditional use permit.
- (E) The facility shall be limited to no more than four guestrooms with a maximum guest capacity as determined by fire and building regulations.
- (F) ~~A minimum of one off-street parking space for each guestroom and two off-street parking spaces for the resident owner-manager shall be required.~~ The total amount of off-street parking shall be as specified in Section 3.6, Off-Street Parking, Loading and Mobility. All parking areas for four or more vehicles shall meet the standards of Section 3.6, Off-Street Parking, Loading, and Mobility, and shall be set back a minimum of ten feet from all property lines, and shall be screened from adjacent residential uses and public streets.
- (G) On-premises advertising for any bed and breakfast establishment shall comply with the city's sign regulations in Section 6, Signage. The content of any such sign shall be limited to identifying not more than the name and address of the facility. No sign shall be internally illuminated.
- (H) No external vending machines shall be allowed.

2.9.4 Bulk Storage of Liquids. The bulk storage of liquids shall be subject to all applicable local, state, and federal laws.

2.9.5 Commercial Solar Farms or Community Solar Gardens.

(A) **Uses.**

- (1) Commercial solar farms and community solar gardens with a nameplate capacity greater than 100 kW AC are allowed as a Conditional Use in the (A-S) Agricultural district.

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- (2) Non-commercial solar farms, community solar gardens with a nameplate capacity 100KW or less, and other non-community solar energy systems are allowed as Accessory Uses and regulated according to Table 2.10.1 and Section 2.10.4 (K).
- (B) **Site Plan Review.** The compliance of commercial solar farms and community solar gardens with the standards set forth in this section shall be reviewed through the site plan review process established in Section 8.5.6.
- (C) **Setbacks.** Structures included within commercial solar farms and community solar gardens shall comply with the following front, interior side, corner street side, and rear setback requirements:
- Front = 50 feet
- Interior side = 15 feet
- Corner street side = 50 feet
- Rear = 15 feet
- Panels shall not encroach into the setbacks in any manner at maximum tilt.
- (D) **Height.** Ground-mounted solar energy systems shall not exceed twenty (20) feet in height.
- (E) **Coverage.** Notwithstanding anything in the LDC to the contrary, the modules and racking equipment included within commercial solar farms and community solar gardens shall not constitute impervious surfaces for purposes of calculating lot coverage for such systems.
- (F) **Fencing.** Security fencing may be installed around commercial solar farms and community solar gardens. Security fencing installed around commercial solar farms and community solar gardens shall be exempt from the ban on barbed wire fences set forth in Section 3.3.2(B)(4) and may be of chain link construction.
- (G) **Support Structures.** Support structures shall be constructed with quality materials and properly maintained to avoid signs of deterioration, rust or weathering.
- (H) **Landscaping, Screening, and Buffering.** All commercial solar farms and community solar gardens shall be subject to the requirements of Section 3.5, Landscaping, Screening, and Buffering Standards. The components of commercial solar farms and community solar gardens do not constitute "ground-mounted mechanical equipment," as such term is used in Section 3.5.10(B). Landscaping shall be installed and maintained along the portions of the project boundaries for commercial solar farms and community solar gardens that are adjacent to (a) public roadways, and (b) properties zoned for residential, commercial or public use for the purpose of mitigating visual impacts to the extent reasonably feasible considering the technological requirements of the systems and the solar access required for the systems.
- (I) **Feeder Lines.** Any electric lines accompanying a commercial solar farm or community solar garden, other than those attached to on-site structures by leads,

shall be buried within the interior of the project footprint of the commercial solar farm or community solar garden, unless there are existing lines in the area to which the lines accompanying a solar energy system can be attached.

- (J) **Glare.** Commercial solar farms and community solar gardens shall be located and installed so as to not create or cause unreasonable glare on aircraft, other property, or public roadways. For purposes of the LDC, "unreasonable glare" shall mean a public safety hazard as determined by the city council or the appropriate roadway authority.
- (K) **Building Codes.** All commercial solar farms and community solar gardens shall conform to the requirements of the Minnesota State Building Code, the Minnesota Electrical Act, and the National Electrical Code.
- (L) **Certifications.** Components of commercial solar farms and community solar gardens shall be certified by Underwriters Laboratories, Inc., and solar thermal systems shall be certified by the Solar Rating and Certification Corporation or other appropriate certification(s) as reasonably determined by the city.
- (M) **Utility Connection.** All grid inter-tie solar energy systems shall have an agreement with a local utility company prior to receiving a building permit. Off-grid solar energy systems are exempt from this requirement.
- (N) **Wetlands.** Commercial solar farms and community solar gardens shall comply with all federal and state wetland regulations and mitigation requirements.
- (O) **Permits.** No commercial solar farm or community solar garden shall be erected and maintained in the city without first securing a building permit from the city. Additionally, commercial solar farms and community solar gardens with a nameplate capacity greater than 100 kW AC shall also require the issuance of a conditional use permit in accordance with the requirements of the LDC.
- (P) **Abandonment.** If a commercial solar farm or community solar garden remains nonfunctional or inoperative for a continuous period longer than one year, and is thereafter not brought into operation within the time specified by the city, the system shall be presumed to be abandoned and shall constitute a public nuisance. The owner of the real property on which the commercial solar farm or community solar garden is located shall remove the abandoned system at the owner's expense after a demolition permit has been obtained from the city. Removal of the commercial solar farm or community solar garden shall include removal of all modules and racking equipment and all structures erected in connection with the system. As a condition for the city's issuance of a conditional use permit for a commercial solar farm or community solar garden with a nameplate capacity greater than 100 kW AC, the applicant shall either (i) provide evidence to the City that an escrow or other financial guarantee has been or will be created to secure the payment of the solar energy system removal costs, or (ii) furnish to the city a financial guarantee, in one of the forms listed in Section 3.10.4(E)(4), in the amount of the solar energy system removal costs, which financial guarantee must remain in full force and effect until removal of the commercial solar farm or

community solar garden has been completed in accordance with the requirements of this section.

- (Q) **CUP Termination.** If a commercial solar project is not built as per the timeline set in a Conditional Use Permit or is built and abandoned, then any Conditional Use Permit issued will terminate.

2.9.6 Day Care Facilities.

- (A) Day care facilities shall be subject to all standards of this LDC and requirements imposed by the State of Minnesota.
- (B) Picking up and dropping off of children shall not create unsafe conditions. Loading and unloading of children from vehicles shall only be allowed in the driveway or in an approved parking area.

2.9.7 Drive-Through Establishments. The following standards shall apply to businesses that contain a drive-through establishment, regardless if the drive-through is part of another use (e.g., restaurant or financial institution) or if it is a stand-alone use (e.g., automatic teller machine).

(A) **General Standards.**

- (1) Audible electronic devices such as loudspeakers, automobile service order devices, and similar instruments shall not be located within 300 feet of any residential dwelling unit, and shall not be audible at levels greater than those established in Section 3.3.5(I), Noise.
- (2) All drive-through areas, including but not limited to menu boards, stacking lanes, trash receptacles, loudspeakers, drive up windows, and other objects associated with the drive-through area shall be located in the side or rear yard of a property to the maximum extent feasible, and shall not cross, interfere with, or impede any public right-of-way.
- (3) A fence or screen between four and six feet in height shall be constructed along any property line abutting a residential district.
- (B) **Building Location.** A commercial building associated with a drive-through establishment shall be located at the property line along the street. If the property is a corner lot, the building shall be located no more than ten feet from the property line on the corner street side.

(C) **Stacking Space and Lane Requirements.**

- (1) The number of required stacking spaces shall be as provided for in Table 2.9-1.

Table 2.9-1: Stacking Space Requirements		
Activity	Minimum Stacking Spaces (per lane)	Measured From:

Bank, Financial Institution or Automated Teller Machine (ATM)	3	Teller or Window
Restaurant	6	Pick-Up Window
Full Service Car/Truck Wash	6	Outside of Washing Bay
Self-Service or Automated Car/Truck Wash	2	Outside of Washing Bay
Fuel or Gasoline Pump Island	2	Pump Island
Other	As determined by the City Planner	

(2) Stacking lanes shall be provided for any use having a drive-through establishment and shall comply with the following standards:

- (a) Drive-through stacking lanes shall have a minimum width of ten feet.
- (b) When stacking lanes are separated from other stacking lanes, bypass lanes or from other site areas, the separation shall be by means of a raised concrete median, concrete curb, or landscaping.
- (c) Stacking lanes shall be set back 25 feet from rights-of-way.

2.9.8 Firearms Dealers.

- (A) Firearms dealers shall be located at least 500 feet from residential dwellings, religious institutions, schools (Grades K through 12), child care centers, residences, family or group family day cares, libraries, or parks.
- (B) No firearms or ammunition shall be displayed in window areas or any area where they can be viewed from any public right-of-way.
- (C) Firing ranges shall be prohibited.
- (D) The use shall meet all applicable standards mandated by Minnesota statutes.

2.9.9 Gasoline Stations (Fuel Sales). The layout of a gasoline station site and its site features shall comply with the following standards.

- (A) **Building Location.** A commercial building associated with a gasoline station shall be located at the property line along the street. If the property is a corner lot, the building shall be located no more than ten feet from the property line on the corner street side (See Figure 2-1).



Figure 2-1: A building associated with a gas station is required to be close to the street to create a well-defined street edge.

(B) Pump Canopies.

- (1) Pump canopies shall be setback at least 15 feet from any side or rear property line. This setback is measured from the outer edge of the canopy to the property line.
- (2) Canopy height, as measured from the finished grade to the lowest point on the canopy fascia, should not exceed 14 feet. The overall height of a canopy should not exceed 17 feet.
- (3) Signs, including lighted bands or tubes applied in corporate colors, shall not be located on the canopy. Signs may be located on the pump islands.

(C) Pavement. A service station site shall be paved with a permanent surface of concrete or asphalt material. Any unpaved portion of the site shall be landscaped and separated from the paved area by curbs or other barrier.

2.9.10 Industrial Uses (Indoors). Industrial uses (indoors) located within areas zoned C1 shall adhere to the following use specific standards in addition to all standards found in Section 3.2.3, C1 District Site Development Standards.

- (A) Industrial uses indoors shall be limited to no more 50 percent of the area of a building or 5,000 square feet, whichever is less.
- (B) Industrial uses indoors, if on the first floor, shall be located in the rear portion of the building so that the front one half of the building is used for any commercial use permitted in the C1 district. Indoor uses may be located on any floor either above or below grade meeting all other code requirements.
- (C) All vertical and horizontal separation requirements of the building code shall be strictly applicable to industrial uses indoors located in the C1.
- (D) The performance standards found in Section 3.3.5, Performance Standards of this LDC shall be strictly applicable to industrial uses indoors that are located in the C1 district.

2.9.11 Live/Work.

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- (A) The residential portion of a live/work use shall not occupy more than 50 percent of the entire square footage of the structure.
 - (B) The residential portion of the live/work use, if located on the ground floor, shall be completely located behind the commercial portion of the building such that the ground floor street façade is a commercial use and commercial façade.
 - (C) The residential portion of the live/work use shall have at least one entrance that exits to grade and is separate from any commercial entrance or commercial portion of the structure.
 - (D) Work units are subject to Section 3.3.5, Performance Standards.
 - (E) Signage regulations for live/work units shall adhere to Article 6, Signage, except that pylon and internally lit ground signs are prohibited. Signage shall be externally lit and downcast.
 - (F) The following are business activities that are prohibited as work units:
 - (1) Automotive and other vehicle repair and service;
 - (2) Construction contractor facilities and storage (an office-only use is allowed) and other outdoor storage;
 - (3) Dismantling, junk, or scrap yards;
 - (4) Parking on, or dispatching from the site any vehicle used in conjunction with an automobile wrecking or towing service, or with a taxi or similar passenger or delivery service, whether based on the site or elsewhere;
 - (5) Welding and machine shop operations;
 - (6) Wood cutting businesses; or
 - (7) Other similar uses as determined by the city planner.

2.9.12 Mixed Use Commercial/Residential.

- (A) **Purpose.** The purpose of mixed use commercial and residential in the C1 district is to allow for rental and ownership opportunities in the second and third floors above, or on the first floor behind, commercial spaces throughout the downtown.
- (B) **General Standards.**
 - (1) Residential units may be located in the floors above or in the space commercial spaces throughout the C1 district. The residential portion, if located on the ground floor, shall be completely located behind the commercial portion of the building such that the ground floor street façade is a commercial use and commercial façade.
 - (2) The residential portion of the mixed use shall have at least one entrance that exits to grade and is separate from any commercial entrance or commercial portion of the structure.

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- (3) Signage regulations for mixed use units shall adhere to Section 6.10 (B), Signage for C1 districts.

2.9.13 Manufactured Home Parks.

- (A) **Public Health Standards.** Public health standards for manufactured home parks shall be as follows:

- (1) The condition of soil, groundwater level, drainage, and topography shall not create hazards to the property or to the health and safety of the occupants. The site should not be exposed to objectionable smoke, noise, odors, or other adverse influences, and no portion shall be subject to unpredictable and/or sudden flooding.
- (2) All manufactured homes shall be properly connected to a central water supply and a central sanitary sewer system. All water and sewer systems shall be constructed in accordance with plans and specifications approved by the city and the state department of health.
- (3) The storage, collection, and disposal of refuse in the manufactured home park shall be so conducted as to create no health hazards, rodent harborage, insect breeding, accident or fire hazards, or air pollution.

(B) **Streets in the R4 District.**

- (1) All manufactured home parks shall be provided with safe and convenient vehicular access from abutting public streets or roads. Each manufactured home lot shall be provided access by a system of private streets, driveways, or other means of access within the park.
- (2) Entrances to manufactured home parks shall be designed to minimize congestion and hazards and allow free movement of traffic on adjacent streets. No vehicle parking shall be permitted on the park entrance street for a distance of 100 feet from its point of intersect with a public street.
- (3) Private surfaced roadways within the park shall be of adequate width to accommodate anticipated traffic, and in any case shall meet the following minimum requirements:
 - (a) All streets shall meet the street width requirements for a local street (residential) as defined in Section 5.2.3, Streets, unless they are minor streets that are no more than 500 feet long and serve less than 25 manufactured homes. In such cases, the minor street shall have a minimum width of 20 feet.
 - (b) Dead-end streets shall be limited in length to 500 feet and shall be provided at the closed end with a turnaround having an outside roadway diameter of at least 90 feet. All dead-end streets shall be marked with approved signs at the entrance to the dead-end street.
- (4) All streets shall be provided with a paved concrete or bituminous surface. Pavement edges shall be protected to prevent raveling of the wearing surface and shifting of the pavement base. Street surfaces shall be maintained in a satisfactory condition.

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- (a) Longitudinal grades of all streets shall range between 0.40 percent and 8.00 percent. Transverse grades of all streets shall be sufficient to ensure adequate transverse drainage.
 - (b) Streets within 50 feet of an intersection shall be at right angles.
 - (c) A distance of at least 85 feet shall be maintained between the centerlines of offset intersecting streets within the park. Intersections of more than two streets at one point shall be avoided.

(C) Sidewalks.

- (1) Each manufactured home stand shall have a sidewalk or other walkway connecting the stand to the public street and any sidewalk or public walk system.
- (2) A common sidewalk system shall be provided and maintained between locations where pedestrian traffic is concentrated. Such sidewalks shall have a minimum width of five feet.

(D) Other Design Standards.

- (1) Lighting in an R4 district shall be subject to the standards of Section 3.3.4, Outdoor Lighting Standards.
- (2) ~~Each manufactured home stand shall have off-street parking space for at least two automobiles. Spaces shall meet the minimum design standards of~~The total amount of off-street parking shall be as specified in Section 3.6, Off-Street Parking, Loading, and Mobility.
- (3) A properly landscaped area shall be adequately maintained around each manufactured home park. Exposed ground surfaces in all parts of every manufactured home park shall be paved or covered with stone screenings or other solid material or protected with a vegetative growth that is capable of preventing soil erosion and of eliminating objectionable dust.
- (4) All manufactured home parks shall be subject to the landscaping and screening requirements of Section 3.5, Landscape, Screening, and Buffering Standards.

(E) Manufactured Home Stands.

- (1) The general design standards for manufactured home stands are as follows:
 - (a) Each park may have up to 200 manufactured home stands.
 - (b) The manufactured home stand shall provide for the practical placement of the manufactured home and removal of the manufactured home from the manufactured home space.
 - (c) Access to the manufactured home stand shall be kept free of trees or other immovable obstructions.
 - (d) The manufactured home stand shall be constructed of appropriate material (such as concrete), be properly graded, placed and compacted in order to provide durable and adequate support of the maximum loads during all seasons of the year. The

manufactured home stand shall react as a fixed support and remain intact under the weight of the manufactured home due to frost action, inadequate drainage, vibration, wind, or other forces acting on the structure. Adequate surface drainage shall be obtained by proper grading of the manufactured home stand and the manufactured home space.

- (e) Manufactured home stands shall not occupy an area in excess of one-third of the respective manufactured home space.
- (f) Ground anchors shall be installed by the lot owner or developer at each manufactured home stand, prior to or when the manufactured home is located thereon to permit tie downs of the manufactured home. Ground anchors shall meet manufacturer's recommendations and applicable administrative rules of the State of Minnesota.
- (g) Every owner or occupant of a manufactured home shall secure the same against wind damage, and every owner, operator or person in charge and control of a manufactured home park shall inspect and enforce this requirement.
- (h) The frame, wheels, crawl space, storage areas, and utility connections of all manufactured homes shall be concealed from view by skirting made of durable all-weather construction material that is consistent with the exterior of the manufactured home. Installation of the skirting must be completed within 60 days of the placement of the manufactured home on the stand. No obstruction shall be permitted that impedes the inspection of plumbing and electrical facilities.
- (2) The dimensional requirements for manufactured homes and manufactured home stands shall be as follows:
 - (a) There shall be a minimum lot width of 35 feet.
 - (b) Manufactured homes shall be set back a minimum of 20 feet from the edge of the street pavement for internal streets and 40 feet from any right-of-way of a public street.
 - (c) There shall be a minimum setback of 20 feet from all other manufactured homes or principal buildings in the park.
 - (d) The setback between manufactured homes and accessory buildings shall be five feet.
- (F) **Structures.** Every structure in the manufactured home park shall be developed and maintained in a safe, approved, and substantial manner. A building permit shall be required for all structures and shall conform to the state building code. The exterior of every such structure shall be kept in good repair. Portable fire extinguishers rated for electrical and liquid fires shall be kept in all service buildings and other locations conveniently and readily accessible for use by all occupants. All structures shall also require a smoke detector.
- (G) **Community Buildings.**
 - (1) Each manufactured home park shall have one or more central community buildings with central heating that must be maintained in a safe, clean, and sanitary

condition. The building shall be constructed in such a manner as to provide safe conditions during storms.

(2) All manufactured home parks shall have an area set aside for long-term storage for such items as boats, boat trailers, hauling trailers, and other equipment not generally stored within each manufactured home and/or utility building on the manufactured home lot. This storage area shall be screened with a fence or enclosure so as to not be visible.

(H) **Park Management.** Management of the manufactured home park shall be in accordance with the following:

(1) The operator of a manufactured home park shall operate the park in compliance with this section and shall provide adequate supervision to maintain the park, its facilities and equipment in good repair and in a clean and sanitary condition.

(2) The operator shall notify park occupants of all applicable subsections of this section and inform them of their duties and responsibilities under this Section.

(3) The operator of every manufactured home park shall maintain a registry in the office of the manufactured home park indicating the name and address of each permanent resident. Each manufactured home site shall be identified by number, letter or both.

(4) No public address or loudspeaker system shall be permitted.

(I) **Exemptions.** Nothing in this article shall have the effect of altering the existing densities, lot size requirements, or manufactured setback requirements in any manufactured home park constructed before January 1, 1995, if the manufactured home park, when constructed, complied with the then existing density lot size and setback requirements, if any.

2.9.14 Mining, Extraction, and Aggregate Processing

(A) **Purpose.** The purpose of this section is to control mining, extraction, and aggregate processing so as to minimize conflicts with adjacent land uses and to ensure that the mining area is restored at the completion of the mining operation.

(B) **Scope.** The following operations shall be covered by this section:

(1) The removal, crushing, washing, refining, borrowing or processing of material.

(2) In stone quarries, the production or manufacturing of veneer stone, sills, lintels, cut flagstone, hearthstones, paving stone and similar architectural or structural stone, and the storing or stockpiling of such products on the site.

(3) The manufacture of concrete building blocks or other similar blocks, if conducted on the site, the production or manufacture of lime products, the production of ready-mixed concrete and any similar production or manufacturing processes that might be related to the mining operations.

(C) **Performance Standards.** For such operations approved after the effective date of this LDC, the following are required:

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- (1) The cutting of vegetation and construction, maintenance and operation of equipment shall be in accordance with the following:
 - (a) Weeds and any other unsightly or noxious vegetation shall be cut or trimmed as may be necessary to preserve a reasonably neat appearance and to minimize seeding on adjacent property.
 - (b) All equipment used for mining and extraction operations shall be constructed, maintained and operated in such a manner as to minimize, as far as is practicable, noises, dust and vibrations adversely affecting the surrounding property.
 - (2) The mining and extraction operation shall be conducted in such a manner as to minimize interference with the surface water drainage outside of the boundaries of the mining operation.
 - (3) Safety fencing may be required around all or portions of the mining operation.
 - (4) The intersection of mining access roads with any public roads shall be selected such that traffic on the access roads will have a sufficient distance of public roads in view so that any turns onto the public road can be completed with a margin of safety as determined by the city engineer.
 - (5) To minimize problems of dust and noise and to shield mining operations from public view, a screening barrier may be required between the mining site and adjacent properties. A screening barrier may also be required between the mining site and any public road located within 500 feet of any mining or processing operations.
 - (6) Mining operations shall not be conducted closer than 30 feet to the right-of-way line of any existing or platted street, road or highway, except that excavating may be conducted within such limits in order to reduce the elevation thereof in conformity to the existing or platted street, road or highway.
 - (7) All mining operations shall be conducted between the hours of 7:00 a.m. and 7:00 p.m.
 - (8) All access roads from mining operations to public highways, roads or streets or to adjoining property shall be paved or surfaced to minimize dust considerations.
 - (9) Mining operations within the WS-O district shall be conducted in accordance with the following:
 - (a) Commercial manufacturing of sand and gravel byproducts shall be a prohibited use.
 - (b) Mining operations shall not take place within 300 feet of the Cannon River. This distance does not apply to water pumps needed for mining operations. However, appropriation of water from the river shall require a permit from the Minnesota Department of Natural Resources
 - (c) No sand and gravel operation shall be conducted on parcels of land or a combination of parcels less than 20 acres.
 - (10) Stormwater and process water runoff from the site shall be treated so as not to degrade received waters.

(D) Land Rehabilitation. All mining sites shall be rehabilitated immediately after mining operations cease. Rehabilitation shall be complete within one year. The following standards shall apply:

- (1) Within three months after the final termination of a mining operation or within three months after abandonment of such operation for a period of six months or within three months after expiration of a mining permit, all buildings and structures incidental to such operation shall be dismantled and removed by, and at the expense of, the mining operator last operating such buildings and structures. A temporary extension may be granted by the planning commission for one year, after which the buildings, structures, and machinery shall be removed.
- (2) The peaks and depressions of the area shall be graded and backfilled to a surface which will result in a gently rolling topography, not exceeding 18 percent in grade, in substantial conformity to the land area immediately surrounding.
- (3) Reclamation shall begin after the mining of 25 percent of the total area (planned for mining) or the first four acres of area is mined, whichever is less. Once these areas have been depleted of the mine deposit, they shall be sloped and seeded as per the mining plan approved through the conditional use permit process.
- (4) Reclaimed areas shall be surfaced with soil of a quality at least equal to the topsoil of land areas immediately surrounding, and to a depth of at least six inches. The topsoil shall be seeded, or planted with legumes and grasses. Trees and shrubs may also be planted, but not as a substitute for legumes and grasses.

2.9.15 Multi-Family Dwellings.

(A) Standards in the N2 District.

(1) General Standards.

- (a) Standards for building location for multi-family buildings are found in Table 3.2-2.
- (b) All multi-family dwellings shall be oriented so that a primary entrance faces the street from which the building is addressed.
- (c) Side façades shall incorporate a minimum of 15 percent façade area glazing.
- (d) Garages serving multi-family buildings shall be located to the side or rear of such buildings.
- (e) To the degree practicable, all rooftop mechanical equipment shall be located on the rear elevations or configured to have a minimal visual impact as seen from the street (see Section 3.5.10(B)(4)).
- (f) Except for structures designed for persons with physical disabilities, the finished floor elevation at the front façade shall be located above grade in accordance with the following standards:
 - (i) If the building is located 15 feet or less from the front property line, the finished floor elevation of the front façade shall be a minimum of 18 inches above grade;

(ii) Exposed foundation walls or piers shall be clad in face brick, stone, stucco or some other masonry material accurately imitating these materials. Screening shall be installed between piers on front and side building façades.

(2) Apartment Building with Nine or More Units.

(a) Front façades shall incorporate wall offsets in the form of projections and/or recesses in the façade plane a minimum of every 40 feet of façade frontage.

(b) Wall offsets shall have a minimum depth of two feet.

(c) Each apartment unit at grade shall have a separate entrance.

(d) If an apartment building is constructed with a height of between 40 and 50 feet, the building shall incorporate one of the requirements listed below:

(i) Be located a distance of 25 feet from the front yard property line rather than 15 feet; or

(ii) Incorporate a courtyard as regulated in subsection (e), below; or

(iii) The height of the building above 40 feet shall be set back five feet from the building façade.

(e) If an apartment building has a courtyard, the courtyard shall be constructed with the following standards:

(i) Courtyards shall be designed to provide a central courtyard along the front yard.

(ii) Minimum courtyard dimensions shall be 30 feet wide and 30 feet deep.

(iii) Building wings facing the courtyard shall be constructed at the front building location as shown in Table 3.2-2.

(iv) Courtyards shall be connected to the public right-of-way by a minimum five foot wide sidewalk.

(v) The main entrance to each ground floor apartment unit shall be directly off the courtyard or directly from the street.

(vi) The courtyard shall be enclosed with a fence or garden wall so that the building street face will be viewed as continuous.

(3) Apartment House with Four to Eight Units.

(a) Apartment houses may have common interior entries or separate exterior entries to each individual unit.

(b) Apartment houses shall be given the appearance of a large single-family detached home through the use of porches, pillars, bay windows, dormer windows, cupolas, roof line changes, parapets, multiple windows, and similar architectural treatments.

(4) Rowhouse.

(a) Each rowhouse unit shall include a front stoop that may encroach into the building setback (See Figure 2-2).

(b) Patios facing streets shall be enclosed with fencing or a similar barrier.



Figure 2-2

Illustration of a front stoop required for each rowhouse unit.

2.9.16 Neighborhood-serving Commercial.

(A) A neighborhood-serving commercial shall be allowed in the N2 district provided it is located at least one half mile from other neighborhood-serving commercial uses.

(B) Buildings associated with a neighborhood-serving commercial use are limited to 3,500 square feet in size on the ground level, may contain no more than two stories, and may contain a residential component.

(C) Development subject to requirements of this section shall comply with the following standards:

(1) **Site Plan Review.** The standards of this section shall be reviewed through the site plan review process established in Section 8.5.6, Site Plan Review.

(2) **Site Layout.**

(a) Off-Street Parking

(i) The total amount of off-street parking shall be as specified in Section 3.6, Off-Street Parking, Loading, and Mobility.

(ii) Off-street parking shall be established in one of the following locations (listed in priority order):

- Behind the building;
- Adjacent to lot lines abutting nonresidential development;
- On a lot's corner side;
- Off-street parking may be established adjacent to lot lines abutting residential uses only if the applicant can demonstrate that there is no other alternative location for the parking, and can demonstrate that the parking area will be screened from view.

(b) **Landscaping/Screening.** Screening established with vegetation, walls, fences, berms, or a combination of these features shall be as required in Table 3.6-4, as prescribed for a required buffer area "A."

(i) Screening shall not interfere with public sidewalks or improved pedestrian connections.

(ii) Mechanical equipment, waste receptacles, and recycling containers shall be fully screened from adjacent residential uses by a fence, wall, landscaping, or combination of these features (See Section 3.5.10, Screening Requirements).

(c) **Outdoor Lighting.** Outdoor lighting shall:

(i) Have a maximum height of 15 feet;

(ii) Be fully-shielded;

(iii) Be configured so that the source of illumination is not visible;

(iv) Be directed down and away from adjacent residential lots; and

(v) The requirements of Section 3.3.4, Outdoor Lighting Standards, shall also apply.

(d) Signage regulations for neighborhood serving commercial uses shall adhere to Article 6, Signage, except that pylon and ground signs are prohibited.

2.9.17 Recreational Facilities, Outdoor. Outdoor recreational facilities may only be considered for a conditional use permit in the R1, R2, R3, N1, N2, C1, I1 and A-S districts when it is accessory to a school.

2.9.18 Retail Sales and Service. Retail sales and service may be permitted in the I1 and ED-F districts provided that the total square footage of retail sales is limited to a maximum of 20 percent of the total floor area and is related to items manufactured on site.

2.9.19 Telecommunication Facilities and Antennas.

(A) **Purpose.** In order to accommodate the communication needs of residents and businesses while protecting the public health, safety, and general welfare of the community, the city council finds that this section is necessary in order to:

(1) Facilitate the provision of telecommunication services to the residents and businesses of the city;

(2) Minimize adverse visual effects of towers through careful design and siting standards;

(3) Avoid potential damage to adjacent properties from tower failure through structural standards and setback requirements; and

(4) Maximize the use of existing and approved towers and buildings to accommodate new wireless telecommunication antennas.

(B) **Exemptions.** The following telecommunication facilities and antennas, included but not limited to, shall be exempt from the requirements of this section.

-
- (1) A single ground- or building-mounted receive-only radio or television antenna, including any mast, for the sole use of the resident occupying a residential parcel on which the radio or television antenna is located, with an antenna height not exceeding 40 feet;
 - (2) A ground- or building-mounted citizens band radio antenna, including any mast, if the height (post and antenna) does not exceed 35 feet;
 - (3) A ground-, building-, or tower-mounted antenna operated by a federally licensed amateur radio operator as part of the Amateur Radio Service, existing on July 17, 2000 subject to the requirements of Section 2.10.4(H)(1), Amateur Radio Antennas;
 - (4) A ground- or building-mounted receive only radio or television satellite dish antenna (TVRO) subject to the requirements of Section 2.10.4(H)(2), Satellite Dishes provided the dish is not located in the front yard of the parcel on which it is located and provided the height of the dish does not exceed the height of the ridgeline of the principal structure on the parcel;
 - (5) All citizens band radio antennas or antennas operated by a federally licensed amateur radio operator as part of the Amateur Radio Service which existed on July 17, 2000;
 - (6) Mobile services providing public information coverage of news events of a temporary nature;
 - (7) Handheld devices such as cell phones, business-band mobile radios, walkie-talkies, cordless telephones, garage door openers and similar devices as determined by the city planner;
 - (8) City-government-owned and -operated towers supporting receive and/or transmit antennas, including supporting structures, for all public safety and service purposes;
 - (a) Such tower shall conform to the accessory structure setback for the zoning district in which it is located. Guy wires shall be set back no less than one foot from property lines;
 - (b) Such tower shall be installed in accordance with the instructions furnished by the manufacturer of the tower model. Antennas mounted on a tower may be modified and changed at any time so long as the published allowable load on the tower is not exceeded and the structure of the tower remains in accordance with the manufacturer's specifications; and
 - (c) Such towers shall be exempt from the requirements of subsections (F) to (I), (K) and (L).
 - (C) **Towers in the R1, R2, R3, R4, A-S, or CD-S Districts.** The construction of commercial towers and antennas in a R1, R2, R3, R4, A-S, or CD-S district are prohibited, except as follows:

-
- (1) Towers supporting commercial antennas and conforming to all applicable sections of this article shall be allowed as a conditional use, and only in the following locations:
 - (a) Church sites, when camouflaged as steeples or bell towers. Antennas and all other associated structures shall also be camouflaged;
 - (b) Park sites, when compatible with the nature of the park, provided that the requirements of Section 2.9.18(F)(2) are met; and
 - (c) Government, school, utility and institutional sites.
 - (2) No tower supporting commercial antennas, the construction of which is permitted as a conditional use by this section, shall exceed 120 feet in height.
 - (3) Towers supporting commercial antennas shall be set back from all property lines abutting property zoned or used for residential purposes or adjacent to the Cannon River no less than 50 percent of the tower height. Towers shall be set back from all property lines abutting nonresidential property no less than 25 percent of the total tower height.
 - (4) Equipment buildings, shelters or cabinets shall comply with the accessory building setbacks for the residential zoning district in which it is located.

(D) Towers in C1 and C2 Districts.

- (1) Towers supporting commercial antennas are prohibited in the C1 district.
- (2) Towers supporting commercial antennas and conforming to all applicable sections of this article shall be allowed in the C2 district as a conditional use.
- (3) The maximum height of any tower, the construction of which is permitted by this section, including all antennas and other attachments, shall not exceed 150 feet in height or 180 feet in height in the I1 district.
- (4) Towers shall be set back from all property lines no less than 25 percent of the tower height, with a minimum setback of 20 feet. Towers shall be set back from all property lines abutting property zoned or used for residential purposes or adjacent to the Cannon River no less than 50 percent of the total tower height.
- (5) Equipment buildings, shelters or cabinets shall comply with the principal building setbacks for the commercial zoning district in which it is located.

(E) Towers in the I1 and ED-F Districts.

- (1) In all industrial zoning districts, towers supporting commercial antennas and conforming to all applicable sections of this section shall be allowed as a permitted use.
- (2) The maximum height of any tower, the construction of which is permitted by this section, including all antennas and other attachments, shall not exceed 180 feet in height.

-
- (3) Towers shall be set back from all property lines no less than 25 percent of the tower height, with a minimum setback of 20 feet. Towers shall be set back from all property lines abutting property zoned or used for residential purposes or adjacent to the Cannon River no less than 50 percent of the total tower height.
- (4) Equipment buildings, shelters or cabinets shall comply with the principal building setbacks for the industrial zoning district in which it is located.
- (F) **Location Requirements.** All commercial, wireless telecommunication facilities erected, constructed, or located within the city shall comply with the following requirements:
- (1) **Priority of Location.** The following establishes the order of priority for locating new commercial, wireless telecommunication facilities. A proposal for such facilities shall not be approved on any of the following locations unless the applicant shows and the city finds that the applicant is unable to locate the facilities on any location which has a higher priority:
- (a) Place antennas and towers on sites where other public facilities are located or planned.
 - (b) Place antennas and towers on private institutional property and structures.
 - (c) Place antennas on other appropriate existing structures such as buildings, communications towers, water towers and smoke stacks.
 - (d) Place antennas on new towers on other private property.
- (2) **Collocation.** Towers shall be collocated as follows:
- (a) A proposal for a new commercial wireless telecommunication tower shall not be approved unless the city finds that the telecommunication equipment planned for the proposed tower cannot be accommodated on an existing or approved tower or building within a one-mile search radius from the point of the proposed tower for towers in excess of 100 feet in height, within a one-half-mile search radius for towers of 80 to 100 feet in height, and within a one-quarter-mile search radius for towers 80 feet and lower in height, due to one or more of the following reasons:
 - (i) The planned equipment would exceed the structural capacity of the existing or approved tower or building, as documented by a qualified and licensed professional engineer, and the existing or approved tower cannot be reinforced, modified, or replaced to accommodate planned or equivalent equipment at a reasonable cost.
 - (ii) The planned equipment would cause interference materially impacting the feasibility of other existing or planned equipment at the tower or building, as documented by a qualified and licensed professional engineer approved by the city, and the interference cannot be prevented at a reasonable cost.
 - (iii) Existing or approved towers and buildings within the search radius cannot accommodate the planned equipment at a height necessary to function reasonably

as documented by a qualified and licensed professional engineer approved by the city.

- (iv) Other unforeseen reasons exist that make it infeasible to locate the planned telecommunication equipment upon an existing or approved tower or building.
- (b) It shall be the responsibility of the applicant to provide, at no cost to the city, an inventory of available structures in the subject area to the city.
- (c) Any proposed commercial wireless telecommunication service tower shall be designed structurally, electrically, and in all respects to accommodate both the applicant's antennas and comparable antennas for at least two additional uses if the tower is over 100 feet in height or at least for one additional use if the tower is 60 to 100 feet in height. Towers must be designed to allow for future rearrangement of antennas upon the tower and to accept antennas mounted at varying heights.
- (d) The applicant shall allow the city access to the tower for city-government-owned and -operated receive and/or transmit antennas for all public safety and service purposes to enhance communications for such purposes, provided that any attached communication equipment does not interfere with the applicant's equipment.
- (e) As a condition of approval, the applicant shall make available unutilized space for collocation of other telecommunication facilities, including space for those entities providing similar competing services. A good-faith effort in achieving collocation shall be required of the host entity.
- (f) Requests for utilization of facility space shall be made to the community development department. Collocation will not be required when the addition of the new service or facilities would cause quality of service impairment to the existing facility or if it becomes necessary for the host to go off line for a significant period of time.
- (g) The host is entitled to reasonable compensation from any co-locator for the use of its facility. Such compensation would include reimbursement for the cost of constructing the facility as it relates to any co-locator as well as a proportionate share of any rents paid by the host.
- (G) General Location Standards for Telecommunication Facilities.** All telecommunication facilities, except exempt facilities as identified in Section 2.9.18(B), Exemptions, shall be located so as to minimize their visibility and the number of distinct facilities present. To this end all of the following measures shall be implemented for all telecommunication facilities, except exempt facilities as identified in Section 2.9.18(B), Exemptions:
 - (1) No telecommunication facility shall be installed at a location where special painting or lighting will be required by Federal Aviation Administration (FAA) regulations unless technical evidence acceptable to the city is submitted showing that this is the only technically feasible location for the facility;
 - (2) No commercial telecommunication facility shall be installed on an exposed ridgeline, public trail, public park or other outdoor recreation area, or on property designated

as floodplain or park or open space, unless it blends with the surrounding existing natural and manmade environment in such a manner as to be effectively unnoticeable and a finding is made that no other location is technically feasible;

(3) No commercial telecommunication facility that is readily visible from off-site shall be installed closer than one-half mile from another readily visible un-camouflaged or unscreened telecommunication facility unless it is a collocated facility, situated on a multiple-user site, or blends with the surrounding existing natural and manmade environment in such a manner as to be effectively unnoticeable, or technical evidence acceptable to the city is submitted showing a clear need for the facility and the infeasibility of collocating it on one of the existing sites; and

(4) No commercial telecommunication facility that is readily visible from off-site shall be installed on a site that is not already developed with telecommunication facilities or other public or quasi-public uses unless it blends with the surrounding existing natural and manmade environment in such a manner so as to be effectively unnoticeable or technical evidence acceptable to the city is submitted showing a clear need for the facility and the unfeasibility of collocating it on one of the existing sites.

(H) Roads and Parking. All telecommunication facilities, except exempt facilities as identified in Section 2.9.18(B), Exemptions, shall be served by the minimum roads and parking areas necessary. To this end all of the following measures shall be implemented for all telecommunication facilities, except exempt facilities as identified in Section 2.9.18(B), Exemptions:

(1) Existing roads shall be used for access, whenever possible, and shall be upgraded the minimum amount necessary to meet standards specified by the fire chief and city engineer. Any new roads or parking areas built shall, whenever feasible, be shared with subsequent telecommunication facilities and/or other permitted uses. In addition, they shall meet the width and structural requirements of the fire chief and the city engineer.

(2) Existing parking areas shall, whenever possible, be used.

(3) Any new parking areas constructed shall comply with the parking standards established in Section 3.6, Off-Street Parking, Loading, and Mobility of this section.

(I) Landscaping and Screening. All telecommunication facilities, except exempt facilities as identified in Section 2.9.18(B), Exemptions, shall be installed in such a manner so as to maintain and enhance existing native vegetation and to install suitable landscaping to screen the facility, where necessary. To this end all of the following measures shall be implemented for all telecommunication facilities, except exempt facilities as identified in Section 2.9.18(B), Exemptions:

(1) A landscape plan shall be submitted with the project application submittal indicating all existing vegetation, identifying landscaping that is to be retained on the site, any additional vegetation that is needed to satisfactorily screen the facility from

adjacent land uses and public view areas, and the type of vegetation to be restored in all areas that will be disturbed. All significant trees, as defined by the city tree preservation policy, shall be identified in the landscape plan with indication of species type and whether it is to be retained or removed with project development.

- (2) Existing trees and other screening vegetation in the vicinity of the facility and along the access roads and power/telecommunication line routes involved shall be protected from damage, both during the construction period and thereafter. To this end, the following measures shall be implemented:
 - (a) A tree preservation plan, which meets the requirements of the city tree preservation policy, shall be submitted with the conditional use permit application or building permit;
 - (b) Grading, cutting/filling, and the storage/parking of equipment/vehicles shall be prohibited in landscaped areas; and
 - (c) All underground lines shall be routed such that a minimum amount of damage is done to the tree's essential root systems.
- (3) All areas disturbed during project construction other than the access road and parking areas shall be replanted with vegetation compatible with the vegetation in the surrounding area (e.g., ornamental shrubs or natural brush, depending upon the circumstances) according to the approved landscape plan.
- (4) Any existing trees or significant vegetation, on the facilities site or along the affected access area, that die shall be replaced with native trees and vegetation of a size and species subject to Table 3.6-2.
- (5) No actions shall be taken subsequent to project completion with respect to the vegetation present that would increase the visibility of the facility itself or the access road and power/telecommunication lines serving it.
- (J) **Environmental Resource Protection.** All telecommunication facilities shall be sited so as to minimize the effect on environmental resources. To that end the following measures shall be implemented for all telecommunication facilities, except exempt facilities as identified in Section 2.9.18(B), Exemptions:
 - (1) Potential adverse visual impacts which might result from project-related grading or road construction shall be minimized;
 - (2) Potential adverse impacts upon nearby public use areas such as parks or trails shall be minimized; and
 - (3) Drainage, erosion, and sediment controls shall be required as necessary to abate soil erosion and sedimentation of waterways. Structures and roads on slopes of ten percent or greater shall be avoided. Erosion control measures shall be incorporated for any proposed facility which involves grading. Natural vegetation and topography shall be retained to the extent feasible.

(K) Noise and Traffic. All telecommunication facilities shall be constructed and operated in such a manner as to minimize the amount of disruption caused to the residents of nearby homes and the users of nearby recreational areas such as public parks and trails. To that end all of the following measures shall be implemented for all telecommunication facilities:

- (1) Outdoor noise-producing construction activities shall only take place on weekdays (Monday through Friday, non-holiday) between the hours of 7:30 a.m. and 5:30 p.m. unless allowed at other times as a condition of the conditional use permit;
- (2) Backup generators shall only be operated during power outages and for testing and maintenance purposes. If the facility is located within 100 feet of a residential dwelling unit, noise attenuation measures shall be included to reduce noise levels to an exterior noise level of at least an Ldn of 60 dB at the property line and an interior noise level of an Ldn of 45 dB. Testing and maintenance shall only take place on weekdays between the hours of 7:30 a.m. and 5:30 p.m.; and
- (3) Traffic, at all times, shall be kept to an absolute minimum, but in no case more than two round trips per day on an average annualized basis once construction is complete.

(L) Visual Compatibility. All telecommunication facilities, except exempt facilities as identified in Section 2.9.18(B), Exemptions, shall be constructed and sited so as to minimize the visual effect of such facilities on the surrounding area. To that end the following measures shall be implemented for all telecommunication facilities, except exempt facilities as identified in Section 2.9.18(B), Exemptions:

- (1) Facility structures and equipment shall be located, designed and screened to blend with the existing natural or built surroundings so as to reduce visual impacts to the extent feasible considering the technological requirements of the proposed telecommunication service and the need to be compatible with neighboring residences and the character of the community;
- (2) The facility shall be designed to blend with any existing supporting structure and shall not substantially alter the character of the structure or local area;
- (3) Following assembly and installation of the facility, all waste and debris shall be removed and disposed of in a lawful manner; and
- (4) A visual analysis, which may include photo montage, field mockup, or other techniques, shall be prepared and submitted by or on behalf of the applicant in conjunction with an application for a conditional use permit or a building permit, which identifies the potential visual impacts, at design capacity, of the proposed facility. Consideration shall be given to views from public areas as well as from private residences. The analysis shall assess the cumulative impacts of the proposed facility and other existing and foreseeable telecommunication facilities in the area and shall identify and include all feasible mitigation measures consistent with the technological requirements of the proposed telecommunication service.

All costs for the visual analysis and applicable administrative costs shall be borne by the applicant.

(M) Construction Requirements. Construction requirements shall be as follows:

- (1) Towers and antennas shall be designed to blend into the surrounding environment through the use of color and camouflaging treatment, except when the color is dictated by federal or state authorities. Materials employed shall not be unnecessarily bright, shiny, or reflective and shall be of a color or type which blends with the surroundings to the greatest extent possible.
- (2) Towers shall not be illuminated by artificial means and shall not display strobe lights unless such lighting is specifically required by federal or state authorities. When incorporated into the design of the tower, light fixtures, such as streetlights, are permitted.
- (3) The use of any portion of a tower for signs, other than warning or equipment information signs, is prohibited.
- (4) Sufficient anti-climbing measures must be incorporated into the facility, as needed, to reduce potential for trespass and injury.
- (5) All towers, masts and booms shall be made of noncombustible material, and all hardware, such as brackets, turnbuckles, clips and similar type equipment subject to rust or corrosion must be protected either by galvanizing or sheradizing after forming.

(N) Abandoned or Unused Towers or Portions of Towers. Abandoned or unused towers or portions of towers shall be removed as follows:

- (1) All abandoned or unused towers and associated facilities shall be removed within 12 months of the cessation of operations at the site unless a time extension is approved by the city planner. If the tower is not removed within 12 months of the cessation of operations at a site, the tower and associated facilities may be removed by the city and the cost of removal assessed against the property owner.
 - (2) Unused portions of towers above a manufactured connection shall be removed within six months of the time of antenna relocation. The replacement of portions of a tower previously removed requires the issuance of a new application and/or request for variance if applicable.
- (O) Measurement of Tower Height.** The height of a tower shall be determined by measuring the vertical distance from the tower's point of contact with the ground or rooftop structure to the highest point of the tower, including all antennas or other attachments. If the tower with its antenna can be telescoped from low to high positions, the height measurement shall be made with the tower in its lowest position. When towers are mounted upon other structures, the combined height of the structure and the tower must meet the height restrictions set forth in this article for the particular zoning district.

(P) Review Procedure. Procedures for reviewing a permit are as follows:

-
- (1) It shall be unlawful for any person to erect, construct, place, re-erect, replace, or repair any tower without first making application for a zoning certificate prior to applying for a building permit (See Section 8.5.1, Zoning Certificate).
 - (2) If a conditional use permit is required for a requested tower, the requirements of Section 8.5.9, Conditional Use Permit shall apply.
 - (3) Site plan review will be required for all towers that are listed as a permitted use in the applicable zoning district (See Section 8.5.6, Site Plan Review).
 - (4) The applicant shall provide, at the time of application, sufficient information to indicate the construction, installation, and maintenance of the antenna and tower will not create a safety hazard or damage to the property of other persons.
 - (5) Adjustment or replacement of the elements of an antenna already affixed to a tower or antenna shall not require a permit, provided that the replacement does not reduce the safety factor. The city planner shall issue a decision related to the zoning certificate application upon review of all required materials listed in this section and shall respond to the request in an expeditious and reasonable timeframe.

2.9.20 Vehicle Rental. For those properties zoned C1, the maximum number of vehicles for rent stored on the property shall not exceed five.

SECTION 4. Northfield Code, Chapter 34 – Land Development Code, Article 3. – Site Development, Section 3.2 – Site Development Standards is hereby amended, as follows:

3.2 Site Development Standards.

3.2.1 Purpose. The purpose of these site development standards is to further the purpose of this LDC and the goals and policies of the comprehensive plan. Furthermore, these standards are intended to establish appropriate lot dimensions within each zoning district, provide for appropriate scale of structures, and prescribe how structures will relate to a vibrant, pedestrian friendly streetscape.

3.2.2 Residential Site Development Standards.

(A) Building Orientation in Residential Districts. All residential development shall be located parallel to the associated street or be consistent with existing development patterns rather than being sited at unconventional angles, unless irregular lot layouts require alternative orientations. Such alternative orientations shall be subject to approval by the city planner (Figure 3-9).



Figure 3-9 Example of residential development that is oriented toward the primary street.

(B) **Principal Building Placement.** Table 3.2-1 and 3.2-2 present the dimensional regulations for placing principal buildings in the residential districts.

Table 3.2-1: Residential District Site Development Standards					
	R1	R2	R3	R4	N1 [5]
Permitted Density					
Permitted Density	Controlled by Lot Width and Lot Depth	8.1 to 15 units per acre (Gross)	15.1 to 25 units per acre (Gross)	See Section 12(E)	Controlled by Lot Width and Lot Depth
Build-to Line					
Front	See 3.4.4 (B) (2)	Not Applicable	Not Applicable	Not Applicable	25-35 See 3.4.4 (C) (1)
Side Street	See 3.4.4 (B) (2)	Not Applicable	Not Applicable	Not Applicable	15 feet
Building Coverage					
Building Coverage	50%	Not Applicable	Not Applicable	Not Applicable	50%
Building Setbacks					
Front	Average of adjacent to within 5	See Note [1]	See Note [1]	See Section 2.9.12(E)	See 3.4.4 (C) (1)
Side	5 feet	See Note [1]	See Note [1]		Dev. Agr. or 5
Corner Side	15	See Note [1]	See Note [1]		Dev. Agr. or 15
Rear	25 Feet	See Note [1]	See Note [1]		Dev. Agr. or 30
Between Buildings	Not Applicable	10 Feet	10 Feet		Not Applicable
Lot Depth					
Max. Lot	150 Feet	Not	Not	Not	None

Depth		Applicable	Applicable	Applicable	
Minimum and Maximum Lot Width					
Single-Family Dwelling	50-75 Feet	Not Applicable [2]	Not Applicable [2]	See Section. 2.9.12(E)	Min.: 50 feet or Dev. Agr. [3]
Two-Family Dwelling	60-85 Feet	Not Applicable [2]	Not Applicable [2]		Min.: 60 feet or Dev. Agr.
Three-Family Dwelling	75-105 Feet	Not Applicable [2]	Not Applicable [2]		Min.: 80 feet or Dev. Agr.
Multi-Family Dwellings	Not Applicable	Not Applicable [2]	Not Applicable [2]	Not Applicable	Min.: 105 feet or Dev. Agr.
Other Forms	As determined by Planning Commission in CUP review	Not Applicable [2]	Not Applicable [2]	See Section. 2.9.12(E)	As determined by Planning Commission in CUP review
Building Height					
Maximum Building Height	See 3.4.4	See Note [4],	See Note [4],	See Section. 2.9.12(E)	30 feet
Parking Lot Setbacks					
Parking Lot Setbacks	Not Applicable	Ten feet along property lines and public rights of way	Ten feet along property lines and public rights-of-way	Not Applicable	Not Applicable
NOTES:					
1 Building placement requirements for one, two, and three unit residential structures are found in Section 3.4.4, Standards for Development in R1, R2, R3, N1. Building setback requirements for four or more unit residential structures are 30 feet from any property line except for internal property lines between platted condominium apartment or rowhouse units.					
2 Minimum and maximum lot widths for lots zoned R2 and R3 shall be the lot widths as part of the official lot of record.					
3 Lot widths of 40 feet shall be allowed on lots where access is provided by an alley as permitted in Section 5.2.3(B)(12), Alleys and Private Streets or for single family lots with shared driveways.					
4 Building height requirements for one, two, and three unit residential structures are found in Section 3.4.4, Standards for Development in R1, R2, R3, N1. The building height requirement for four or more unit residential structures is 30 feet, but buildings may exceed 30 feet in height if for each additional ten feet of height, the building is set back an additional five feet from all adjacent buildings and lot lines.					
5 Setbacks for N1 should follow the development agreement on file; if there is no official development agreement on file, follow the setbacks as shown in the table above.					

Table 3.2-2: Site Development Standards for N2 District [1]								
	1, 2 or 3 Residen	Four to Eight	9 or More	Rowho use	Live-Work	Live-Work	Neighbor -	Civic Uses [2]

	tial Units	Residen tial Units	Residen tial Units			Rowho use	hood-Serving Commer cial	
Building Placement								
Front Setback	20	Local Street: 20-25 Arterials , collector s, alleys: 5	15-25 [5]	Local streets: 5—15 Arterial s, collecto rs, alleys: 5	5—20	Local streets: 5—15 Arterial s, collecto rs, alleys: 5	5-7	25-30
Side, Interior [3]	5	10	15—25	Not Applica ble	5	Not Applica ble	10	15
Rear [3]	30	20	20	20	30	30	20	30
Side, Corner	15, or equal to front setback of an adjacent house facing side street	Local streets: 20—25 Arterials , collector s, alleys: 5	15—25	Local streets: 5—15 Arterial s, Collect ors, alleys: 5	10-15	Local streets: 5—15 Arterial s, Collect ors, alleys: 5	10	15-20
Building Coverage								
Buildin g Covera ge	50%	Not Applicab le	Not Applicab le	Not Applica ble	Not Applica ble	Not Applica ble	Not Applicabl e	Not Applica ble
Lot Depth								
Max. Lot Depth	150	Not Applicab le	Not Applicab le	Not Applica ble	150	Not Applica ble	Not Applicabl e	Not Applica ble
Minimum and Maximum Lot Width								
Minim um Lot Width	1: 40 2: 60 3: 75	25 Corner: 45	Not Applicab le	Not Applica ble	50	Not Applica ble	60	Not Applica ble
Maxim um Lot Width	Objective: Achieve 4 to 6 dwelling units per net acre in the N2 District. Net = total minus wetlands, streams, ponds, parks, undevelopable slopes and arterial ROW.			Not Applica ble	50-85	Not Applica ble	60 Min 100 Max	Not Applica ble
Building Height								

Building Height	30 (Maximum)	40 (Max)	40 (Max) [5]	40 (Max)	30 (Maxi)	40 (Max)	20 (Min) 30 (Max)	50 (Max)
Street Type								
Driveway Allowed on which street type [6]	Collector or local streets or alleys	Collectors or locals, or alleys	Collectors or locals, or alleys	Collectors or locals, or alleys	Collectors or locals, or alleys	Collectors or locals, or alleys	Arterials, collectors or locals, or alleys	Arterials, collectors or locals, or alleys
NOTES:								
1 Unless otherwise noted, building placement requirements are a minimum and maximum distance from a property line. All measurements are in feet.								
2 Civic uses are principal uses in Table 2.7-1, including cultural institutions, public and semipublic buildings, religious institutions, and schools.								
3 Building placement requirements for side (interior) and rear yards are minimum requirements.								
4 Lot widths of 40 feet shall be allowed on any single family lot where access is provided by an alley as permitted in Section 5.2.3(B)(12), Alleys and Private Streets or where single family lots have shared driveways. Where an alley is not permitted, the minimum lot width for a single family home is 50 feet.								
5 A height of up to 50 feet is allowed for a building with nine or more residential units, but the impact of the building shall be mitigated according to the standards of Section 2.9.14, Multi-Family Dwellings.								
6 Refer to Table 2.2-1 of the Transportation chapter of the Northfield comprehensive Plan for a map of streets by type.								

(C) **Garage Placement and Size in the Residential Districts.** Table 3.2-3 presents the dimensional regulations for garages in the residential districts.

(a) **Purpose and Intent.** The intent of regulations on the setback, width and relative proportion of attached or detached garages is:

- (i) To ensure that there is a physical and visual connection between the living area of the home and the street;
- (ii) To ensure that the location and amount of living space of the home, as seen from the street, is more prominent than the garage;
- (iii) To prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
- (iv) Provide for a more pleasant pedestrian environment by preventing garages from dominating the views of the neighborhood from the sidewalk; and
- (v) Enhance public safety by preventing garages from blocking views of the street from inside the home.

(b) **Dimensional Regulations.** Dimensional regulations for attached and detached garages for 1-, 2- and 3-family buildings are presented in Table 3.2-3.

Table 3.2-3: Garage Regulations for One-, Two- and Three-Unit Buildings			
	R1	N1	N2
Attached Garages			
<p>Garage Front Setback (min.)</p> <p>Exemptions: See Note 1.</p>	<p>May be forward if on platted lot and consistent with 50 % of others in the subdivision</p> <p>If 1 or 2 stalls wide:</p> <ul style="list-style-type: none"> ■ 4' behind primary façade ■ Even with the primary façade* if there is a covered porch along at least 10 feet of the front façade of the house. <p>If three stalls wide, the third stall must be set back an additional 2'.</p> <p>If 3 stalls wide, must include one of these:</p> <ul style="list-style-type: none"> ■ Windows in the vehicle entrance doors ■ One or more windows above the vehicle entrance door ■ Other architectural treatment that diminishes the visual impact of the garage door <p>If the garage is turned or angled, the garage may be even with the primary façade if the side facing the street has windows or other features that mimic the living portion of the house. The garage may be forward of the primary façade if a variance is granted.</p>	<p>30'</p>	<p>If the lot is less than 65' wide:</p> <ul style="list-style-type: none"> ■ Garage may be forward 12' ■ And if 3 stalls wide: <ul style="list-style-type: none"> ■ Third stall must be set back an additional 2' ■ Garage must include one of these: <ul style="list-style-type: none"> ■ Windows in the vehicle entrance doors ■ One or more windows above the vehicle entrance door ■ Other architectural treatment that diminishes the visual impact of the garage door <p>If the lot is 65' or wider and:</p> <ul style="list-style-type: none"> ■ If 1 or 2 stalls wide: <ul style="list-style-type: none"> ■ 4' behind the primary façade ■ Even with the primary façade if there is a covered porch along at least 10 feet of the front façade of the house. ■ If 3 stalls wide, the third stall must be set back an additional 2' ■ If 3 stalls wide, must include one of these: <ul style="list-style-type: none"> ■ Windows in the vehicle entrance doors ■ One or more windows above the vehicle entrance door ■ Other architectural treatment that diminishes the visual impact of the garage door <p>Regardless of lot width, if the garage is turned or angled, the garage may be set forward if</p>

			the side facing the street has windows or other features that mimic the living portion of the house.
Interior Side Setback	5	8	5'
Corner Side Setback	15 or the same as the front setback of an adjacent house facing that side street	15	15 or the same as the front setback of an adjacent house facing that side street
Rear Setback	30	35	30
Width	<ul style="list-style-type: none"> ■ Maximum: <ul style="list-style-type: none"> - 32' and - 50 % of the width of the entire building ■ Storage area without a vehicle entrance door but with a façade that matches the house will not be counted as garage width. 		<ul style="list-style-type: none"> ■ Maximum: <ul style="list-style-type: none"> - 32 and - 55 % of the width of the entire building ■ A storage area without a garage door but with a façade that matches the house will not be counted as garage width
Floor Area Max. (sq. ft.)	864	864	864
Driveway Max Width at Curb Line	20	20	20
Detached Garages			
Front Setback	Same as attached garages	30	Same as attached garages
Interior Side Setback	5	8	5
Corner Side Setback	15 or the same as the front setback of an adjacent house facing that side street	15	15 or the same as the front setback of an adjacent house facing that side street
Rear Setback	5	5	5
Width	32	No maximum width	32
Floor Area Max. (sq. ft.)	864	864	864
<p>1. Exemptions: Setbacks for N1 should follow the development agreement on file; if there is no official development agreement on file, follow the setbacks as shown in the table above.</p> <p>2. Primary façade means the plane that runs through the most forward insulated wall facing the street, not counting minor projections less than 8 feet wide.</p>			

3.2.3C1 District Site Development Standards.

Table 3.2-4: Dimensional Standards for the C1 District (in feet from property line)

	Historic District Sub-District	East of Highway 3 Sub-District	West of Highway 3 Sub-District
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Setbacks - Principal Building			
Front Setback [1] [2] [3]			
Minimum	0	0	0
Maximum	0	10	20
From Highway 3 right-of-way			
Minimum	Not	0	0
Maximum	Applicable	20	20
Interior Side			
Minimum	0	0	0
Corner Side			
Minimum	0	0	0
Maximum	0	10	15
Rear			
Adjacent to R District -	15	20	25
Minimum	10	15	25
Adjacent to Non-Residential -			
Min.			
Setbacks - Accessory Building			
Front	To Rear of Building	To Rear of Building	To Rear of Building
Interior side	0	5	5
Rear	0	5	5
Setbacks - Parking or Internal Driveway			
Minimum front, side or rear	3	5	7
Building Height			
Minimum [4]	2 stories	2 stories	2 stories
Maximum [5]	50 feet	50 feet	50 feet
<p>[1] When a building abuts more than one public road right-of-way, the priority for determining which right-of-way is considered the front of the parcel shall be: (1) the City public street that runs north-south including all of Division Street, (2) Second or Bridge Square Streets, if applicable, (3) Highway 3, then (4) other streets.</p> <p>[2] In the Historic Sub-District, buildings located on a corner lot shall be constructed to meet the minimum and maximum setback line at the corner and extend at least 40 feet in each direction from the corner, depending on the width of the building. At least 80 percent of the front building wall and 30 percent of the corner side wall shall be constructed at the minimum-maximum setback line. Buildings shall be parallel to the street that they front unless an alternate orientation is compatible with existing adjacent buildings.</p> <p>[3] In the Historic District Sub-District, any lot edge along a front or corner side setback line that does not have a building wall shall be demarcated by a low masonry wall, decorative metal fence, dense hedge, decorative plaza open to the public or elevated deck.</p> <p>[4] An exception to the minimum building height requirement in Table 3.2-4 to allow a one-story building may be permitted if the development proposal involves the rehabilitation, modification, or addition to an existing one-story building.</p> <p>[5] A commercial or mixed-use building that faces across a public street to housing in an R1 District shall have a maximum height of 3 stories. The maximum height may be exceeded only under the provisions of Section 8.5.9, Conditional Use Permit.</p>			

Table 3.2-5: Site Development Standards for the C-1 District

	Historic District Sub-District	East of Highway 3 Sub-District	West of Highway 3 Sub-District
Building Appearances	<p>1. Buildings must be consistent with the design guidance of the City of Northfield Downtown Historic Preservation Design Guidelines and the Secretary of Interior's Standards for Rehabilitation, and receive a Certificate of Appropriateness from the HPC.</p>	<p>1. Each visible side of a building shall have a similar appearance in terms of materials and general design.</p> <p>2. Principal buildings shall have an entrance that faces the public street.</p> <p>3. Buildings shall have a base and a top to their architecture.</p> <p>4. Building tops and elevations shall be articulated to reduce their apparent size and to undulate their facades.</p> <p>5. Blank, unadorned exterior walls visible to the street are prohibited. Exterior walls should be visually divided into smaller sections of 20 to 40 feet through changes in color, material, depth or fenestration.</p> <p>6. Clear non reflective windows at least 5 feet in height shall comprise at least 50 percent of the horizontal length of the front and corner ground floor building facades, and at least 25 percent of the horizontal length of the upper floor front and corner building facades that face a public street.</p> <p>7. Buildings on sites that abut Highway 3 shall include windows on the wall that faces the highway.</p> <p>8. Architectural elevations for all new or modified buildings shall include design, massing, materials, shape and scale that are compatible with nearby buildings.</p> <p>9. Buildings shall be architecturally individual and shall not be of corporate architecture, including roof patterns, corporate colors, architectural elements or similar treatments.</p> <p>10. The HPC will be asked to comment on applications but does not have authority outside of the Historic District.</p>	
Exterior Building Materials	<p>1. Materials must be consistent with the design guidance of the City of Northfield Downtown Historic Preservation Design Guidelines and the Secretary of Interior's Standards for Rehabilitation, and receive a Certificate of Appropriateness from</p>	<p>Allowable Primary Materials:</p> <p>1. Easily-maintained materials that are durable and have a pattern, texture and detailing that are compatible with those in the Historic District Sub-District.</p> <p>2. Brick, stone, stucco or colored and textured pre-cast concrete.</p>	

	the HPC.	<p>3. Metals with matte finish and with neutral or earth tone colors; metals that are used for exterior walls should have visible corner moldings and trim. Metal wall finishes should be secondary to masonry and pre-cast finishes.</p> <p>4. Transparent glass.</p> <p>5. Canvas awnings.</p> <p>6. Wood as an accent material or in elements that are integrated with other desirable materials.</p> <p>Prohibited Primary Materials:</p> <p>1. Non-durable siding materials such as plywood, corrugated metal, fiberglass, asphalt or fiberboard siding, or other materials that decay rapidly when exposed to the elements.</p> <p>2. Materials that have no pattern or relief, especially when those materials are applied to large wall surfaces.</p> <p>3. Vinyl.</p> <p>4. Mirrored glass.</p> <p>5. Materials that represent corporate colors, patterns or trademarks (except for signs).</p> <p>6. Brightly colored metal roofing or canopies.</p> <p>7. Concrete that is not enhanced as indicated under "Allowable Materials," especially pre-cast, tilt-up walls.</p>
Walking	<p>1. All sidewalks are in the public right-of-way.</p> <p>2. A pedestrian walkway is allowed along an interior side setback area.</p>	<p>1. There shall be a public sidewalk along the street; the responsibility for sidewalk installation and maintenance will be as determined by City policy existing at the time.</p> <p>2. If the property abuts a public sidewalk, an obvious walkway shall be provided from the public sidewalk to the main entrance of the principal structure.</p>
Parking	<p>1. No parking shall be located between the front of the principal structure and the front lot line.</p> <p>2. No parking shall be located on corner lots at the point of street intersections.</p> <p>3. Off-street parking is allowed only by Conditional Use Permit in this sub-district.</p>	<p>1. No parking shall be located between the front of the principal structure and the front lot line.</p> <p>2. No more than half of the parking shall be located to the side of the building; the rest must be to the rear of the building.</p> <p>3. Parking should not be located on corner lots at the point of street intersections. If so, other techniques shall be used to make a positive visual statement at the corner and</p>

		visually buffer the parking. 4. On-site parking is not required in the East of Highway 3 Sub-District.
Landscaping, Fences and Buffering	<ol style="list-style-type: none"> 1. As needed to buffer parking along a public street. 2. Any lot edge along a front or corner side setback line that does not have a building wall shall be demarcated by a low masonry wall, decorative metal fence, dense hedge, decorative plaza open to the public or elevated deck. 3. Berms are not allowed. 	<ol style="list-style-type: none"> 1. A consistent landscaped edge, using plants and/or decorative hardscape, shall be constructed between parking and streets. 2. The edges of sidewalks and paths shall be reinforced with street trees, plantings, pedestrian-scaled street lights or similar amenities. 3. Any lot edge that is not occupied by a building shall have a landscaped setback, low masonry wall, decorative metal fence, decorative plaza or elevated deck. 4. Plantings along pedestrian corridors shall have a consistent character throughout the sub-district. 5. The periphery of all parking lots shall be landscaped and screened in compliance with Section 3.6.8. 6. Shade trees shall be planted in all parking islands. At least one tree shall be planted in each island and one tree shall be planted for each 100 square feet of island. 7. Ponding shall be landscaped in a park-like character. 8. Existing major trees shall be maintained to the extent practical. 9. Berms are allowed only for surface water management.
Private Open Space	1. All portions of a site not covered by buildings, parking, driveways, walkways, plazas, decks or seating shall be landscaped.	
Loading	<ol style="list-style-type: none"> 1. Loading areas and truck docks shall be located only on the rear side of the principal building. 2. Plantings or building design shall be used to minimize the visual effect of loading docks and areas. 	
Trash Handling	1. Trash and recycling storage shall be screened with a sturdy, four-sided enclosure.	
Lighting	1. As regulated under Section 3.3.4	
Signs	1. Off-premise advertising signs ("billboards") are not allowed	

Table 3.2-6: Site Development Standards for Special Treatment Locations the C-1 District			
	Historic District Sub-District	East of Highway 3 Sub-District	West of Highway 3 Sub-District
Buildings along the Cannon River	1. Buildings with frontage on a public street and the Cannon River shall have primary façade features on both sides. 2. Buildings shall make active use of the Cannon River frontage through windows, entrances, patios, balconies, terraces or decks.		Not applicable
Commercial Buildings that Face across a Street to Housing in an R1 District	1. Maximum height: 3 stories. 2. Parking location priority: 1: behind the building, 2: adjacent to lot lines abutting a non-residential building, 3: on the corner side of a lot. 3. Off-street parking may be located adjacent to lot lines that abut housing only if there is no alternative and the parking will be screened from view.		
Setbacks from Highway 3		Buildings along Highway 3 shall not have parking areas between themselves and the highway. If this is judged to be impractical, a variance application may be submitted and other means should be used to create a visual edge along the highway such as plantings and/or a low masonry wall or decorative metal fence. The intention is to create a visual edge to the corridor through a combination of private and public improvements.	

3.2.4C2 District Site Development Standards and Guidelines. Table 3.2-7 presents the site development dimensional standards for buildings in the C2 district.

(A) Dimensional Standards.

Table 3.2-7: Dimensional Standards for the C2 District (in feet)	
Feature	Dimension
Building Setback - Principal	
Public Street [1]	10
Interior Side	
Building less than 25' in height	5
Building 25' or greater in height	10
Rear	15
Building Setback - Accessory	
Front	Same as principal building
Interior Side	5
Rear	5
Setback from Highway 3 - Maximum	100
Parking Setback	
Public Street	10

Interior Side [2]	5
Building Height	50
Building Footprint - Maximum [3]	75,000
<p>[1] For a development site with a property line abutting a Local or Collector public street, the principal building on the site should have a wall located within 25 feet of that property line. The length of that wall should be equal to or greater than 25 percent of the length of that property line.</p> <p>[2] May be reduced for shared parking lots and similar public benefits.</p> <p>[3] Additional square footage may be allowed by Conditional Use Permit.</p>	

(B) Site and Building Design Guidelines. Table 3.2-8: Site and Building Design Guidelines for the C2 District

Table 3.2-8: Site and Building Design Guidelines for the C2 District	
Development Intensity	1. Development should be compact; each site should be used efficiently. This means that the size of the each building should be maximized while the amount of off-street parking should be the minimum practical. Vertical or horizontal mixtures of differing types of development such as business and housing may be used to make full use of sites.
Land Uses	1. Retail and service businesses should be the primary uses of land in the C2 District, as listed in Table 2.7-1. Multiple-family housing may be included as part of a mixed use development or may be appropriate as a stand-alone use in certain locations.
Relationship of Buildings to Streets	<p>1. Whenever practical, at least one side of each building should be located in close proximity (without intervening parking) to one or more of the adjacent local or collector public streets such as Jefferson Road, Jefferson Parkway, Heritage Drive or Honeylocust Drive. On corner sites, the building should be located near the corner. The intention of this guideline is to add a sense of enclosure to the street and to help pedestrians walk from the street sidewalk to the building entrance. The rear or service side of the building should not be used for this purpose.</p> <p>2. The primary entrance of buildings shall be oriented toward a public street or, if in the interior of a development and none of the facades has frontage on a public street, toward a driveway.</p> <p>3. Site entrances should be located along the local or collector public streets and separated from other driveways or public street intersections according to the access management guidelines of the Transportation Plan chapter of the Northfield Comprehensive Plan.</p>
Pedestrian and Bicyclist Access	<p>1. Site and building design shall include site improvements that create a system of pedestrian and bicycle circulation on site from parking areas to plazas, open space, other pedestrian pathways and to adjoining building. Existing and proposed pedestrian and/or bicycle circulation systems and easements shall be integrated into site design.</p> <p>2. There should be a concrete sidewalk at least 5 feet wide in the street right-of-way along each public street abutting the site except for the Highway 3 frontage.</p> <p>3. There shall be an obvious, designated walkway from the public sidewalk along the street to the front door of the building.</p> <p>4. Bicycle parking is encouraged for every building. Bicycle parking</p>

	facilities shall be provided according to Section 3.6.7.
Building Primary Materials	<p>Allowable Primary Materials:</p> <ol style="list-style-type: none"> 1. Easily-maintained materials that are durable and have a pattern, texture and detailing that are compatible with those in the Historic District Sub-District. 2. Brick, stone, stucco or colored and textured pre-cast concrete. 3. Metals with matte finish and with neutral or earth tone colors; metals that are used for exterior walls should have visible corner moldings and trim. Metal wall finishes should be secondary to masonry and pre-cast finishes. 4. Transparent glass. 5. Canvas awnings. 6. Wood as an accent material or in elements that are integrated with other desirable materials.
	<p>Prohibited Primary Materials:</p> <ol style="list-style-type: none"> 1. Non-durable siding materials such as plywood, corrugated metal, fiberglass, asphalt or fiberboard siding, or other materials that decay rapidly when exposed to the elements. 2. Materials that have no pattern or relief, especially when those materials are applied to large wall surfaces. 3. Vinyl. 4. Mirrored glass. 5. Materials that represent corporate colors, patterns or trademarks (except for signs). 6. Brightly colored metal roofing or canopies. 7. Concrete that is not enhanced as indicated under "Allowable Materials," especially pre-cast, tilt-up walls.
Building Facades and Massing	<ol style="list-style-type: none"> 1. Although the front façade of a building is expected to be the focal point in terms of the level of architectural character and features, all sides of buildings that are visible from a public roadway should have a similar appearance in terms of materials and general design. 2. Building design should help create an environment conducive to walking and viewing by using generously-sized first-floor windows, doors, materials, articulation, canopies, awnings or other architectural elements. 3. Buildings shall be divided into increments by articulating the façade. This can be achieved through a combination of the following techniques and others that may meet the objective: <ol style="list-style-type: none"> (a) Stepping back or extending forward a portion of the façade. (b) Vertical divisions using different textures or materials. (c) Division into storefronts with separate display windows and entrances. (d) Variation in roof lines by alternating dormers, stepped roofs, gables or other roof elements to reinforce the modulation or articulation interval. (e) Variations in color. (f) Arcades, awnings, window bays, arched windows and balconies at intervals equal to the articulation interval. (g) Providing a lighting fixture, trellis or similar landscape feature with each articulation interval. 4. Walls that face a public street shall have one or more windows or glass doors. The primary façade of each building should consist of a base, a body

	<p>and a cap. The cap should consist of at least one of the following architectural features: a cornice, parapet, awning, canopy, or eaves. The base and cap should be clearly distinguishable from the body through changes in color, material, pattern, profile, or texture. Building facades visible from a public street should use materials and design features similar to those of the front façade.</p> <p>5. Buildings over 100 feet in length should be at least 1-1/2 stories in height for at least 30 percent of their length.</p> <p>6. When flat roofs are used, parapet walls with three-dimensional cornice treatments should conceal them.</p>
Windows	<p>1. The primary street level façade of large retail or office establishments (over 25,000 square feet) that face a public street or walkway shall be transparent between the height of 3 and 8 feet above sidewalk grade for at least 40 percent of the horizontal length of the building façade.</p> <p>2. The primary street level façade of smaller retail or office establishments (25,000 square feet or less) shall be transparent for at least 50 percent of the horizontal length of the building façade, between the height of 3 and 8 feet above sidewalk grade, at minimum.</p>
Customer Entrance Design	<p>1. Buildings should have clearly-defined, easily visible customer entrances that include at least three of the following features:</p> <ul style="list-style-type: none"> (a) Canopies or porticos above the entrance; (b) Roof overhangs above the entrance; (c) Entry recesses or projections; (d) Arcades that are physically integrated with the entrance; (e) Raised corniced parapets above the entrance; (f) Gabled roof forms or arches above the entrance; (g) Outdoor plaza adjacent to the entrance having seating and a minimum depth of 15 feet; (h) Display windows that are directly adjacent to the entrance; (i) Architectural details, such as tile work and moldings, that are integrated into the building structure and design and are above and/or directly adjacent to the entrance; or (j) Integral planters or wing walls that incorporate landscaped areas or seating areas. A wing wall is a wall secondary in scale projecting from a primary wall and not having a roof.
Landscaping	<p>1. Areas not used for buildings or parking should be generously and intensively landscaped consistent with the standards of Section 3.5.</p> <p>2. The following shall apply to interior landscaping in the C2 district:</p> <ul style="list-style-type: none"> a. Landscape islands shall be located at the end of each parking row with a minimum size of 135 square feet for single loaded parking rows, and a minimum size of 270 square feet for double loaded rows (Figure 3-10). b. No more than 15 spaces shall be located in a continuous row without being interrupted by a landscaped island, unless the island is used for surface water infiltration. Such landscape islands shall be of the minimum size established in (a) above (Figure 3-10). c. Landscape medians with a minimum width of ten feet shall be located as to separate every four parallel rows of cars and shall run the full length of the parking row (Figure 3-10).

	<p>d. Each individual landscaped island shall include a minimum of one tree and two shrubs.</p> <p>e. The landscaped medians required in paragraph (c) above shall be planted with one deciduous tree every 20 lineal feet.</p>
Properties near the Cannon River	<p>1. If property is adjacent to a city-owned park or trail land along the Cannon River, landscaping shall be incorporated along the perimeter of the property in accordance with Table 3.5-3 of this LDC, if it does not already exist, to screen parking lots, outdoor storage, and loading spaces from view of park or trail users.</p>

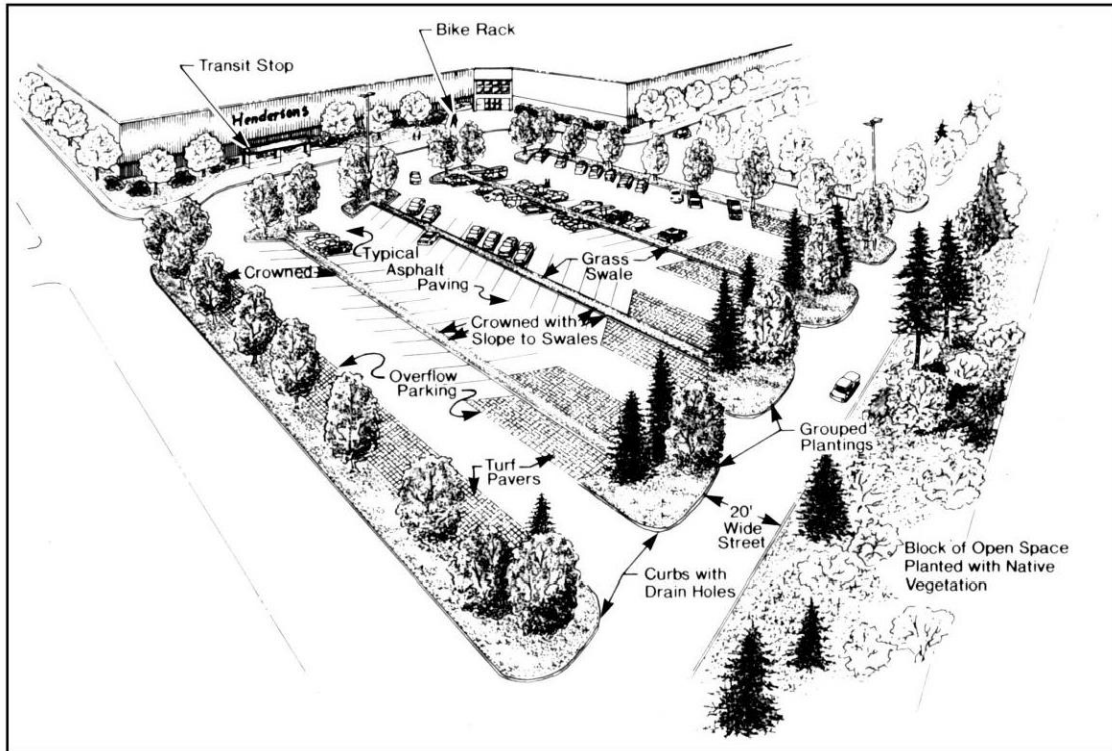


Figure 3-10: Illustration of conceptual parking lot landscape design.

3.2.5I1 District Site Development Standards.

(A) Dimensional Standards - Minimum.

Table 3.2-9: Minimum Dimensional Standards for the I1 District	
Feature	Dimension (feet)
Lot area	40,000 square feet
Lot width	150
Front yard setback	20
Side yard setback [1]	20
Height (maximum) [2]	50
Parking lot From a property line	10

From a street right-of-way	10
1. Or 20 feet from a street unless a greater setback distance is required by the state building code or other regulation.	
2. Unless a greater height is authorized by a conditional use permit.	

(B) Transitions and Appearances.

Table 3.2-10: Transition and Appearance Standards for the I1 District	
Buffering and Screening	Buffering and screening requirements must be followed when bordering other zones, as described in Table 3.5-3, Buffer Areas, and Table 3.5-4, Planting Requirements.
Adjacent to other Districts	Construction of any building that is within 150 feet of the property line adjacent to Highway 3, Highway 19, or any non-Industrial zoning district shall comply with the C2 Site Development Standards found in Section 3.2.4, not the I1 Site Development Standards found in Section 3.2.5.
Exterior Materials	The exterior walls of principal buildings shall consist primarily of face brick, stone, glass, stucco, synthetic stucco, architectural metal, approved architectural concrete, cast in place or pre-cast panels, or decorative block. The exterior walls of accessory buildings shall be complementary to those of the principal buildings in terms of materials and colors.

3.2.6 A-S District Site Development Standards

- (A) The minimum lot size shall be 35 acres unless a smaller lot or lots is part of an approved annexation process in which case the smaller lots shall be permitted and shall be considered to be legally conforming lots.
- (B) The minimum front yard setback is 70 feet.
- (C) The minimum rear yard setback shall be:
 - (1) Fifty feet for nonagricultural structures;
 - (2) One hundred feet for structures used to house livestock; and
 - (3) Ten feet for accessory buildings.
- (D) The minimum side yard setback shall be:
 - (1) Fifteen feet for nonagricultural structures;
 - (2) One hundred feet for structures used to house livestock; and
 - (3) Ten feet for accessory buildings.
- (E) The maximum height of principal buildings shall be 50 feet except for agricultural structures such as, but not limited to, silos and barns.

3.2.7 PB-S Public Benefit Site Development Standards.

- (A) Minimum Lot/Parcel Size - 43,560 square feet
- (B) Minimum Lot Width - 40 feet

-
- (C) Minimum Front Yard Setback - 20 feet, except that in areas zoned C1 the front yard setback is 0 feet
 - (D) Minimum Interior Lot Side yard setback - 10 feet
 - (E) Minimum Corner Lot side yard setback - 15 feet
 - (F) Minimum Rear yard setback - 20 feet
 - (G) Parking requirements - Parking shall be constructed in compliance with Tables 3.6-1 and 3.6-2.

3.2.8 CD-S District Site Development Standards.

(A) IDA Sub-zone and PTA Sub-zone Adjoining Agricultural or Industrial Zones.

- (1) The minimum lot size - no minimum
- (2) The minimum lot width - 0 feet
- (3) The minimum front yard setback - 0 or as required by state building code
- (4) The minimum side yard setback - 0 or as required by state building code
- (5) The maximum height - No maximum
- (6) Parking Requirement - See Tables 3.6-1 and 3.6-2
- (7) Multiple Buildings - More than one principal building may be permitted on a single lot

(B) PTA Sub-zone Adjoining All Other Zones Except Agricultural or Industrial Zones.

- (1) Maximum lot coverage - 40 percent including all buildings, other structures, and impervious surfaces.
- (2) Multiple Buildings - More than one principal building may be permitted on a single lot.
- (3) Other Development Standards - All other development standards shall be as governed by the Conditional Use Permit process and approval criteria provided for in Section 8.5.9, Conditional Use Permit, of this Land Development Code.

- (C) **CD-S General Development Standards.** Existing structures and uses of land and all new development proposed in the CD-S zone shall adhere to the General Development Standards found in Section 3.3.2 Fences and Walls, Section 3.3.4 Outdoor Lighting, and Section 3.3.5 Performance Standards as applicable.

3.2.9 ED-F District Site Development Standards

- (A) The minimum lot size shall be 20,000 square feet.
- (B) The minimum lot width shall be 100 feet.
- (C) The front build-to line shall be within 30 to 65 feet of a lot line that is adjacent to a street.

-
- (D) The front building façade shall have a relationship with the street that creates a pedestrian environment and frames the street.
 - (E) The minimum side yard setback shall be ten feet from a lot line or 20 feet from a side street.
 - (F) The maximum height shall be 50 feet unless authorized by a conditional use permit.
 - (G) More than one principal building may be located on a single lot.

3.3 General Development Standards.

3.3.1 Reverse Frontage.

(A) Reverse Frontage Prohibited.

- (1) Except for areas exempted in accordance with Section 3.3.1(B), Exemptions and Alternatives, residential lots with a reverse frontage shall be prohibited.
- (2) Lots along the perimeter of a subdivision shall be oriented so that dwellings front perimeter streets instead of backing up to streets around the outside of the subdivision.
- (3) Lots that have frontage on an arterial or collector road should utilize alleys for rear access to the site as an alternative to reverse frontage (See Section 5.2.3(B)(11)).
- (4) Nonresidential uses shall be subject to the multi-sided architectural standards of this section when the subject lot is bounded by a street and the Cannon River or by multiple streets.

(B) Exemptions and Alternatives.

- (1) Residential structures on lots in the following locations may have reverse frontage:
- (2) Existing platted lots in residential subdivisions or lots subject to the PD-O district approved prior to the effective date of this LDC;
- (3) Residential lots where there is a minimum of 50 feet of open space between the street and the homes; and
- (4) Lots that provide a buffer "A" in Table 3.5-3 in accordance with Section 3.5.8(D), Perimeter Landscaping Requirements.



Figure 3-11: The image on the left demonstrates appropriate screening for reverse frontage lots. Fences or walls without landscape are inappropriate.

3.3.2 Fencing and Walls.

(A) Applicability.

- (1) The requirements of this section shall apply to all fences and walls unless otherwise stated.
- (2) A fence or wall in an area subject to flooding identified on a Federal Flood Insurance Rate Map (FIRM) on file in the city planner's office shall require a zoning certificate, and shall comply with all requirements of the city engineer in addition to the requirements of this section.
- (3) These regulations do not apply to fences or walls required by regulations of a state or federal agency, or by the city for reasons of public safety.

(B) General Requirements. These requirements apply to fences in all zoning districts:

- (1) The finished side of a fence shall face the adjacent property.
- (2) All fences shall comply with the sight distance triangle requirements of Section 3.1.6(E), Height Limit at Street Corners (Traffic Safety Visibility Triangle).
- (3) All fences, including footings, shall be located entirely upon the property whose owner or occupant constructs the fence. It is the property owner's or occupant's responsibility to locate property lines prior to installing a fence.
- (4) Razor wire fencing, concertina, above ground electrical fences, and barbed wire fences are prohibited.
- (5) Fences used to enclose an outdoor pool shall meet the requirements of Section 2.10.4(G), Swimming Pools, Hot Tubs, and Spas.
- (6) All fences shall be maintained in good repair. Any fence that is potentially dangerous or in disrepair shall be removed or repaired.
- (7) No temporary fence, such as a snow fence or erosion control fence, shall be permitted on any property for a period in excess of 30 days unless approved by the city engineer.
- (8) The city planner may authorize temporary fencing that is necessary to protect archaeological or historic resources, trees, or other similar sensitive features during site preparation and construction. Such fencing shall be removed upon completion of construction.
- (9) Fencing may be allowed in drainage and utility easement areas in side and rear yards. Where such fences are installed the city will not be responsible for repairing or replacing the fence if work needs to be done in the easement.

(C) Height.

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- (1) Fences shall be measured from grade to the height of the fence (not the support structures).
 - (2) All fences more than six feet in height require a building permit.
 - (3) Fences around dog kennels shall be limited in height to eight feet in height.
 - (4) Fences in residential zoning districts shall be limited to four feet in height in front yards and corner side yards. Fences in side and rear yards shall be limited to six feet in height, except for dog kennels.
 - (5) Fences in commercial and industrial zoning districts shall be limited to four feet in the front yard and to eight feet in the side, corner side and rear yards.
- (D) **Retaining Walls.** Retaining walls supporting an embankment to be retained on any lot that exceeds 48 inches in height shall be benched, so that no individual vertical segment of a retaining wall exceeds a height of six feet except where the city engineer determines that topography requires a wall of greater height. Each individual horizontal bench segment, so constructed, shall be a minimum width of 36 inches (See Figure 3-12).
- (1) Retaining walls over 48 inches, measured from the top of the footing to the top of the wall, are required to be designed and certified by a registered professional licensed in Minnesota. A copy of the signed construction drawings should be submitted with a site plan or building permit in the case of a residential application.
 - (2) Any retaining wall shall be approved by the city planner, in consultation with the city engineer, who will review the retaining wall's effects on drainage and erosion on the property and the neighboring properties.



Figure 3-12: Retaining walls shall be benched, or terraced, so that no individual wall exceeds a height of six feet.

3.3.3 Outdoor Dining, Display, and Storage.

(A) **Outdoor Dining Areas.** Outdoor dining areas on a private property shall be regulated as follows:

- (1) An outdoor dining area may be allowed accessory and incidental to a restaurant with indoor eating area on the same site; provided, the outdoor eating area shall comply with the parking requirements of Section 3.6, Off-Street Parking, Loading, and Mobility.
- (2) Outdoor dining areas shall be designated on the site plan.
- (3) If no grade separation is provided between vehicular traffic and the outdoor dining area, permanent railings or fencing shall be provided around the dining area. If the outdoor dining area is adjacent to a street or area that is closed to vehicular traffic, no railing or fencing shall be required.
- (4) Umbrellas, or other protective elements, that shelter diners from the elements shall be secured so as not to create a hazard.
- (5) Enclosing an outdoor dining area either by a permanent roof or to expand the existing structure shall meet all the requirements of a building within the applicable zoning district and shall require the issuance of a zoning certificate.

(B) **Outdoor Sales and Storage of Goods and Materials.**

- (1) **Seasonal Agricultural Sales.** Seasonal agricultural sales are regulated in Section 2.11.4(E), Seasonal Agricultural Sales.
- (2) **Outdoor Sale and Display Areas.** Temporary and permanent facilities for outdoor display sales (e.g., garden supply sales, news and flower stands, and similar uses) may be permitted in the C1 and C2 districts upon compliance with the following provisions:
 - (a) Outdoor sale and display areas are prohibited on vacant lots unless approved in advance by the city planner as a temporary use.
 - (b) Outdoor sale and display areas may be permitted provided that the merchandise is displayed along the sidewalk, the walkway adjacent to the building, or in the side yard.
 - (c) The placement of the merchandise shall not interfere with customer movement on any sidewalk or walkway. A minimum of five feet of the sidewalk or walk way shall be clear of merchandise to allow for safe pedestrian movement.
 - (d) The outdoor display and sale of bulk or large products that exceed 20 pounds, including, but not limited to mulch (bag or bulk), concrete, salt, or other similar products that cannot be easily carried into the store for purchase shall be required to meet the requirements of Section 3.3.3(B)(4), Outdoor Storage of Goods.
 - (e) Temporary outdoor sales and display areas may be authorized in a parking lot under the following provisions:
 - (i) The maximum time the temporary outdoor sales and display areas shall be authorized is for 90 days per year;

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- (ii) Temporary outdoor sales and display areas shall only be authorized with a Temporary Use Permit pursuant to Section 8.5.2, Temporary Use Permit; and
 - ~~(iii) In no case shall the outdoor sales or display area reduce the amount of off-street parking spaces to a number below the minimum number of required spaces.~~
 - (3) **Storage of Materials.** No front or street side setback shall be used for the storage of building materials, scrap, junk, machinery, indoor furniture, or similar materials, except for building materials required during an on-site construction project with a valid building permit.
 - (4) **Outdoor Storage of Goods.** Outdoor storage areas may be permitted where such storage areas comply with the following regulations:
 - (a) Outdoor storage of goods shall be prohibited on vacant lots.
 - (b) Outdoor storage shall comply with all applicable state and federal regulations.
 - (c) Outdoor storage of goods may be permitted provided that the storage areas are located in the side or rear yard. In no cases shall the outdoor storage of goods be permitted between a principal building and a street.
 - (d) Storage of any goods or materials shall not exceed six feet in height unless the storage is fully screened by a six foot high fence or wall that is architecturally compatible with the main structure in material type and color (See Figure 3-25 in Section 3.5.10(D), Fence or Wall Screens).

3.3.4 Outdoor Lighting Standards.

- (A) **Purpose.** It is the purpose of these lighting standards to recognize the values as expressed by the International Dark Sky Association and implement lighting standards that will serve to enhance the value of dark sky and minimize ambient lighting to the degree possible. These regulations are intended to minimize the spillover of light and glare on operators of motor vehicles, pedestrians, and land uses in the proximity of the light source. With respect to motor vehicles in particular, safety considerations form the basis of the regulations contained in this section. In other cases, both the nuisance and hazard aspects of glare are the basis for these regulations.
- (B) **Outdoor Lighting Plan.**
 - (1) An exterior light plan shall be required for the installation or modification of exterior lights for any project requiring site plan review (See Section 8.4.5, Type 2 Review Procedure).
 - (2) The lighting plan shall be prepared by a certified professional either an architect, landscape architect or lighting designer.
 - (3) The applicant must provide a plan that identifies the location, height and type of luminaries and shows how the applicant intends to comply with this section.
 - (4) A photometric plan of the site and fixture data sheets must be submitted with the site plan in order to determine the effect of the luminaries on surrounding properties.

(C) Outdoor Lighting Standards.

- (1) The placement of light poles within raised curb planter areas or landscaped islands is encouraged to the extent practical. Where conflict may occur as a result of adherence to this standard with respect to parking lot trees that may obscure required lighting, the design of parking lot lighting shall be modified to overcome these conflicts and shall be interpreted as being in compliance with lighting standards.
- (2) All wiring, fittings, and materials used in the construction, connection and operation of electrically illuminated signs shall be in accordance with the provisions of the State Electrical Code in effect.
- (3) The maximum height of a light fixture, either mounted on a pole or on a structure, is established in Table 3.3-1.

Table 3.3-1: Maximum Height of a Light Fixture	
District	Maximum Height of 90° Cutoff Lighting (See Figure 3-13)
R1, R2, R3, R4, N1, N2, A-S, and NC-F districts	12 feet [1]
C1, C2, I1, CD-S, PI-S, and ED-F districts	20 feet [2]
1. When the bulb, lamp, or light source is completely recessed and/or shielded from view by an observer at five feet above grade, the maximum height may be increased to 15 feet. 2. When the bulb, lamp, or light source is completely recessed and/or shielded from view by an observer at five feet above grade, the maximum height may be increased to 30 feet.	

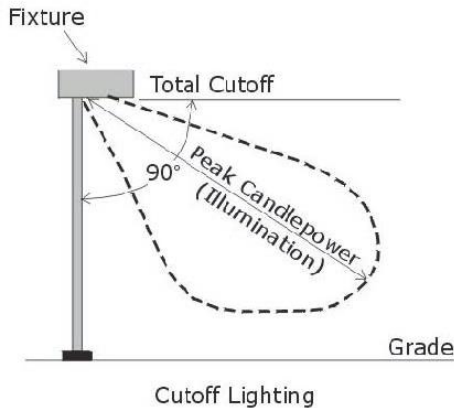


Figure 3-13: Cutoff lighting.

(4) Illumination Standards.

- (a) Outdoor lighting shall not be designed or located in such a way as to shine directly into an adjacent dwelling unit, regardless of the applicable zoning district.

(b) The maximum illumination permitted in each district type, as demonstrated by a photometric drawing, shall be as shown in Table 3.3-2 below:

Table 3.3-2: Maximum Illumination Level at the Property Line		
District	Maximum Illumination across the Property or Area (average foot-candles)	Maximum Illumination at the Property Line (foot-candles)
R2, R3, R4, N1, N2, and NC-F districts	1.5	0.1
C1, C2, I1, CD-S, PI-S, and ED-F districts	2.5	0.1 when adjacent to a residential use or 2.5 when adjacent to lot in the same district
Parking lots of six spaces or more	2.0	0.1 when adjacent to a residential use or 0.5 when adjacent to a nonresidential use

(c) When parking lots are within 15 feet of a property line, the placement cutoff light fixtures shall be designed to maintain the illumination levels at the property line as cited in Table 3.3-2.

(d) Wall packs on buildings may be used at entrances to a building to light unsafe areas. They are not intended to draw attention to the building or provide general building or site lighting. "Wall Packs" on the exterior of the building shall be fully shielded (true cut-off type bulb or light source not visible from off-site) to direct the light vertically downward.

(5) **Exemptions.** Outdoor athletic facilities developed on property zoned CD-S College Development Zone and other zones where athletic facilities are a permitted or accessory use shall be exempt from the lighting standards of this section except that lighting for such facilities shall adhere to these standards after 12:00 a.m.

(6) Nonconforming Outdoor Lighting.

(a) The nonconforming use of lighting may continue until the luminaire (total fixture, not just the bulb) is replaced, at which point the lighting shall be subject to all the standards of this subsection with the exception of the maximum height.

(b) When a nonconforming lighting fixture, including the pole or support, is removed, the lighting fixture shall lose its legal nonconforming status and all new lighting shall be subject to all standards of this subsection.

3.3.5 Performance Standards.

(A) **Purpose.** This section provides performance standards that are intended to minimize various potential operational impacts of land uses and development within the city, and promote compatibility with adjoining areas and land uses.

(B) **Applicability.** The provisions of this section apply to all new and existing land uses, including permanent and temporary uses in all zoning districts, unless an

exemption is specifically provided. Uses existing on the effective date of this section shall not be altered or modified thereafter to conflict with these standards.

- (C) **Air Emissions.** No gasses, or smoke shall be emitted, except as necessary for the heating or cooling of structures.
- (D) **Combustibles and Explosives.** The use, handling and transportation of combustibles and explosives shall comply with the International Fire Code and is subject to review by the Minnesota Department of Transportation.
- (E) **Dust.** Dust created by any non-agricultural activity or use of land of one acre or more or the operation of any vehicle or equipment associated with land disturbing activity of one acre or more is prohibited. Water application techniques that eliminate or minimize the creation of fugitive dust shall be required when dust from such use or activity occurs.
- (F) **Ground Vibration.** No ground vibration shall be generated that is perceptible without instruments by a reasonable person at the property lines of the site, except for vibrations from temporary construction or demolition activities.
- (G) **Light and Glare.** Outdoor lighting shall comply with the requirements of Section 3.3.4, Outdoor Lighting Standards.
- (H) **Liquid Waste.** No liquid, including dewatering waste, shall be discharged into a public or private body of water, sewage system, watercourse, or into the ground, except in compliance with applicable local and state regulations.
- (I) **Noise.**
 - (1) It shall be unlawful to make, continue or cause to be made or continue any noise in excess of the noise levels set forth in this section unless such noise is reasonably necessary to the preservation of life, health, safety or property.
 - (2) Any activity not expressly exempted by this section which creates or produces sound, regardless of frequency, exceeding the ambient noise levels at the property line of any property or if a condominium or apartment house within any adjoining apartment by more than six decibels above the ambient noise levels as designated in the Table 3.3-3 at the time and place and for the duration then mentioned shall be deemed to be a violation of the section, but any enumeration in this subsection shall not be deemed to be exclusive:

Table 3.3-3: Maximum Decibels by District			
Duration of Sound	7:00 a.m.—6:00 p.m. (All districts)	6:00 p.m.—7:00 a.m. (Residential districts)	6:00 p.m.—7:00 a.m. (All other districts)
Less than ten minutes	75 db	60 db	70 db
Between ten minutes and two hours	70 db	50 db	60 db
In excess of two hours	60 db	40 db	50 db

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- (3) In determining whether a particular sound exceeds the maximum permissible sound level in Table 3.3-3:
- (a) Sounds in excess of the residential district limitations as measured in a residential district are in violation of this section whether the sound originates in a residential district or any other district.
 - (b) During all hours of Sundays and state and federal holidays, the maximum allowable decibel levels for residential districts are as set forth in column entitled 6:00 p.m. - 7:00 a.m. (Residential Districts) of Table 3.3-3.
- (4) Sounds emanating from the operation of motor vehicles on a public highway; aircraft; outdoor implements such as power lawn mowers, leaf blowers, snow blowers, power hedge clippers, power saws; and pile drivers or jackhammers and other construction equipment are exempt from this section. Sounds emanating from vehicles and equipment referenced in this section are subject to regulations under the nuisance standards of the city in the Northfield Municipal Code Section 34-1027 and Section 34-1028.
- (5) Sounds emanating from lawful and proper activities at school grounds, playgrounds, parks or places wherein athletic contests take place are exempt from this section.
- (J) **Odor.** No obnoxious odor or fumes shall be emitted that are perceptible without instruments by a reasonable person at the property line of the site.
- (K) **Radioactivity, Electrical Disturbance or Electromagnetic Interference.** Electrical disturbance or electromagnetic interference that interferes with normal radio or television reception or with the function of other electronic equipment beyond the property line of the site; or that does not comply with all applicable Federal Communications Commission (FCC) and other applicable state and federal regulations shall not be emitted.
- (L) **Vacant Buildings.** Abandoned buildings and sites cause negative visual and fiscal concerns for the community. Therefore, in order to minimize these instances upon the community, and in addition to this and other applicable codes and ordinances, the following shall apply to vacated building(s) or development reviewed under this section:
- (1) **Exterior Surfaces.** All exterior surfaces, including but not limited to, doors, door and window frames, cornices, porches and trim shall be maintained in good repair. Exterior wood surfaces, other than decay resistant materials, shall be protected from the elements and decay by painting or other protective coverage or treatment. Peeling, flaking and chipped paint shall be eliminated and surfaces repaired. All siding and masonry joints shall be maintained weather resistant and watertight;
 - (2) **Exterior Walls.** Exterior walls of buildings shall be maintained free from holes, breaks, loose or rotting materials, and graffiti; and shall be maintained weatherproof and properly surface coated as needed to prevent deterioration.

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- (3) **Roofs.** Roofs of buildings shall be maintained so that they are structurally sound and in a safe condition and weather tight, and have no defects, which might admit rain or cause dampness in the interior portions of a building. All portions, additions or sections of a roof including, but not limited to, the fascia, eave, soffit sheathing, vent screening, gutter, downspout, roof jack, lead or metal flashing, shall be complete with all trim strips, moldings, brackets, braces and supports attached or fastened in accordance with common building practices.
 - (4) **Windows.** All glass areas, including those in windows and doors shall be fully supplied and maintained as per the development plan.
 - (5) **Grounds.**
 - (a) All landscaped areas as defined in the approved development plan shall be maintained and kept free of trash, old building materials, junk, unlicensed or inoperative vehicles, and other such material and equipment.
 - (b) All driveway, parking, loading and outside storage areas shall be maintained as per the approved development plan; and
 - (c) All fences, walls, lighting, signs, storage structures, and other visual physical improvements or appurtenances as per the approved development plan shall be maintained in a safe, working order and in good appearance and free of graffiti.

3.4 Neighborhood Compatibility Standards.

3.4.1 Purpose and Intent. The purpose of the neighborhood compatibility standards is to protect the character of existing residential neighborhoods in instances where there is a proposed infill development, redevelopment project, or building expansion. The primary focus of these compatibility standards is to ensure that new infill development, redevelopment, or building expansion relates to the massing and scale of the surrounding structures.

3.4.2 General Provisions.

- (A) Except where exempted by Section 3.4.3, Exemptions, these standards shall apply to the development, expansion, or redevelopment of structures in the R1, R2, R3, N1, and NC-F districts. In the PTA sub-zone, these standards shall be used as guidelines and not absolute standards.
- (B) The city desires to protect the quality of its surface waters, including the Cannon River and its creek tributaries.
- (C) **Definitions:** For the purposes of these standards:
 - (1) "Building Placement" shall mean the actual location of an existing building on a property (See Section 3.1); and
 - (2) "Primary Façade" shall mean the front face of a building which faces the front yard and is located nearest the front property line. An attached garage is not a component of the primary facade; and

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- (3) "Recessed Façade" shall mean that portion of a building which faces the front yard and is set back from the front property line a distance greater than that of the primary façade.

3.4.3 Exemptions. The following forms of development shall be exempt from the standards of this section:

- (A) Accessory buildings;
- (B) Development subject to an approved master plan, development agreement, variance, or planned unit development protected by a PD-O district;
- (C) Existing nonresidential or mixed-use development lawfully established prior to the effective date of this LDC;
- (D) A change of use, with no structural changes, that is permitted in the base zoning district.

3.4.4 Standards for Residential Development.

- (A) Development subject to these neighborhood compatibility standards shall comply with the standards of this subsection.

(B) Design Standards for One, Two and Three Family Dwellings in R1, R2 and R3

- (1) **Methods for Determining Compatibility Standards.** For the purposes of this subsection, the following are the methods by which compatibility is determined for building placement, building height and massing:

- (a) Proposed new housing units or building expansions shall be compared to similar existing housing units. For example, single family homes shall be compared to other low density homes, not churches, schools, or high density residential land uses.
- (b) Proposed new development or building expansion in the front yard shall be placed within five feet of the average distance from the property line of the two structures adjacent on both sides of the same street, except those structures more than 50 feet or less than 15 feet from the front yard property line (see Figure 3-14). If there are fewer than four structures on the same side of the street, the lower number of structures is used in the calculation.

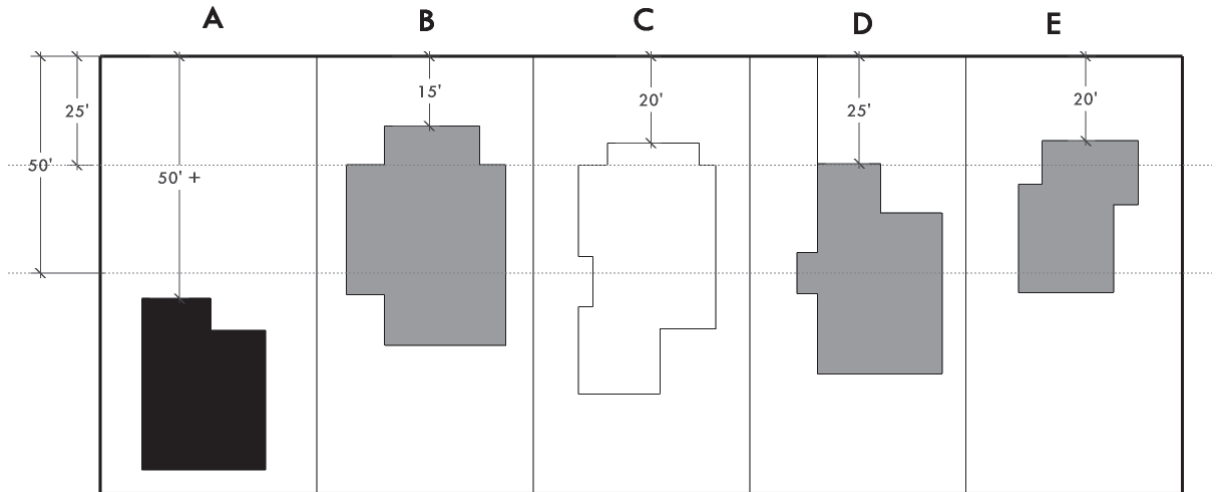


Figure 3-14: Because of the variety in existing placement of buildings on the same block face, new development or building expansion on the subject property (lot C) may be located with a building placement of 20 feet, which is the average of the placement of lots B, D, and E. The building on lot A is not included in the average because it is located more than 50 feet from the property line.

- (c) For corner lots, proposed new development or building expansion shall be compared to the average of the two adjacent structures on both streets, except those structures no more than 50 feet or no less than 15 feet from their front yard line (see Figure 3-15). If there are less than two structures on either street, the lesser number of structures is used in the calculation.

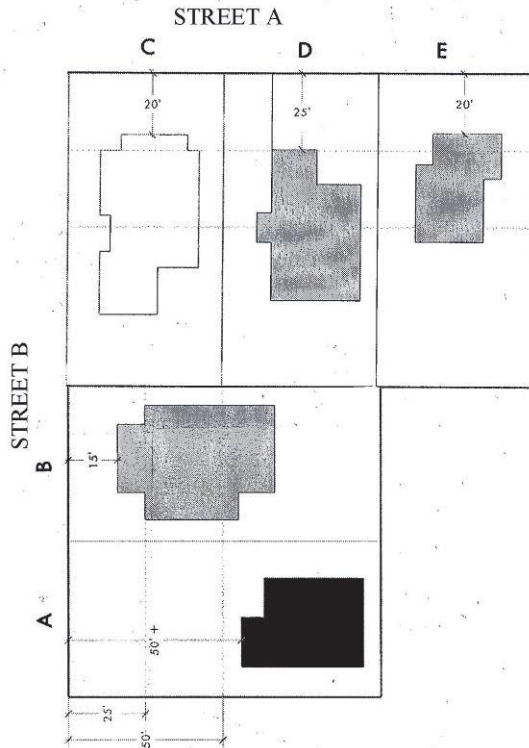


Figure 3-15: Building placement for corner lot conditions.

(2) **Building Placement.**

- (a) **Front yard.** For new development or expansion of an existing building, the applicant shall demonstrate how the proposed building will meet the average front yard building placement of the two adjacent buildings on either side of the subject property, as shown in Figure 3-14, to within five feet.
- (b) **Side yard.** The minimum side yard setback shall be five feet.
- (c) **Rear yard.** The minimum rear yard setback shall be 30 feet.
- (d) **Corner yard.** For corner lots, all new development or expansion of an existing building shall meet both the average front and corner yard building placement of the two adjacent buildings on either side of the subject property (see Figure 3-15), to within five feet.

(3) **Building Height and Massing.**

- (a) No principal building shall be constructed which is more than five feet taller than the average height of the two adjacent buildings on either side of the subject property as shown in Figure 3-14 or Figure 3-15. However, if the two adjacent buildings on either side of the subject property are single story homes, the building height for the subject property may be constructed to two stories, or 30 feet in height, whichever is less.

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- (b) No principal building shall be constructed where the primary façade is more than five feet wider or narrower than the average width of the two adjacent buildings on either side of the subject property. However, the width of the façade may be increased by more than five feet beyond the average width of the two adjacent buildings if the building has a recessed façade which is set back at least six feet back from the primary façade.



Figure 3-16: The above detached dwelling exhibits compatibility with the surrounding dwellings in regard to design, scale, and building placement.

(C) Design Standards for One, Two and Three Family Dwellings in N1.

(1) Building Placement.

- (a) **Front Yard.** Proposed new development or building expansion in the front yard shall be placed within five feet of the setback established in the official development agreement on file for that property, but in no case may be closer than 15 feet to the front property line. If no development agreement exists, the front setback shall be 25—35 feet.
- (b) **Side Yard.** Proposed new development or building expansion in the side yard shall comply with the setback established in the official development agreement on file for that property. If no development agreement exists, the minimum side yard setback shall be five feet.
- (c) **Rear Yard.** All new development or expansion of an existing building shall comply with the rear yard setback established in the official development agreement on file for that property. If no development agreement exists, the rear yard setback shall be 30 feet.
- (d) **Corner Yard.** Proposed new development or building expansion on a corner lot shall comply with the setback established in the official development agreement on file for that property. If no development agreement exists, the corner side yard setback shall be 15 feet.

(D) Maximum Amount of Paving Allowed on Single-Family Dwelling Lots.

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- (1) Paving shall be limited to no more than 30 percent of the front or street side setback areas.
 - (a) Increases in the maximum amount of allowable paving may be approved by the city planner where, if necessary, to provide safe ingress and egress for the site.
 - (b) No parking shall be allowed in the landscaped areas.
 - (c) Single dwelling front and street side setback areas shall only be used for the temporary parking of motor vehicles. Storage of vehicles in these areas shall not be allowed.
 - (d) No vehicles shall be parked in the front and/or street side setback areas other than on a paved driveway.

3.4.5 Standards for Development in the NC-F District. Development subject to requirements of this section shall comply with the following standards in addition to the other requirements of this section:

- (A) **Site Plan Review.** The standards of this section shall be reviewed through the site plan review process established in Section 8.5.6, Site Plan Review.
- (B) **Use Limitations.** The following uses or features shall be prohibited as principal or accessory uses in the NC-F district:
 - (1) Drive-through establishments;
 - (2) Public address/speaker systems;
 - (3) Outdoor storage; and
 - (4) Uses providing delivery services via automobile or truck.

(C) Site Layout.

(1) Off-Street Parking.

- (a) The total amount of off-street parking ~~shall will be as specified in Section 3.6, Off-Street Parking, Loading, and Mobility. not exceed the required minimum specified in Section 3.6, Off-Street Parking, Loading and Mobility, and may be reduced by 20 percent in the NC-F district.~~
- (b) Where provided, Off-street parking shall will be established in one of the following locations (listed in priority order):
 - (i) Adjacent to off-street parking lots serving nonresidential uses on abutting lots;
 - (ii) Adjacent to lot lines abutting nonresidential development;
 - (iii) On a lot's corner side;
 - (iv) Behind the building.
- (c) Off-street parking may be established adjacent to lot lines abutting residential uses or in front of the building only if the applicant can demonstrate that there is no other alternative location for the parking.

(2) Landscaping/Screening.

- (a) Fully opaque screens (established with vegetation, walls, fences, berms, or a combination of these features) to a minimum height of four feet above grade shall be maintained along all lot lines abutting residential uses. Screen height shall be increased to a minimum height of six feet above grade between off-street parking areas and abutting residential uses.
- (b) Screening shall not interfere with public sidewalks or improved pedestrian connections.
- (c) Mechanical equipment shall be fully screened from adjacent residential uses by a fence, wall, landscaping, or combination of these features (See Section 3.5.10, Screening Requirements).

(3) Outdoor Lighting

- (a) Outdoor lighting shall:
 - (i) Have a maximum height of 15 feet;
 - (ii) Be fully-shielded;
 - (iii) Be configured so that the source of illumination is not visible; and
 - (iv) Be directed down and away from adjacent residential lots.
- (b) The requirements of Section 3.3.4, Outdoor Lighting Standards shall also apply.

(D) Operation.

- (1) Nonresidential uses with outdoor activities (e.g., outdoor dining) located adjacent to lots in a low or medium density residential district shall curtail outdoor activities by 8:00 p.m. Sunday through Thursday, and by 10:00 p.m. on Friday and Saturday.
- (2) Loading or unloading activities shall take place only between the hours of 7:00 a.m. and 7:00 p.m.

SECTION 5. Northfield Code, Chapter 34 – Land Development Code, Article 5. – Subdivision of Land, Section 5.2 – Subdivision Design Standards, Subsection 5.2.2 – Lot and Block Design is hereby amended, as follows:

5.2.2 Lot and Block Design.

(A) Lot Dimensions.

- (1) All lot dimensions shall comply with the standards of the applicable zoning district in this LDC. Depth and width of properties reserved or laid out for commercial, office or industrial purposes shall be adequate to provide for the off-street parking and loading facilities required for the type of use contemplated, as established in

this LDC. ~~(See Tables 3.2-1, 3.2-2 and 3.2-3)~~ Section 3.6, Off-Street Parking, Loading, and Mobility.

- (2) No subdivision shall be designed to leave unsubdivided islands, strips or parcels, or property unsuitable for subdividing, which is not either accepted by the city or other appropriate entity for public use, or maintained, as common area within the development.
- (B) **Lots Designed for Affordable Housing.** The city encourages the development of affordable housing. In an effort to encourage the distribution of lots for affordable housing across the city, as an alternative to clustering affordable housing in a single area of the city, no more than 20 percent of any lots on a single block may include deed restrictions or other covenants that are tied to the provision of affordable housing (e.g., limiting housing costs or establishing maximum income levels)(See Table 3.2-2, Note [4]).
- (C) **Lot Arrangement.** The lot arrangement shall be such that there will be no foreseeable difficulties, for reasons of topography or other conditions, in securing building permits to build on all lots in compliance with this LDC. In addition, all lots shall abut and have direct access to an improved street except for developments within manufactured home parks, in which case the base lot shall abut and have direct access to an improved street.
- (D) **Street Frontage Required.** Each proposed parcel shall have frontage on a public street. The frontage width shall be the lot width required by the applicable zoning district.
- (E) **Side Lot Lines.** Side lines of lots shall be substantially at right angles to street lines and substantially radial to curved street lines, unless an alternative layout will result in a better street or lot plan.
- (F) **Corner Lots.**
- (1) Corner lots shall be of sufficient width and depth to comply with the minimum building setback or build-to line requirement from both streets and to comply with the minimum driveway setback from the intersection, as established in this LDC.
- (2) See the provisions related to corner lots in Section 3.1.5(D)(2), Corner Lots.
- (G) **Double Frontage Lots.**
- (1) No parcel shall have streets abutting both the front and rear lot lines, except when necessary because of topographical or other physical conditions or where access from one of the roads is prohibited. An alley is not considered a street for the purposes of this section.
- (2) Vehicular access onto a double frontage lot shall generally be from the street with the lowest existing and projected traffic volumes, but with each proposed building designed so that its primary façade faces the higher volume street. Authorization may be given by the city for alternative access locations where appropriate

because of localized traffic conditions, and/or nearby residential areas that would be adversely affected by increased traffic.

- (3) Corner lots shall be of sufficient width and depth to comply with the minimum building setback or build-to line requirement from both streets and to comply with the minimum driveway setback from the intersection, as established in this LDC. See the provisions related to corner lots in Section 5.2.2(F)(1).
- (4) See the provisions related to double frontage lots in Section 3.1.5(D)(3), Double-frontage Lots.

(H) Panhandle Lots.

- (1) Panhandle lots are prohibited except as may be necessary due to topography, configuration of land, existing road layouts or other special circumstances.
- (2) Where panhandle lots are included in a subdivision, such lots shall be exempt from the maximum lot width and lot depth standards of the applicable zoning district and shall, instead, be required to have a minimum lot area of 20,000 square feet (See Section 3.2, Site Development Standards, for setback and other site development requirements related to building placement).
- (3) The stacking of multiple panhandle lots shall be prohibited (See Figure 5-1).

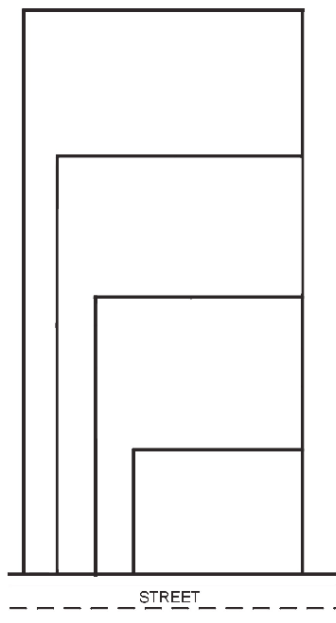


Figure 5-1: The stacking of multiple panhandle lots is prohibited.

(I) Access from Arterials and Collectors.

- (1) Lots shall not, in general, derive access exclusively from an arterial or collector roadway. No lot parallel to an arterial or collector roadway and having a width of less than 200 feet should front on these roadways unless:

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- (a) Access is limited to streets other than an arterial or collector;
 - (b) Access is provided jointly with other lots; or
 - (c) Access is ultimately to be provided from a planned frontage road.
- (2) Where possible, driveways shall be designed and arranged so as to avoid requiring vehicles to back into traffic on arterial or collector roadways.

(J) Lots Abutting Water.

- (1) If a tract being subdivided contains a water body, or portion thereof, lot lines shall be so drawn as to distribute the entire ownership of the shoreline of the water body among the fees of adjacent lots. The city may approve an alternative plan whereby the ownership of and responsibility for safe maintenance of the shoreline of the water body is so placed that it will not become a city responsibility.
- (2) Lots abutting a water body, wetland, drainage way, channel, stream or pond shall be of sufficient width and depth and at the elevation needed to assure that building sites are not subject to flooding. The platting of lots within the floodplain is subject to the FP-O district regulations in Section 2.5.1, Floodplain Overlay District (FP-O), and Section 4.1, Development Standards for the FP-O District.

(K) Large Tracts. When a parcel of land is subdivided into larger tracts than for building lots, such tracts shall be divided so as to plan for future lots and for the opening of major streets and the ultimate extension of adjacent streets and utilities.

(L) Blocks.

- (1) A block shall normally be so designed as to provide two tiers of lots, unless it adjoins a railroad, arterial or collector street, lake, wetland, park, stream, or other natural feature, where it may have a single tier of lots.
- (2) Block length and width or acreage within bounding streets shall be sufficient to accommodate the size of lots required by this LDC and to provide for convenient access, circulation control and safety of street traffic. Residential block lengths, measured between street centerlines, shall not exceed 700 feet nor be less than 300 feet, except where topography or a block design feature justifies a departure from that standard.
- (3) Commercial and industrial block lengths shall not exceed 900 feet nor be less than 500 feet, except where topography justifies a departure from that standard. These block lengths shall not apply to areas zoned C1 district where the maximum block length shall be 330 feet or such length as to reflect the historic block pattern of the area of the city zoned C1 district.

SECTION 6. Northfield Code, Chapter 14 – Business, Article III. – Rental Housing, Division 3. – Occupancy, Use, and Maintenance Standards, Section 14-122 – Parking is hereby amended, as follows:

Sec. 14-122. Parking.

~~The following parking standards apply to rental properties in R-1 and R-2 districts of the city only and supersede any inconsistent standards established by this Code. Parking standards for rental properties in ~~other~~ all zoning districts shall be as ~~stated~~ are defined in section ~~34-1013-3.6~~ of this Code. ~~The building official shall inspect and approve specific parking spaces for each rental property which is subject to this section and the approved spaces shall be designated in conjunction with the rental license.~~ The owner and occupants of the property shall not allow parking anywhere other than on approved parking spaces.~~

- (1) *Number of spaces.* ~~Each rental dwelling unit will conform to the parking and site development standards identified in section 34 of this code. shall have a minimum of two off street parking spaces, and as many additional off street spaces as may be desired so long as they meet the dimensional, surface, location, and other requirements of this section.~~
- (2) *Dimensional standards.* Parking spaces shall have the following minimum dimensions:
Width: Nine feet.
Length (non-tandem): 18 feet.
Length (tandem): 22 feet.
- (3) *Parking surface standards.* Each parking space shall be constructed and maintained in good condition with a uniform hard surface of concrete, asphalt, ~~minimum of four inches of Class 5 compacted gravel~~ approved pavers, or similar dust-free surface stabilized to prevent erosion and the tracking of sediment or debris into the public right of way, specifically approved by the ~~city planner~~ building official.
- (4) *Location.* Parking spaces shall be located in a garage or on approved driveway surfaces which lead to a garage or a side yard. Vehicles shall not be parked on grass, dirt, in front yards, backyards, or in any other location which is not an approved parking space and which does not adhere to these standards.
- (5) *Enforcement.* Property owners are specifically advised that they, as well as their tenants, are responsible for enforcing these parking regulations and they are required to exercise effective control over their tenants and others visiting or using the property. The legal enforcement of these parking standards shall be the joint responsibility of the building official and the police department.
- (6) *Time for compliance.* Any licensed rental property in existence at the time of adoption of this article which cannot readily provide parking spaces as required by subsections (1), (2) and (3) of this section may request permission from the

building official for time to come into compliance with those subsections, which may be approved, in writing, for a period of time not to exceed one year from the date of adoption of this article. All properties which are subject to this section shall immediately comply with the other requirements of this section.

(7) *Variance.* A licensed rental property in existence at the time of adoption of this article which cannot feasibly provide parking spaces as required by subsection (1) of this section may request a variance from that subsection and the rental housing board of appeals may approve such a variance if it finds that strict enforcement of that subsection would cause an undue hardship because of circumstances unique to the individual property under consideration, which circumstances were not created by the current owner of the property, provided that the board of appeals may impose conditions in the granting of such a variance to protect neighboring properties and their occupants from the impact of such a variance.

SECTION 7. This Ordinance shall take effect thirty days after its publication.

Passed by the City Council of the City of Northfield, Minnesota, this ____ day of _____ 2024.

ATTEST:

City Clerk Mayor

First Reading	August 20, 2024
Second Reading	September 3, 2024
Date of Publication	September 11, 2024
Date Ordinance takes effect	October 11, 2024

VOTE: ____ POWNELL ____ HOLMES ____ NESS ____ PETERSON WHITE
____ REISTER ____ SOKUP ____ ZUCCOLOTTO