

ZONING REGULATIONS UPDATE WORKING GROUP

AGENDA

Monday, February 24, 2020

6:00 pm

**THIS AGENDA IS SUBJECT TO CHANGE UNTIL THE START OF
THE MEETING**

I. PRESENTATION

1. Introduction to the project
2. Role of the working group
3. Project goals discussion
4. Next steps

II. ADJOURN



MEMO

To: Zoning Regulations Working Group
From: Jason Lindahl, AICP
Date: February 24, 2020
Subject: Zoning Regulations Update Kick-Off

Overview

Tonight's meeting represents the kick-off of the zoning regulations update project. During the meeting, City staff and the consultant team will go over an introduction to the project, the role of the working group, goals for the project and project timeline. The consultant will also lead a group discussion designed to identify important issues for the City to consider when updating the zoning regulations.

The City's 2040 Comprehensive Plan will serve as the primary guide for updating the zoning regulations. In the end, the zoning regulations are intended to implement the goals and policies detailed in the comprehensive plan.

To help prepare for the meeting, please review the attached Introduction section of the 2040 Comprehensive Plan – Cultivate Hopkins. The Introduction section will help familiarize you with the plan's overall structure, future development trends and focus areas to consider. Overall, the plan is structured around a vision statement and four sections called environments - Built, Natural, Social and Economic (see summary below). If you would like more information, you can also review the full text for each of the four environments along with their associated goals and policies on the City's website by [clicking here](#).

Attachments

- Zoning Regulations Update Questionnaire
- Introduction Section from the 2040 Comprehensive Plan – Cultivate Hopkins

2040 Comprehensive Plan – Cultivate Hopkins Vision Statement

Hopkins will cultivate the best elements of the Built, Natural, Social, and Economic Environments into a complete and sustainable community that is rooted in tradition, characterized by vibrant and unique places, physically and socially connected, and resilient to changing conditions.

Cultivate Hopkins Four Environments

The 2040 Comprehensive Plan is divided into four sections or environments – Built, Natural, Social and Economic. A summary of each environment is provided below. The full text, goals and policies for each environment are available on the City's website through the link above.

Built Environment

The built environment is defined as all human-made elements of a space where people live, work, and play. It includes sections on land use and development, multimodal transportation, and housing and neighborhoods. This is the most traditional element of city planning – and the land use map and supporting descriptions are at the hub of the planning framework.

This includes Land Use, Transportation, and Housing elements.



Social Environment

The social environment is defined as human interaction and engagement in the community. It includes sections on public services and facilities, education, public health, community connections, equity, and arts and culture. Much of the content for this element is new to the Hopkins comprehensive plan this time around, motivated by the City's focus on related issues as citywide priorities.

This includes Quality of Life and Sense of Community elements.



Natural Environment

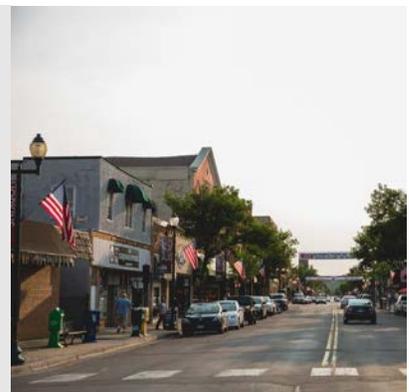
The natural environment relates to natural systems and resources, including land, water, air, habitat, and ecology. In addition to addressing policies around these specific systems and resources, it includes direction for practices that are specifically aimed at protecting or improving the natural environment, including guidance for parks and open space, renewable energy, and climate change resilience.

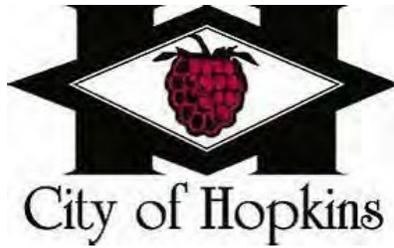


Economic Environment

The economic environment covers the economy, jobs, businesses, income and poverty, and affordability. This section includes economic development and competitiveness, and guidance for Downtown Hopkins (as the city's economic hub). Issues related to affordability and poverty are covered in overlapping sections in the built environment (housing) and social environment (equity).

This includes Economic Competitiveness and Downtown elements.





Zoning Regulations Update Questionnaire

The City of Hopkins has begun a project to update the current planning & land use regulations (Chapter 5 of the City Code). The project includes the following goals:

1. **IMPLEMENT.** The city’s current planning and land use regulations were adopted in the late 1970s and do not always reflect the city’s most recent adopted land use vision, as expressed in the 2040 comprehensive plan, *Cultivate Hopkins*. This project is expected to result in a new regulatory framework that provides the tools necessary to better implement and ensure consistency with the new plan.
2. **MODERNIZE.** The update will likely result in new, modern provisions, such as more flexible categories of uses, right-sized parking regulations, sign regulations consistent with current court rulings, sustainable development practices, and clearer more efficient development approval procedures.
3. **SIMPLIFY.** The final regulations will be reorganized, reformatted, and richly illustrated to help ensure that planning and land use regulations are easy to use, administer and enforce.

The city has engaged a consultant team to lead the project. The team has been examining the existing regulations as well as *Cultivate Hopkins*, which provides the all-important policy framework for the new regulations. Part of their early “reconnaissance” work will involve listening to people who know and work with the planning and land use regulations on a regular basis or who are routinely affected by zoning and development regulations.

The consultants are meeting with small groups to listen to peoples’ observations about the existing regulations. The team wants to hear from various groups—particularly those with a good working knowledge of the existing regulations and procedures—about what they perceive to be the biggest problems and concerns. All individual groups are asked to consider the following:

1. What issues and opportunities must the updated planning and land use regulations address for you to regard this project as a success and the new regulations to be effective?

Other Questions to Consider

1. Primary Shortcomings

What do you see as the most significant issues with the city’s existing planning and land use regulations?

2. Primary Attributes

What do you see as the chief attributes of the existing regulations or the way in which the city attempts to guide development? (What do you like best and therefore would not want to change?)

3. Regulations and Standards

Are there issues or concerns that are not currently addressed under the existing planning and land use regulations that should be covered under the new regulations? If so, what are they? Do existing land use controls tend to over-regulate certain things? If so, what?

4. Administration and Procedures

What types of changes would make the development review and approval process more efficient? (e.g., Is it easy to determine types of approvals required and who has authority to review, make decisions and hear appeals? Are there decisions that now require hearings or supplemental reviews that could be made at the staff level or vice-versa?)

5. Anything Else

Please share any other thoughts or comments (back or separate sheet)



CITY OF HOPKINS
2040 COMPREHENSIVE PLAN

JUNE 18, 2019 DRAFT



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Introduction

- A1. Community Profile
- A2. Community Engagement

Built Environment

- B1. Land Use
- B2. Transportation
- B3. Housing

Social Environment

- C1. Quality of Life
- C2. Sense of Community

Natural Environment

- D1. Sustainability and Natural Resources
- D2. Parks and Trails

Economic Environment

- E1. Economic Environment

F1. Implementation

G1. Comment Tracker

H1. Approval Documents

Water Resources

- WW1. Water Resources Management
- WW2. Water Supply
- WW3. Sewer

ACKNOWLEDGEMENTS

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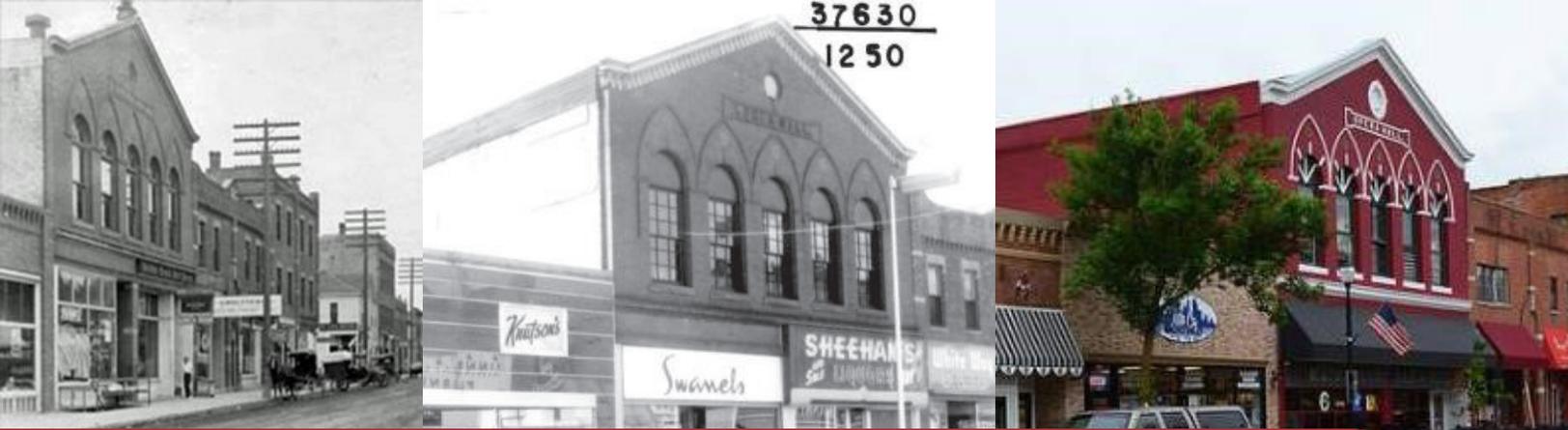
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1. INTRODUCTION

Plan overview and goals, community profile, and engagement summary.

OVERVIEW

The story of the City of Hopkins is one of reinvention and renewal, while still maintaining the community's core identity and unique character.

Like many small towns, the first settlement in this location sprung up as a modest clustering of housing and businesses along a railroad line, serving local farmers and factory workers. Rail, streetcar, and highways connected it to the Twin Cities metropolitan core, bringing growth and change. These connections were no accident – settlers chose the site strategically along a major corridor used by indigenous people for generations before.

The distinction for Hopkins is that it chose to embrace change, without erasing its past. Decades of growth and investment have added a wide range of housing, commercial, industrial, and institutional uses to the original core settlement. However, the original layout and form of the traditional small town has remained at the heart, instead of being swept away in the name of progress. This has meant continual efforts to reinvent and renew older areas, so that they can accommodate change.

The result is a community that has managed to merge old and new, bringing together the classic charm of a small town with modern amenities. The faces of Hopkins reflect this continuum as well, with households tracing their history back to its origins (and prior indigenous people who inhabited this area) alongside those that are new to the city and the nation.

This experience and history translates into a built-in understanding of the principles and values of sustainability – a long term perspective of how to sustain a community (and all its elements) successfully over time. As the past has shown, this process is a continuum, not a destination, and change will continue to happen even in places that remain essentially the same.

This plan further explores the concept of sustainability – and the related concept of resilience – and what it means to plan for the future of the city with this in mind. As outlined below, this has implications for all elements of the community environment: built, natural, social, and economic.



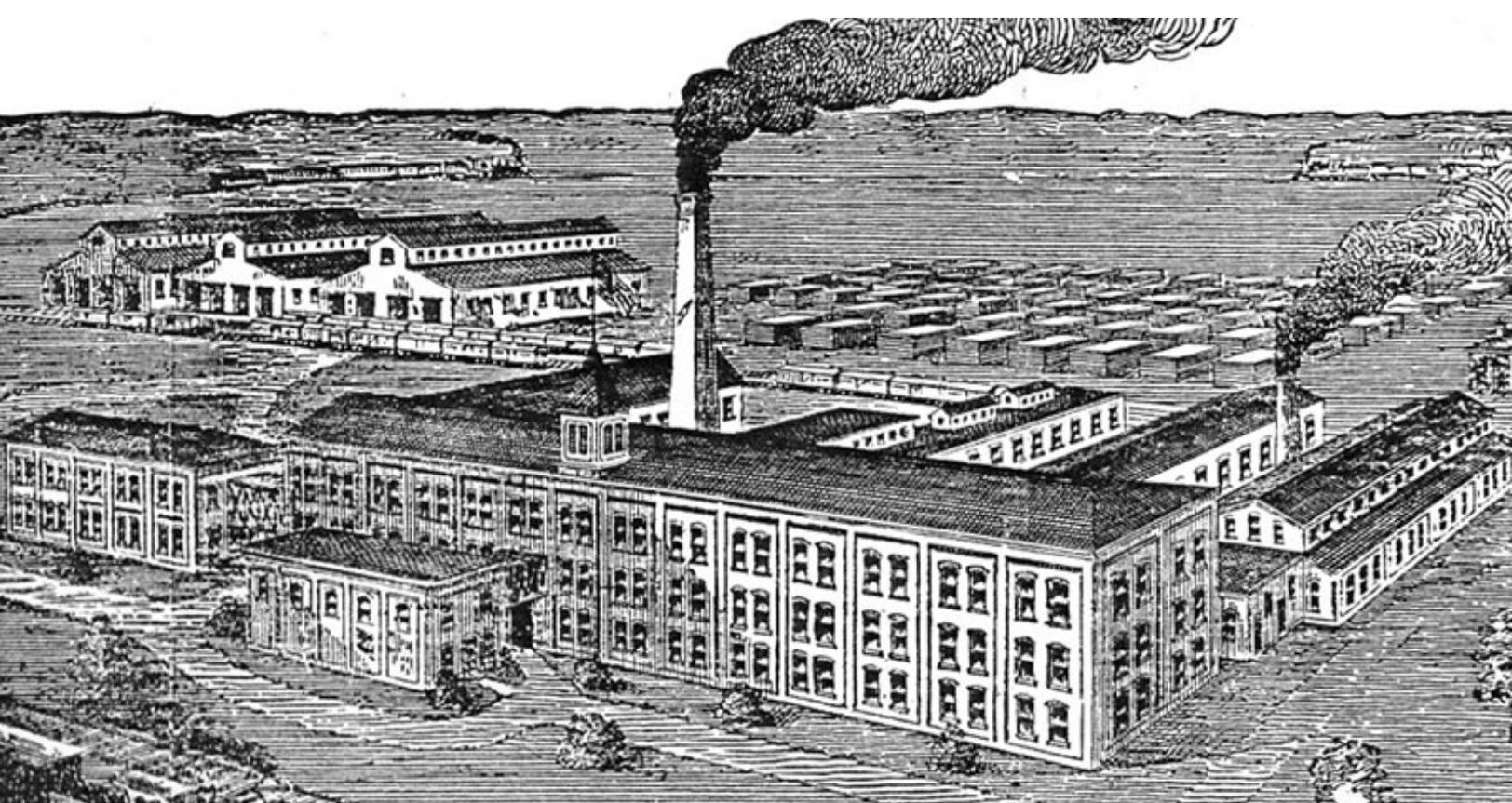
PURPOSE

The purpose of this comprehensive plan is to provide long range guidance for growth, development, and investment in the City of Hopkins. It replaces the City's former comprehensive plan which was adopted in 2009. This comprehensive plan envisions the growth and change the community will see by 2040, and creates a framework for what the City needs to do to get there. To do this, the plan interweaves guidance from City-established goals, public comments and feedback, past plans and initiatives, and analysis of data and trends.

As a community within the seven county Twin Cities metropolitan region, Hopkins is required by state statute to update its comprehensive plan every ten years, as part of an overall regional planning cycle managed through the Metropolitan Council. The purpose of this exercise is to ensure that local plans conform with regional system plans – including transportation, wastewater, and regional parks – as well as policy plans for housing and water supply. This plan is submitted as a fulfillment for this requirement, and as consistent with *Thrive MSP 2040*, the regional plan.

Additionally, the comprehensive plan stands as a central guidance document for the City of Hopkins. Over the next ten years, the City will make numerous decisions related to development, infrastructure, public services, budgeting, and many other topics that need to be aligned with its overall goals. This plan provides a framework for this decision making process – to ensure consistency and progress toward longer range goals.

While the plan provides an overarching framework for the City, it does not stand alone. As referenced throughout this plan, there are numerous other city produced plans, studies, regulations, programs, and practices that provide more detailed and specific guidance. Additionally, numerous other jurisdictions have oversight and influence in the community – ranging from local to national. For the sake of brevity, most of these are incorporated only by reference.



HISTORY

The land where Hopkins was established was originally Dakota Sioux territory. It was situated along a trail established by indigenous people that followed the high ground along the path of the Minnesota River, connecting Bde Maka Ska (formerly Lake Calhoun) to Shakopee. The Treaty of the Traverse des Sioux and the Treaty of Mendota in 1851 resulted in the Wahpeton and Sisseton bands of the Upper Dakota and the Mdewakanton and Wahpekute Dakota people ceding land west of the Mississippi River that was exclusively theirs to the United States government, to open up the territory to European American settlement.

Yankee and Bohemian farmers were the first European Americans to stake claims in what is now Hopkins. Between 1854 and 1870 more settlers migrated to the area and cleared land for farming and raising cattle. Early farmers found that the land was ideal for growing raspberries. By the 1920s, raspberry farming had become a big business, which led to Hopkins being known as the “Raspberry Capital of the World.”

A big change came between 1871 and 1881 when three railroad companies laid their tracks through the area, which brought great potential for industrial growth. Early settler Harley Hopkins negotiated a deal with one of the railroad companies that in return for donating a portion of his land, a railroad station bearing the name “Hopkins” would be built on the property. Harley Hopkins’ land and home was where Excelsior Crossings and the Depot Coffee House are now, just east of Highway 169 on Excelsior Boulevard. The area was the first part of the present town to develop as a business center, with a blacksmith shop, a dry goods store, a lumber company, and a wood-frame apartment building. This area was unofficially known as “Hopkins.”

Another big change came in 1887, when a farm machine factory was established about a mile west of the railroad depot – the Minneapolis Threshing Machine Company – better known as MTM. The factory brought more Bohemian and Scandinavian machine workers to the area. MTM included massive factory buildings surrounded by farms and settler’s cabins when it was first built. The company was situated on 40 acres, south of what is now Excelsior Boulevard and the railroad tracks, roughly between 8th and 11th Avenues South. The area north of the railroad tracks included the continuation of Excelsior Avenue, now known as Mainstreet, and this area became a thriving business center and the primary market hub for surrounding communities.



MTM grew quickly, and by 1893 employed 400 to 500 men – the largest employer in western Hennepin County. This growth brought about a need for housing for workers and their families. A real estate company sold building sites north of the factory as lots in “West Minneapolis”, and this became the unofficial name of the developing village. In a 1929 merger, MTM became known as the Minneapolis Moline Power Implement Company – better known as “The Moline”.

In 1893, with the factory and businesses thriving, and with a population of 1,105 people, a vote was held to incorporate as the Village of West Minneapolis. The vote was held on the third floor of the Olson Building at 9th and Mainstreet, where Hoagie’s Family Restaurant is now. Although the Village’s name was officially West Minneapolis, most people referred to it as Hopkins. To eliminate the confusion, in 1928 a resolution was passed to change the name to the Village of Hopkins and in 1947, Hopkins became a city through adoption of a city charter.

Between 1887 and 1945, Hopkins grew as a farming area and prospered as a small business community. Following World War II, a large scale business and population boom saw the Twin Cities spread west to, and beyond, Hopkins. Until about 1950, Hopkins was the largest city in the western suburbs and its downtown was the area’s major shopping district. By the mid-1950s, new dwellings and businesses to serve the incoming residents covered the pastures and prairies.

Transportation was one of the reasons Hopkins was such a focal point. Hopkins was always easy to get to, first by trails, then by dirt roads and railways, next by street cars connecting to Minneapolis and Lake Minnetonka, and after the automobile was introduced, by the major north-south and east-west roads running through it. The streetcar era (1899-1951) was Hopkins heyday. The streetcar allowed Hopkins residents easy access to the big cities for jobs, higher education or services.

Downtown Hopkins evolved over time. In the early years, Mainstreet (formerly Excelsior Avenue) had services such as a general store, meat market, milk depot, saloons, and an opera house. In the early to mid-twentieth century, merchants such as doctors, dentists, grocers and hardware stores outgrew Mainstreet and built on side streets, thus creating Downtown Hopkins. In the latter half of the twentieth century, cars became the predominant mode of transportation and auto lots lined portions of Mainstreet. In 1997, Hopkins Cinema 6 and the Hopkins Center for the Arts opened on former car lots, setting the stage for creating a central social district in Downtown Hopkins.

Although Hopkins has changed dramatically over the last two centuries, it is still rooted in its past. The raspberry farms are gone, but the community holds an annual Raspberry Festival celebration. North of the former MTM site is The Moline apartment building, which features a gallery that displays original Moline tractor models. Transportation still makes Hopkins a focal point—former railroad corridors have been converted into multi-use regional trails and will hold the future Green Line Extension of light rail transit (LRT). The Artery along 8th Avenue was built as a multimodal connection to bring bicyclists and pedestrians from the future LRT station to Downtown Hopkins, which remains the lifeblood of the community.

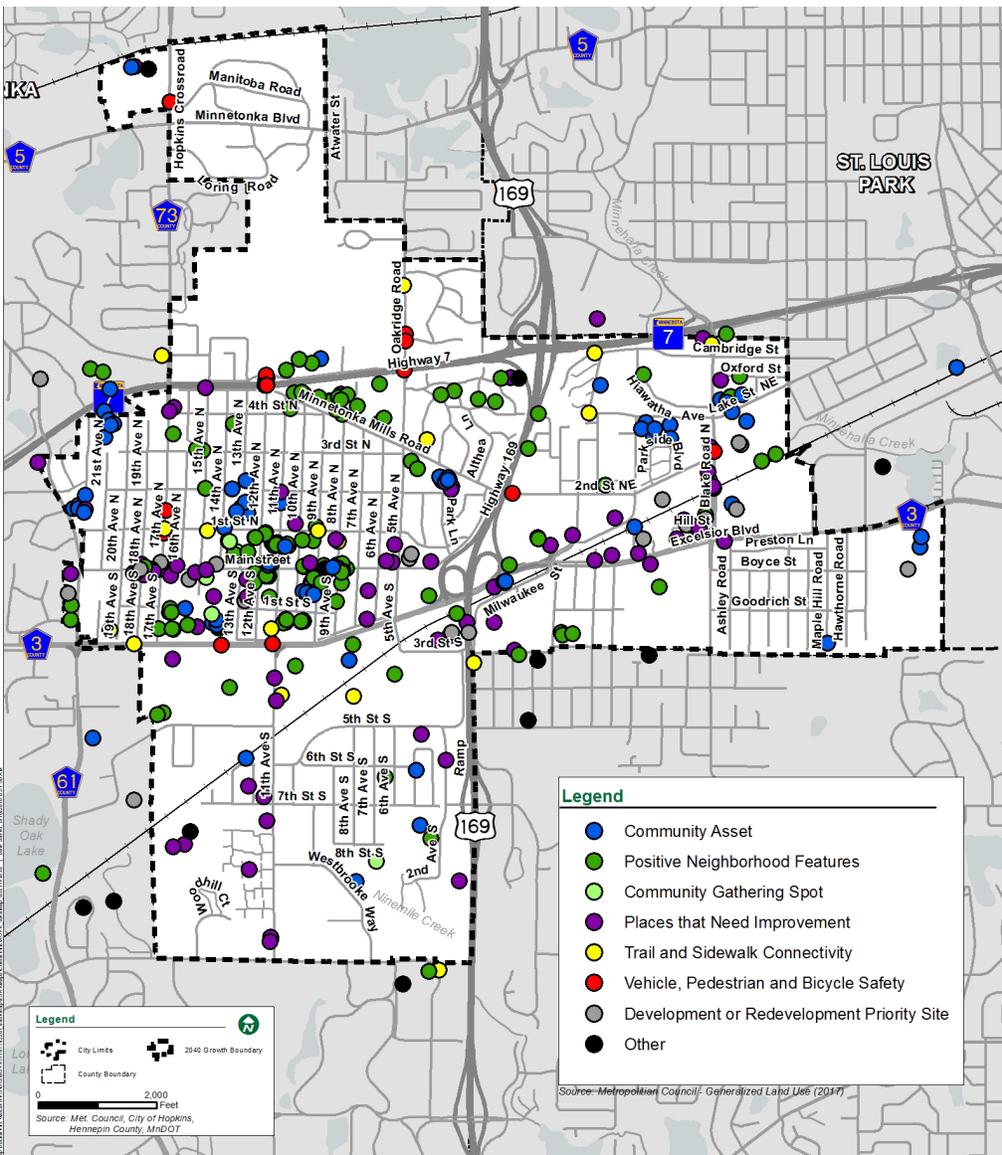
Although we don’t know exactly what the future will hold, the planning process to create this 2040 Comprehensive Plan was called Cultivate Hopkins to ensure that Hopkins remains Rooted, Vibrant, Connected, and Resilient.

Source: Hopkins Historical Society, Beverly O. Ewing, Editor (2002). Hopkins Minnesota Through the Years

PLANNING PROCESS

The Cultivate Hopkins planning process was organized in four general phases:

- **Plan Initiation.** The initiation phase of the planning process focused on gathering background information, preparing the project website, and internal discussions on priorities.
- **Public Engagement.** This included the broadest reach of public engagement, designed to determine what was most important to the community.
- **Plan Development.** Working through the Cultivate Hopkins Advisory Committee, city staff and consultants worked to review existing conditions, discuss alternatives, and develop plan policies and content.
- **Plan Review and Adoption.** This phase involved a review of the plan by city leadership and the public, as well as required interjurisdictional and Metropolitan Council reviews.





LISTENING TO HOPKINS

According to *Sustaining Places: Best Practices for Comprehensive Plans*, authentic public engagement is a central component in establishing a sustainable comprehensive plan. To this end, the Cultivate Hopkins planning process was designed to actively involve all segments of the community in analyzing issues, generating visions, developing plans, and monitoring outcomes.

Tools and Strategies

- **Advisory committee meetings.** The City convened a standing advisory committee to meet throughout the planning process, and provide input on plan development. This group met from Summer 2017 to Spring 2018. Members were chosen to reflect a diversity of backgrounds and perspectives.
- **Take it To Them meetings.** Identified as a priority through the citywide goal-setting process, these meetings reflect a proactive approach to reaching out to the community, rather than waiting for the community to show up. Meetings focused on groups that have been traditionally under-represented.
- **Online comment mapping.** The Cultivate Hopkins website hosted an online comment tool that allowed people to map issues in the community, coded by type. This helped to pinpoint areas throughout the city that had concentrations of assets and/or concerns.
- **Targeted surveys.** There were several community surveys used during the process, both on general and specific topics. Circulating them online - including through social media - broadened the audience reached by the surveys.
- **Project website and social media.** The Cultivate Hopkins website provided an ongoing resource for information about plan development and opportunities to provide feedback.
- **Nontraditional tools.** These included a project kick-off video, poetry wagon, chalkboards, and building blocks exercise.

What We Learned

Many of the things we learned from engagement have been incorporated into the comprehensive plan. A few major themes that surfaced during engagement:

- **People love Hopkins.** Much of the input reflected the fact that Hopkins is greatly valued by a large proportion of the population. Quality of life, convenient location, unique neighborhoods, parks, downtown amenities, city services, and many other aspects received positive feedback. The focus was on keeping what is valued rather than replacing it.
- **People have a vision for their community.** While there was a lot of appreciation for what's already here, many also saw room for positive growth and change. This particularly related to opportunities around transit, bicycle and pedestrian travel, sustainability and the environment, and community cohesiveness.
- **Hearing diverse perspectives is vital.** Though there were positive associations in many areas, the life experience of people varied - with some facing obstacles and challenges that others did not. The City's focus on race and equity, and related outreach, revealed there is still room for improvement in many areas.

Cultivating Hopes and Dreams

The comprehensive plan is a big picture vision that impacts everyday life. Hopkins residents shared individual stories of their lives with us - what they value, what they hope for.

Below is a sampling of what we heard - including some poems from a “poetry wagon” event with artist Molly Van Avery.



give me something i didnt know i wanted
dear stranger, i meet you
with open doors
the heart, the mind, the things i know
all wide and round doors
see them open in your company
i give myself to you for free
i show up, i tend, i volunteer
why?
because i do not know what i do not know
i want to commune, to mix, to meet
the whole of me commits to this
i come back again and again
this city, this art center
a kind of place-based friend.

take me back, or rather forward
carry me into the new
but ask the new to keep the old
evidence of what has been
peppered through this treasured town
never torn down, and thank you for that
surround me with artifacts
from all i love and treasure
the list goes on forever
the arts, the eats, the people i meet
make my life of use
trust that what is meant to be
will be
see me time, tending to your passing
and your future both
meet me on your main street
where a gentle day
makes me pleased

wild ponies & jerk chicken
take the concept of main street
the main vertebrae of our city
and multiply what is working
times independent imaginations
we want to eat
we like cupcakes
and we like petting dogs
so perhaps more puppies, please?
or while we are at it, small ponies?
we love the old made new
we will grow old here
while this old concept of a small town
grows new again





TRENDS

This section summarizes some major trends shaping the future of Hopkins. More information on data and trends in Hopkins can be found in Appendix A.

Growing in Diversity

Mirroring national and regional trends, Hopkins is an increasingly diverse community, both racially and socio-economically. The change has been fairly recent and steady – changing from 95% white residents in 1990 to 59% in 2015. The relative affordability and accessibility have made this an attractive location for many people, including those who are new to the region.

This increased diversity reflects immigration of many new foreign born residents to the area. As of 2015, 19% of residents in Hopkins were foreign born. While this isn't unprecedented (100 years ago, the rate of foreign born was likely higher), it does reflect people coming from different parts of the globe. While earlier waves of immigrants were from European nations, three-quarters of current foreign born residents are from Africa or Southeast Asia. Hopkins School District estimates that over 40 language groups are represented in the homes of their student body.

This increase in diversity provides an opportunity to create a more resilient, sustainable community with offerings and contributions from many cultures. Hopkins has already recognized this opportunity through the formation of its Hopkins Race and Equity Initiative (HREI). The HREI is a collaborative effort creating opportunities to increase awareness and understanding of race, equity, and diversity and promoting a sense of community that welcomes and values all residents.

This diversity isn't just a change in composition – it is driving growth. Like much of Minnesota, growth in population is coming from non-white populations. They tend to be younger than the white population, and have more children. This points to the importance of the school district, and the education system overall, of supporting families, including newer residents.

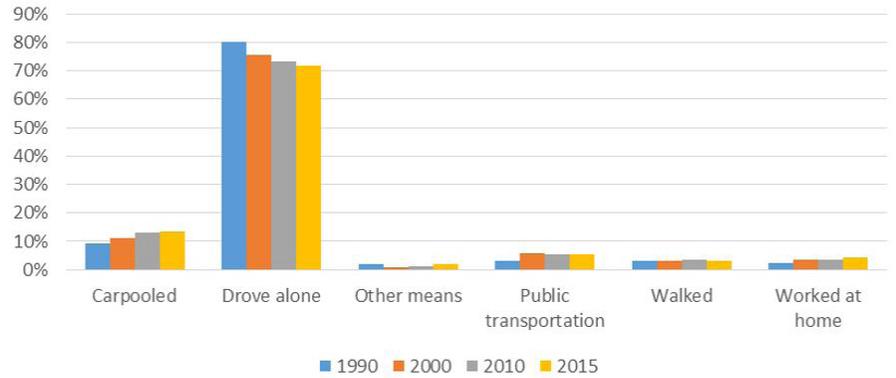
Traveling in Different Ways

While many communities aspire to see a mode shift away from single occupancy vehicles in favor of transit and non-motorized means, Hopkins is seeing this happen. The percentage of people driving alone to work in Hopkins has been decreasing steadily since 1990, while other modes (including carpooling, public transportation, and working at home) have been increasing.

Furthermore, the City's comprehensive plan survey shows that residents would like to increase this further. When questioned about what mode they would prefer, most people said they would like to drive less and walk, bike, ride share, and use transit more.

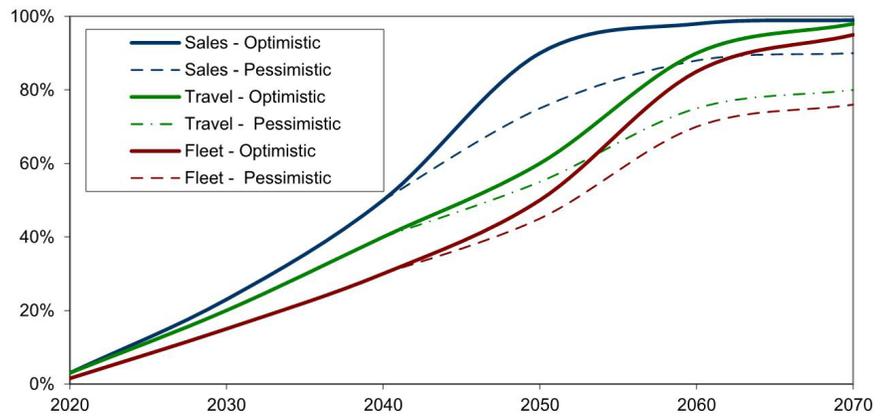
The opportunity to do so has never been better. The planned construction of the Green Line Extension light rail will substantially increase transit accessibility, as well as support the development of housing and businesses that are readily accessible from transit. This willingness and opportunity sets the stage for future mode innovations as well. Hopkins may be ideally situated to adopt newer technologies when they are available, such as autonomous vehicles. While these are still in the developmental stages, it is predicted that shifts to this form of transportation may happen before the end of this planning period in 2040.

Hopkins Means of Commuting to Work



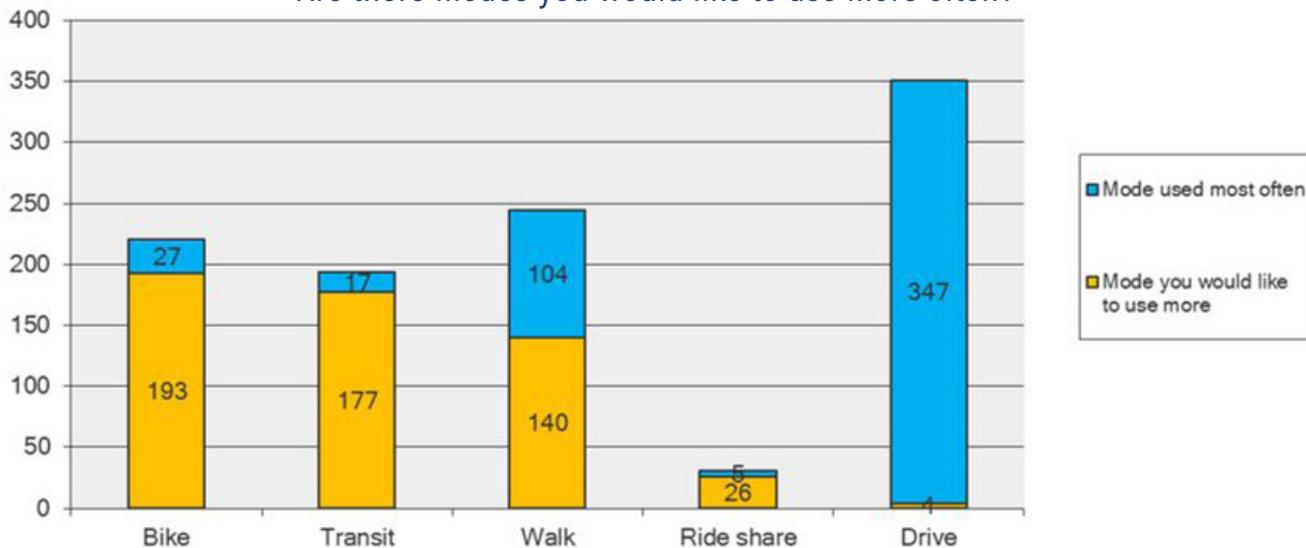
Source: US Census

Autonomous Vehicles Sales, Fleet, and Travel Projections



Source: Victoria Transport Policy Institute

What transportation mode do you use most often? Are there modes you would like to use more often?



Source: City of Hopkins

Embracing Technology

Technological changes are happening rapidly on many fronts, and Hopkins is on the forefront of embracing that change.

As of 2018, Hopkins is among the areas of the state with full access to broadband with speeds of at least 100Mbps download and 20Mbps upload – the 2026 statewide goal for the Minnesota Department of Employment and Economic Development’s (MN DEED) Office of Broadband Development.

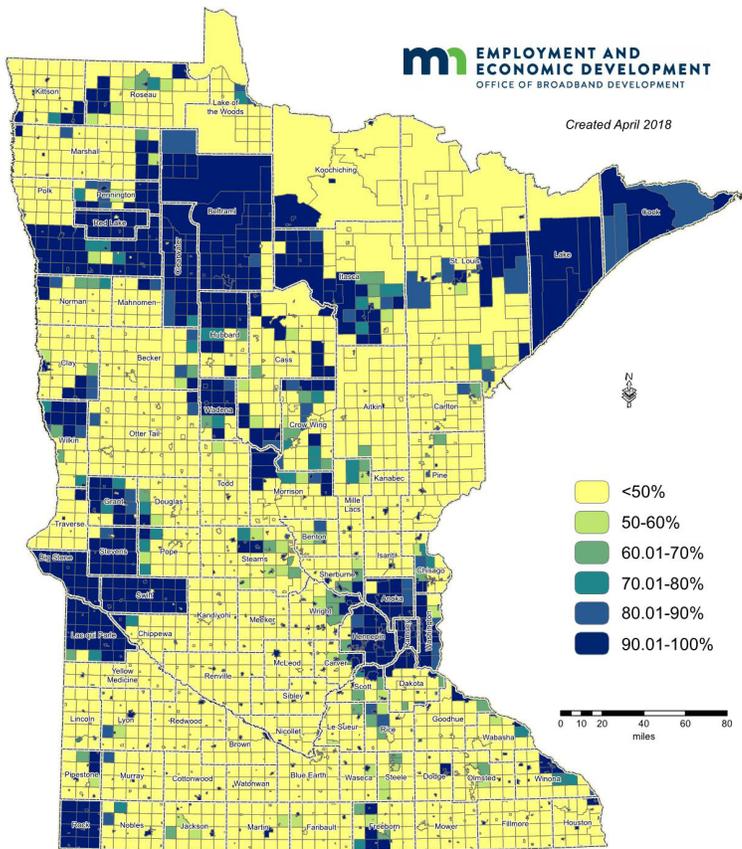
Furthermore, Hopkins has more choices than most other parts of the state. Most of Hopkins has access to at least three broadband internet providers, increasing choices and options for customers and encouraging competitive pricing.

With change happening so fast, it’s difficult to predict all the innovations that will occur by 2040. However, it is clear that being connected to and familiar with technology will continue to be an advantage for years to come.

The results of this accessibility are that Hopkins is well connected, and most residents regularly use technology. Compared to nationwide averages, Hopkins is “above average” in terms of the following metrics in terms of household usage of technology and the internet:

2018 Broadband Availability in the State of Minnesota

Percentage of Households Served by Wireline Broadband Service by City/Township
 At Least 100 Mbps Download/20 Mbps Upload Speeds
 Statewide Availability: 73.66%, Rural: 58.99%



This map was prepared by Connected Nation under contract with the Minnesota Department of Employment and Economic Development. The map represents areas of broadband service availability based on provider data submitted to and analyzed by Connected Nation and modified based on validation tools. The data is current as of December 31, 2017.

Additional maps and data are available at <http://mn.gov/deed/programs-services/broadband/maps>. Upon request, this information can be made available in alternate formats for people with disabilities by contacting the DEED Office of Broadband Development at 651-259-7610.

Submit questions or recommended changes to: DEED.broadband@state.mn.us

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87%

OWN AT LEAST ONE TELEVISION (+1% OVER NATIONAL AVERAGE)

86%

HAVE HIGH-SPEED INTERNET (+3%)

82%

RECENTLY USED GOOGLE (+6%)

79%

RECENTLY USED EMAIL (+7%)

77%

OWN A COMPUTER (+1%)

69%

RECENTLY ACCESSED INTERNET ON CELL PHONE (+6%)

63%

RECENTLY VISITED FACEBOOK (+5%)

Source: ESRI



The Commons shared workspace



Using underutilized land beneath an overpass

Squeezing Out Inefficiencies

The redevelopment of an existing urbanized community emphasizes how valuable and irreplaceable land is. As everything new must replace existing development, the emphasis is on ensuring the new use is a net gain for the community. Land use planning helps to guide that decision, for both how suitable a development is and how it fits into the bigger picture.

As this process continues in an urban community like Hopkins, there is continued movement towards squeezing out inefficiencies. Limited resources such as land are used with increasing efficiency, and lower value/ lower intensity uses are gradually eliminated. The result is towards uses that use land efficiently - such as higher density, mixed use concepts that maximize the value of a space.

This trend does not just impact land use. Many ownership models that involve the personal, exclusive use of a resource by one owner are becoming less relevant moving forward. This has led to the emergence of the “sharing economy” where people agree to share assets and/or services either for free or for a fee.

Aspects of the sharing economy that are potentially relevant to Hopkins include:

- Vehicle sharing. Car sharing services like Uber and Lyft have already appeared in Hopkins. Services that share bicycles, scooters, or other modes of transportation are likely to follow. These make it possible for people to live without owning a car.
- Work space sharing. With the concept of the “gig economy,” many people are working jobs

where they do not have a traditional office or worksite. Work space sharing allows for a flexible and efficient alternative. The Commons is a Hopkins example.

- Residential space sharing. Services like AirBNB and VRBO provide a flexible option for short term housing rentals, for people who have excess space or are periodically absent from home.
- Pre-owned goods. Traditional approaches such as garage sales and thrift stores has been augmented by online markets for used goods like eBay and Craigslist.

A host of other elements are being explored, from professional services to financing to food preparation. Many of these may need additional city oversight and regulation, and should be monitoring on an ongoing basis.



Outdoor dining creates a memorable experience

Valuing Unique Places

The Great Recession (2007-2009) left a noticeable mark on many communities throughout Minnesota and the nation. During the subsequent recovery, there have been some significant changes in how growth has happened that show a shift in how people value places – and what places are most attractive as choice communities.

New greenfield development on the edge of metropolitan areas has lessened, and there is increased investment in redevelopment within the urban core. While there is still interest in a wide variety of housing types, there is increasing interest in walkable, mixed use communities as opposed to lower density suburban style development. This is especially true for younger generations such as Millennials. Much of the investment in multifamily housing in particular has been in core areas that have

urban amenities, nearby shopping, and access to transit. The vast majority of multifamily development in recent years has been in the urban core, particularly along major transit corridors. As the Green Line Extension project is built out, Hopkins will be a logical place for additional housing growth.

This trend has impacted not just residential development, but retail and office as well. As the retail market continues to shift with the rise of online shopping and delivery services, traditional retail centers are struggling. In order for people to leave the house, they need unique experiences in shopping and dining. Hopkins' downtown district is well positioned to provide that kind of experience, in contrast to some other shopping centers in the area.

Office uses are also transitioning. Businesses are moving away from isolated suburban campuses to locations with access to transit, shopping, entertainment, and recreation. The footprint of office uses is shrinking, with cost savings going in part to higher quality spaces and places. Because of this, Hopkins has the potential to capture more of the office market.

While some of this is new, the trend itself is not new at all. Traditional neighborhood and commercial development have been valued for decades, and many attempts have been made to replicate the success of these locations. Hopkins' authentic character ensures that it's well positioned for future growth and development.



Transforming 8th Avenue into the Artery

Planning for Flexibility

One of the great strengths of Hopkins has been its ability to evolve and adapt over time. Traditional business and residential buildings and districts have been renovated and rehabilitated to meet changing needs over the course of Hopkins' history.

The city has seen shifts in housing preferences, shopping trends, transportation mode choice, and many more factors. Each of these has had implications for both land use patterns and individual buildings.

The rediscovery of the value of unique places means that people are reinvesting in older communities for homes and businesses. This means creative adaptations to meet modern needs - such as planning for accessibility.

The need for flexibility in usage of space will continue, and is even expected to increase. Examples of the trends influencing this include:

- Changes in how commercial and office space are used, including a decrease in the need for showroom and storage space, and a reorientation towards experiential elements. Spaces with a lot of "back office" type function may need to be repurposed.
- Changes in how people travel (including transit and future possibilities like autonomous vehicles) could greatly decrease the amount of space needed for vehicle storage. This could lead to the opportunity to reuse space currently occupied by parking lots or structures.

- Changes in preferences for community space, such as the view of Downtown as "central social district," may encourage the reorientation of spaces for a mix of uses and increased connectivity between uses.

While it is not possible to predict all possible future reuses of a space, planning for flexibility means being thoughtful about designing for long term single use of any facility. Considerations can include creating parking structures so they can be converted to regular building space, or ensuring that ground floors of new buildings in business districts have the ceiling height to accommodate active uses - regardless of the original uses of the property.

SUSTAINABILITY FRAMEWORK

Best Practices

The vision of Hopkins is one of a sustainable community – defined as meeting the needs of the present without compromising the ability of future generations to meet theirs. It is also envisioned as a resilient community – defined as one that is able to respond to shocks and disruptions while maintaining its integrity and purpose.

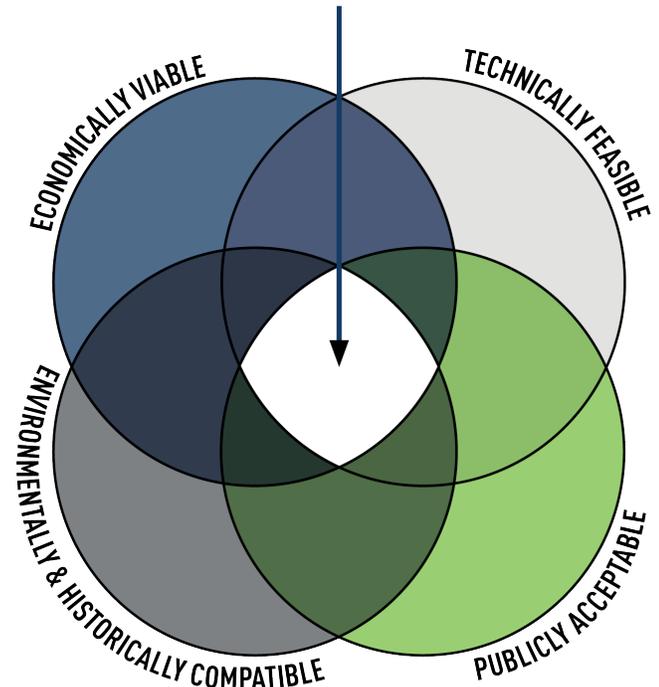
To shape and inform the sustainability framework for this plan, the City of Hopkins consulted *Sustaining Places: Best Practices for Comprehensive Plans* (2015). As described in its overview, this report is “the result of a four-year effort by the American Planning Association (APA) to define the role of comprehensive plans in addressing the sustainability of human settlements.” Concepts were developed through extensive consultation with experts, then field tested on a variety of communities to see if the concepts developed apply across a range of conditions. While the Hopkins plan customizes the approach to fit local conditions, the guide was used to ensure that a range of relevant topics were addressed.

The Hopkins planning process and resulting comprehensive plan fully incorporate the principles, processes, and standards identified in *Sustaining Places*. In particular, the Plan Scoring Matrix provided as a component of the report was used to evaluate the draft comprehensive plan, to ensure the plan addressed all desired elements.

The approach to sustainability was further informed by other best practice guides and initiatives (more information about all best practices is provided in Appendix A):

- **STAR Community Rating System.** Developed by STAR Communities, this system is used to rate community performance on a range of topics related to promoting local sustainability, including metrics for built environment; climate and energy; economy and jobs; education, arts, and community; equity and empowerment; health and safety; natural systems; and innovation and process. Guidance is primarily at the implementation step level, rather than policy.
- **GreenStep Cities.** Minnesota GreenStep Cities is a voluntary program for cities that helps them achieve goals in sustainability and quality of life. Hopkins has been a GreenStep City since November 2010 and is currently at Step 3. Recommendations cover buildings and lighting, land use, transportation, environmental management, and economic and community development.
- **Regional Indicators Initiative.** Hopkins has participated in the Regional Indicators Initiative, which helps participating communities benchmark their status on a range of metrics, to measure progress against itself and peer communities. Data from this are included in the Natural Environment appendix, and were used to inform policy development.
- **Climate Resilience Workshop Series.** In early 2017, Hopkins participated with six other cities in a workshop series designed to identify opportunities to build resilience related to local climate change, including aspects related to society, environment, and infrastructure.

Sustainable Solution



© International Association for Public Participation

THE FOUR ENVIRONMENTS

The concept of sustainability is a complex one, and there are many definitions and interpretations of how it should apply to a community. Frequently, the concept is broken down into three to four subparts, which define different aspects of a sustainable environment that need to be addressed. The Hopkins plan is organized according to this structure, as defined below.

It's worth noting that a number of these categorizations are overlapping, and there are topics that could conceivably fit into more than one category. This is to be expected, given that they intermingle in reality. Indeed, it points to the value of comprehensive planning: being able to take into consideration all the interrelated elements that make up a community. For the purposes of comprehensive plan organization, most topics reside in just one location – but will be cross referenced and hyperlinked in the final document wherever possible to ensure there are multiple ways to find needed information.

BUILT ENVIRONMENT

The built environment is defined as all human-made elements of a space where people live, work, and play. It includes sections on land use and development, multimodal transportation, and housing and neighborhoods. This is the most traditional element of city planning – and the land use map and supporting descriptions are at the hub of the planning framework.

The natural environment relates to natural systems and resources, including land, water, air, habitat, and ecology. In addition to addressing policies around these specific systems and resources, it includes direction for practices that are specifically aimed at protecting or improving the natural environment, including guidance for parks and open space, renewable energy, and climate change resilience.

NATURAL ENVIRONMENT

SOCIAL ENVIRONMENT

The social environment is defined as human interaction and engagement in the community. It includes sections on public services and facilities, education, public health, community connections, equity, and arts and culture. Much of the content for this element is new to the Hopkins comprehensive plan this time around, motivated by the City's focus on related issues as citywide priorities.

The economic environment covers the economy, jobs, businesses, income and poverty, and affordability. This section includes economic development and competitiveness, and guidance for Downtown Hopkins (as the city's economic hub). Issues related to affordability and poverty are covered in overlapping sections in the built environment (housing) and social environment (equity).

ECONOMIC ENVIRONMENT





FOCUS AREAS

Throughout the Cultivate Hopkins planning process, several topics were identified as high priorities for the city. These reflect both input from the community and results of analysis conducted as part of this process. The purpose of these focus areas is not to provide a comprehensive approach. Rather, it reflects priorities both for policy development and plan implementation, across a range of topics and approaches.

Affordability

Promote affordability of housing so that residents at all levels of income are able to afford to live in Hopkins, and current ones are able to remain here.

Downtown Hopkins

Support Downtown Hopkins as the central social district and economic hub of the city.

Accessible and Connected Communities

Develop and maintain networks that allow for people to walk, bike, and ride transit through safe and accessible connections.

Race and Equity

Proactively identify and address racial disparities in the community and promote equity for everyone.

Livable Communities

Support the maintenance of a community that provides a high quality of life, including convenient access to needs for daily life.

Climate Change

Identify and address increased risks to Hopkins due to climate change, including assessing needs of those most vulnerable.

Sustainable Buildings

Encourage incorporation of best practices for green energy and efficient building in public and private development.

Arts and Culture

Support the presence of arts and culture in the community through multiple means and media.



CULTIVATE HOPKINS VISION STATEMENT

Hopkins will cultivate the best elements of the Built, Natural, Social, and Economic Environments into complete and sustainable community that is rooted in tradition, characterized by vibrant and unique places, physically and socially connected, and resilient to changing conditions.

The concept for Cultivate Hopkins came out of a desire to continue to cultivate and grow the City of Hopkins as a distinct and meaningful place. Based around principles of sustainability, resilience, equity, and complete and connected communities, it provides a framework for preparing for the future. The plan emphasizes retaining what is valued, while proactively addressing and welcoming change.





City Goals

The 2018 Hopkins City Council Goals and Strategic Plan, adopted by the City Council in 2017, provides important context for the comprehensive plan in terms of current city priorities. While these goals do not provide detailed guidance for every area covered by the plan, they focus attention on some of higher priority elements for consideration and action.

The mission for the City is “Inspire. Educate. Involve. Communicate.” The vision and goals provide a picture of the city as a place that people can call home, connect with one another, and explore on foot, bicycle, or transit. It focuses on inclusion of everyone – in community events, governmental services, and decision making processes. This spirit has been modeled in the planning process for the comprehensive plan, as well as its outcomes and policies.

MISSION Inspire. Educate. Involve. Communicate.

VISION Creating a spirit of community where...

All people feel safe and respected, and diversity is celebrated.

Business growth is supported and a vibrant downtown is maintained.

People enjoy exceptional government services, neighborhoods and outstanding schools.

	GOALS	Urban Design: Do It Right	Take It To Them
STRATEGIES	Preserve the Home Town Feel of Hopkins		
	Support a vibrant business community	Improve walking and biking infrastructure in the city	Involve diverse populations
	Promote and enhance city events	Practice environmental responsibility	Engage the rental community of Hopkins
	Provide accessible, friendly and efficient city services	Support a range of housing options	Inspire community and citizen engagement
	Embrace and strengthen partnerships	Support transit-oriented development	

What's New?

The vision and goals also contributed to the decision during the planning process to go over and above what is required in a comprehensive plan, to include some new elements not previously featured. These sections include:



New element on **sense of community**, exploring equity, race, and social connectedness, and the role of the city in addressing disparities and encouraging engagement and connections.



New content on **public health**, with a holistic understanding of the role of a city in fostering well-being for all residents.



New details related to **environmental responsibility**, including renewable energy, climate change and resilience, and sustainable building practices.



Expanded focus on **housing issues**, including dynamics around affordability and potential for displacement of low income populations.

USING THIS PLAN

This plan has been organized to put the most impactful elements in the main body of the document, with supporting data and information in companion appendices. This is done for readability and accessibility, as the amount of information is extensive.

As stated above, the plan is divided into the four environments – built, social, natural, and economic – with a series of elements covered within each. For each element the plan includes:

- **Introduction** – what is included in the element, and its importance to the city.
- **Main Ideas** – included as part of the introduction section, these are issues that have risen to the top through the planning process in terms of importance to the community; supporting information is included in the appendices.
- **Trends and Challenges** – overall existing and emerging patterns that are impacting the City’s role, creating opportunities for innovation and new directions.
- **Goals and Policies** – guidance for a range of subtopics, addressing current conditions and opportunities.

The final element is Implementation, which lays the groundwork for how the City will implement the plan. This section takes the policies outlined in earlier elements to the next level, with more specific implementation steps tied to timelines and responsible parties. Since this is a comprehensive plan, not all specifics are spelled out – and some follow-up work on specific areas will be needed. However, this does provide a place to start when tracking progress and ensuring the plan remains relevant and impactful throughout its life cycle.





PLANNING & LAND USE REGULATIONS UPDATE

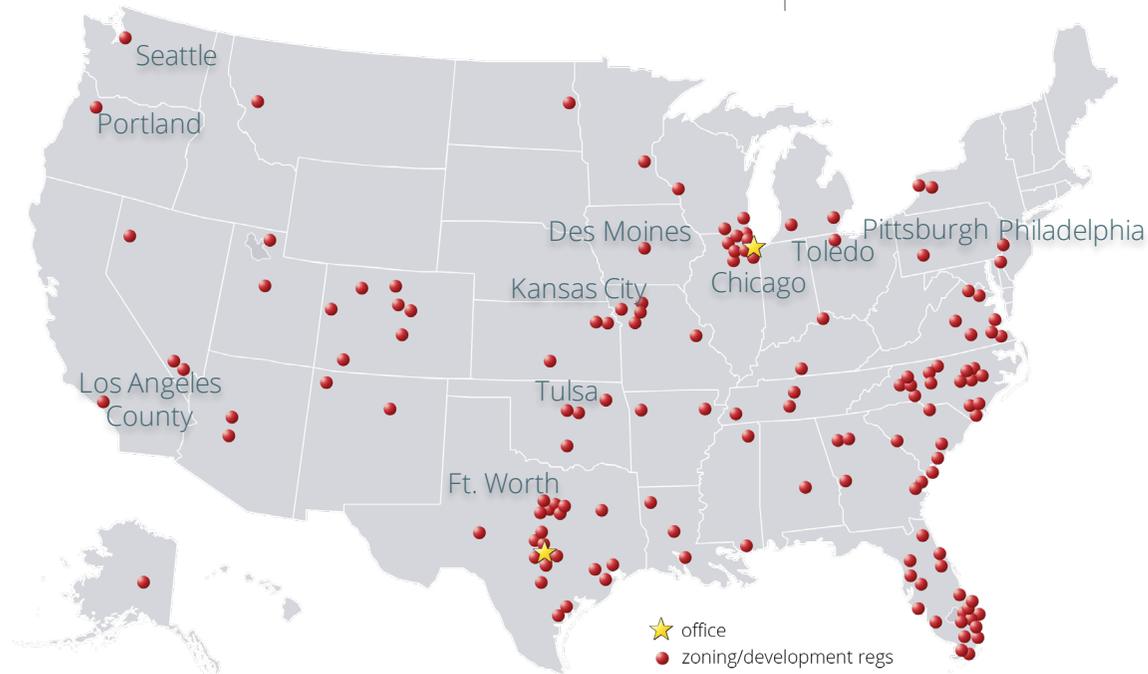
Working Group Kick-Off Meeting

February 24, 2020



PROJECT TEAM

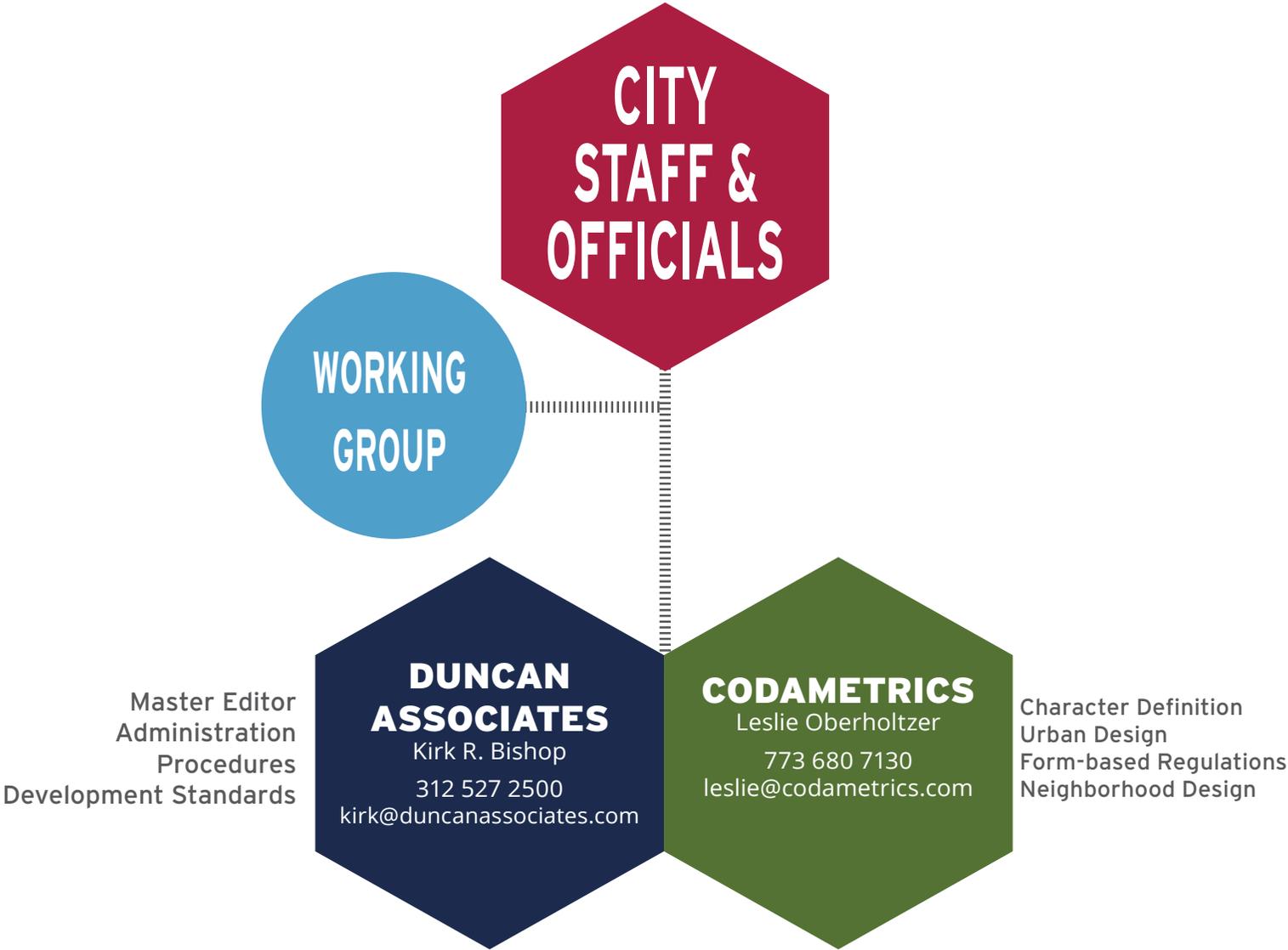
duncan associates



CODAMETRICS
FROM PLANS TO PLACES



PROJECT TEAM



PROJECT OBJECTIVES

1. **Align zoning code with plans and policies**

- Mixed-use neighborhoods, centers, districts
- Transit-oriented development
- Protect stable neighborhoods

2. **Balance preservation with adaptation and modernization**

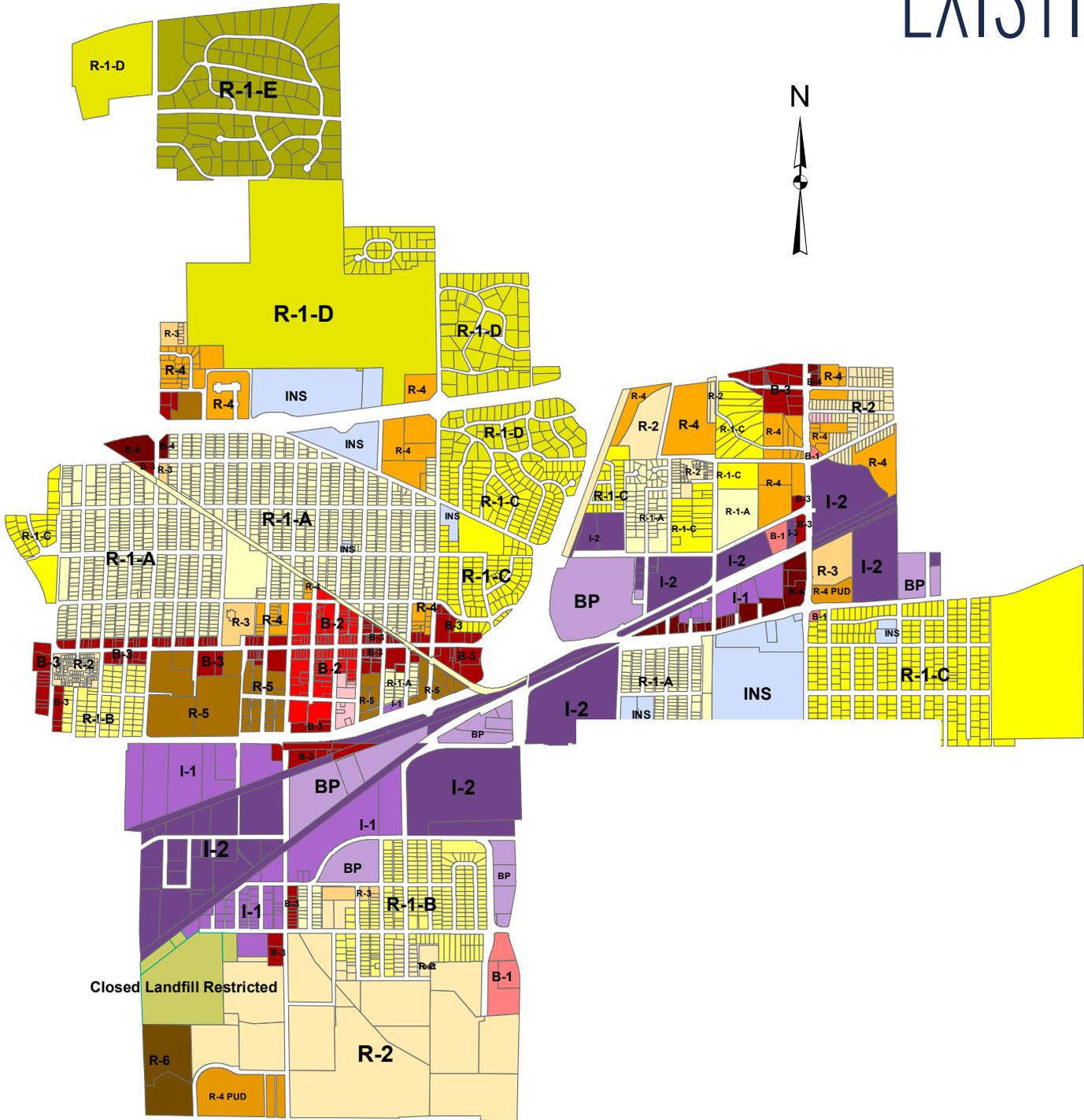
- Community character
- Opportunities for infill and more housing types

3. **Simplify and modernize**

- Integrate overlays into districts
- Modern use categories
- Clear, well-illustrated regulations
- Streamlined procedures



EXISTING REGULATIONS



ZONING DISTRICTS

	R-1-A Single and Two Family High Density
	R-1-B Single Family High Density
	R-1-C Single Family Medium Density
	R-1-D Single Family Low Density
	R-1-E Single Family Low Density
	R-2 Low Density Multiple Family
	R-3 Medium Density Multiple Family
	R-4 Medium High Density Multiple Family
	R-4 PUD
	R-5 High Density Multiple Family
	R-6 Medium Density Multiple Family
	B-1 Limited Business
	B-2 Central Business
	B-3 General Business
	B-4 Neighborhood Business
	Business Park
	Institutional
	I-1 Industrial
	I-2 General Industrial
	Mixed Use
	Closed Landfill Restricted (CLR)

EXISTING REGULATIONS

RESIDENTIAL

	R-1-A	R-1-B	R-1-C	R-1-D	R-1-E	R-2
Minimums:						
Lot area (sq. ft.)	6,000	8,000	12,000	20,000	40,000	12,000
Lot per DU (sq. ft.)	3,500	8,000	12,000	20,000	40,000	3,500
Lot width (ft.)	50	60	80	100	100	100
Front yard (ft.)	25	30	30	35	35	35
Side yard (ft.)						
1-story	8	8	10	10	10	10
2-story	8	8	12	12	12	12
3-story	10	10	14	14	14	14
Rear yard	25	30	35	40	40	35
Open space ratio						1:1.5
Maximums:						
Building coverage (%)	35	35	35	35	35	35
Building height	35	35	35	35	35	35

COMMERCIAL

	B-1	B-2	B-3	B-4
Minimums:				
Lot area, square feet	5,000	-	3,000	-
Lot width, feet	50	20	25	
Front yard, feet	20	1	1	1
Side yard, feet	10	0	0	10
Rear yard, feet	10	10	15	10
Rear yard from alley, feet	20	10	15	
Maximums:				
Floor area ratio (FAR)	1	6	1.5	
Building height, feet	25	70	45	60

EXISTING REGULATIONS

ARTICLE XVII. - DOWNTOWN OVERLAY DISTRICT

Sec. 102-548. - Awnings.

Sec. 102-551. - Buildings.

Sec. 102-552. - Roofs and parapets.

Sec. 102-553. - Utility areas, mechanical equipment and screening.

Sec. 102-554. - Facades.

Sec. 102-555. - Windows and doors.

Sec. 102-556. - Materials and detailing.

Sec. 102-557. - Franchise architecture.

Sec. 102-558. - Streetscape.

Goals

- Preserve the small-town, unique character of Main Street
- Complement the existing historic architecture
- Enhance the pedestrian orientation of downtown Hopkins and encourage inviting, human-scale streetscape design
- Communicate the community's vision for the Main Street area



ARTICLE XVIII. - WEST MAIN STREET OVERLAY DISTRICT

Sec. 102-588. - Awnings.

Sec. 102-591. - Setbacks.

Sec. 102-592. - Roofs.

Sec. 102-593. - Utility areas, mechanical equipment and screening.

Sec. 102-594. - Facades.

Sec. 102-595. - Windows and doors.

Sec. 102-596. - Materials and detailing.

Sec. 102-597. - Franchise architecture.

Sec. 102-598. - Streetscape.

ARTICLE XX. - PLANNED UNIT DEVELOPMENT

EXISTING REGULATIONS

ARTICLE XII. - DEVELOPMENT STANDARDS FOR MIXED USE

Sec. 102-365. - Parking.

Sec. 102-366. - Travel demand management plan (TDM)/mass transit links.

Sec. 102-367. - Shared parking.

Sec. 102-368. - Bicycle parking.

Sec. 102-369. - Shadow study.

Sec. 102-370. - Exterior.

Sec. 102-371. - Building orientation.

Sec. 102-372. - Transparency.

Sec. 102-373. - Sidewalks.

Sec. 102-374. - Pedestrian/streetscapes.

Sec. 102-375. - Landscaping.

Sec. 102-376. - Indoor/outdoor operations.

Sec. 102-377. - Wall signs.

Sec. 102-378. - Drive-through.

Sec. 102-379. - Urban Neighborhood (UN).

Sec. 102-380. - Downtown (DT).

Sec. 102-381. - Commuter Town Center (CTC).

Goals

- Orient the buildings to the street; high level of pedestrian-focused design
- Allow for increased density in different TOD locations (Urban Neighborhood, downtown, Commuter Town Center)
- Parking management





PLACE-BASED CODING

PLACE-BASED CODING

Land Use
Transportation
Housing

BUILT ENVIRONMENT

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SOCIAL ENVIRONMENT

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Quality of Life
Sense of Community

Sustainability &
Natural Resources
Parks & Trails

The natural environment relates to natural systems and resources, including land, water, air, habitat, and ecology. In addition to addressing policies around these specific systems and resources, it includes direction for practices that are specifically aimed at protecting or improving the natural environment, including guidance for parks and open space, renewable energy, and climate change resilience.

NATURAL ENVIRONMENT

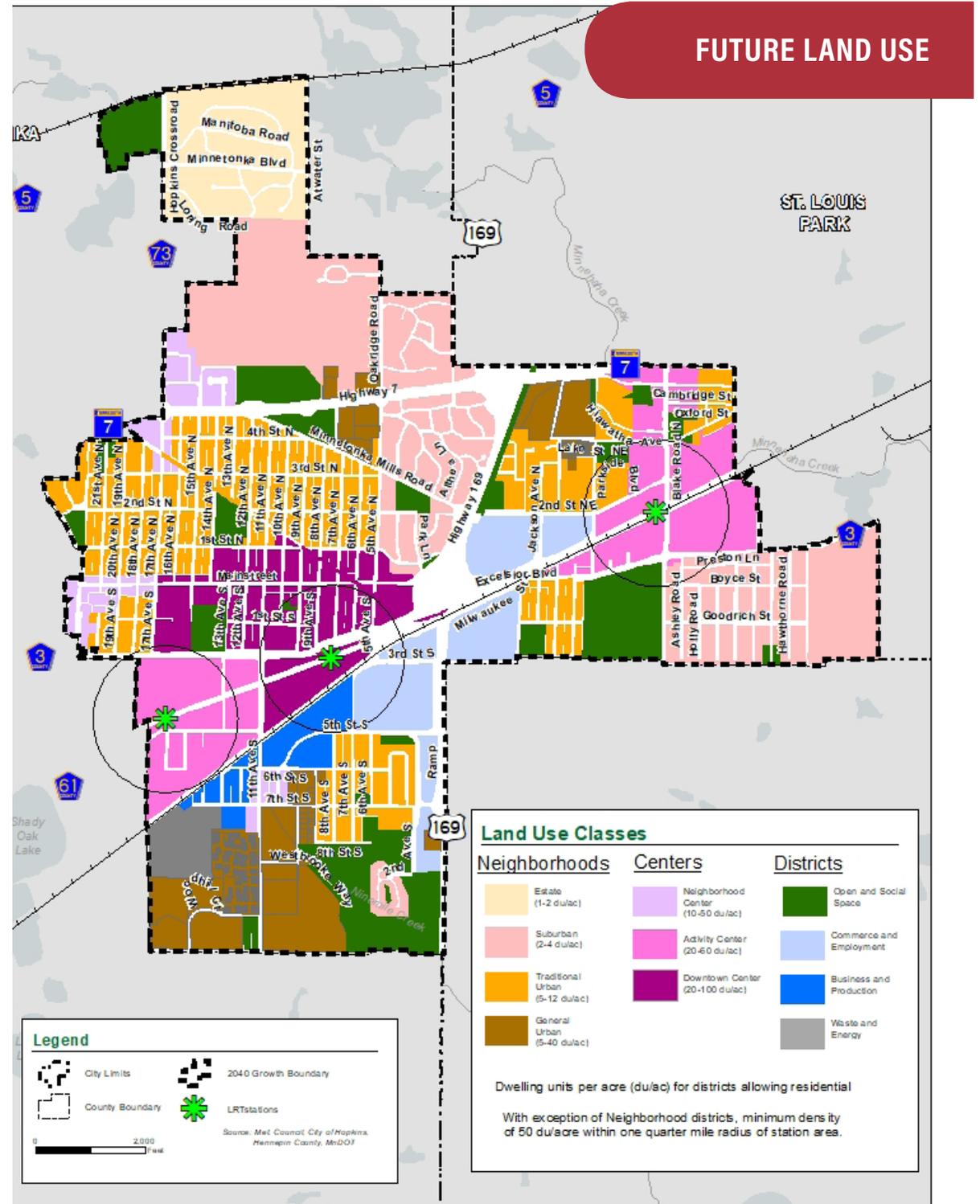
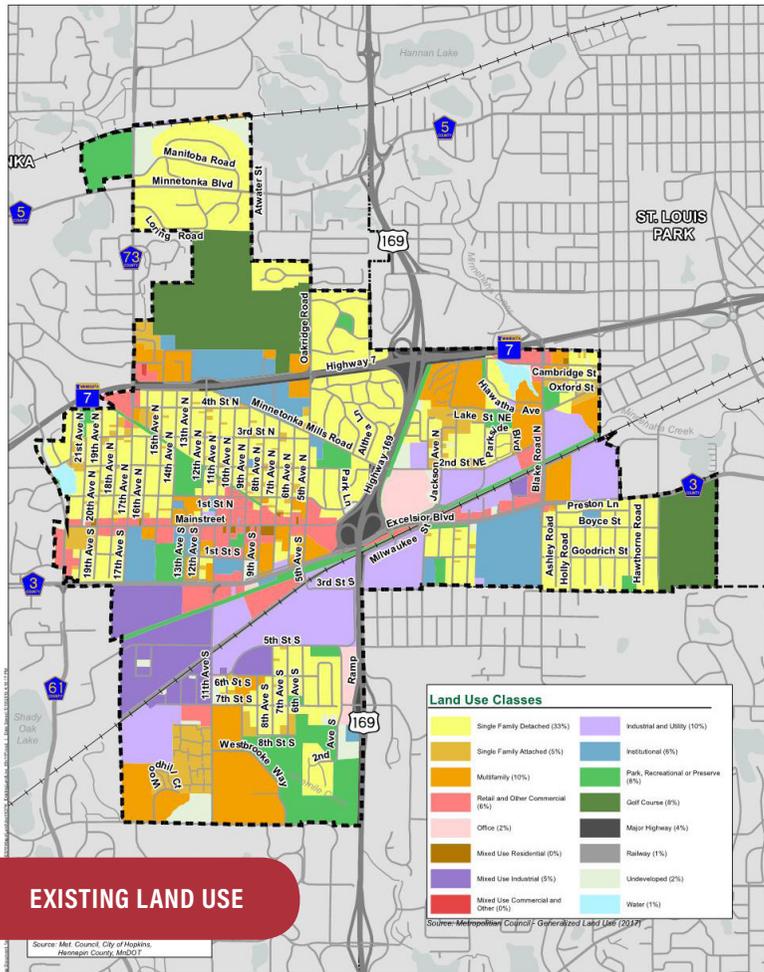
The economic environment covers the economy, jobs, businesses, income and poverty, and affordability. This section includes economic development and competitiveness, and guidance for Downtown Hopkins (as the city's economic hub). Issues related to affordability and poverty are covered in overlapping sections in the built environment (housing) and social environment (equity).

ECONOMIC ENVIRONMENT

Economic
Competitiveness
Downtown

PLACE-BASED CODING

cultivate
HOPKINS
Rooted. Vibrant. Connected. Resilient.



LAND USE: MAPPING PLACE TYPES

The City of Hopkins' land use direction goes beyond a standard land use approach in mapping future land use, to incorporate a place type approach. This is beneficial for a community like Hopkins where uses and densities are not segregated into separate areas, but mixed together to create vibrant urban places. Designating places provides an opportunity to show how individual uses fit together to create a whole that is greater than the sum of its parts. While some of these designations describe areas that are already in existence, others are more aspirational – such as the transit station areas, where significant investment in development, infrastructure, and placemaking is needed to create the type of place envisioned by the plan.

PLACE-BASED CODING

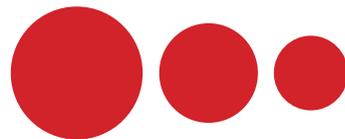
KEY FRAMEWORKS

NEIGHBORHOODS



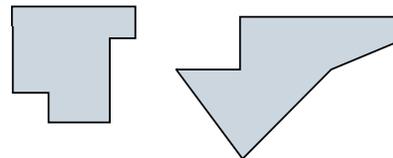
Neighborhoods are predominantly places to live. Neighborhoods can be exclusively residential, however they can also have a small share of supporting uses such as a school, retail, or place of worship.

CENTERS



Centers are places throughout the city where there are a mix of uses that benefit from proximity to each other. Centers come in a variety of scales and they tend to blend in and transition from surrounding Neighborhoods or Districts.

DISTRICTS

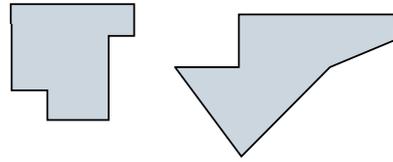


Districts are areas of the city with a range of specialized uses. Districts often have specialized uses and needs and may be dominated by a single user such as a campus.



DISTRICTS

PLACE-BASED CODING



Districts are areas of the city with a range of specialized uses. Districts often have specialized uses and needs and may be dominated by a single user such as a campus.

PLACE TYPES

COMMERCE & EMPLOYMENT DISTRICT

BUSINESS & PRODUCTION DISTRICT

WASTE & ENERGY DISTRICT

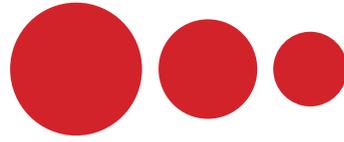
PRIMARY LAND USES

SECONDARY USES

Supporting uses



CENTERS



Centers are places throughout the city where there are a mix of uses that benefit from proximity to each other. Centers come in a variety of scales and they tend to blend in and transition from surrounding Neighborhoods or Districts.

PLACE-BASED CODING

PLACE TYPES

NEIGHBORHOOD CENTERS

ACTIVITY CENTERS

DOWNTOWN CENTER

OPEN & SOCIAL SPACE

PRIMARY LAND USES

SECONDARY USES
Supporting uses

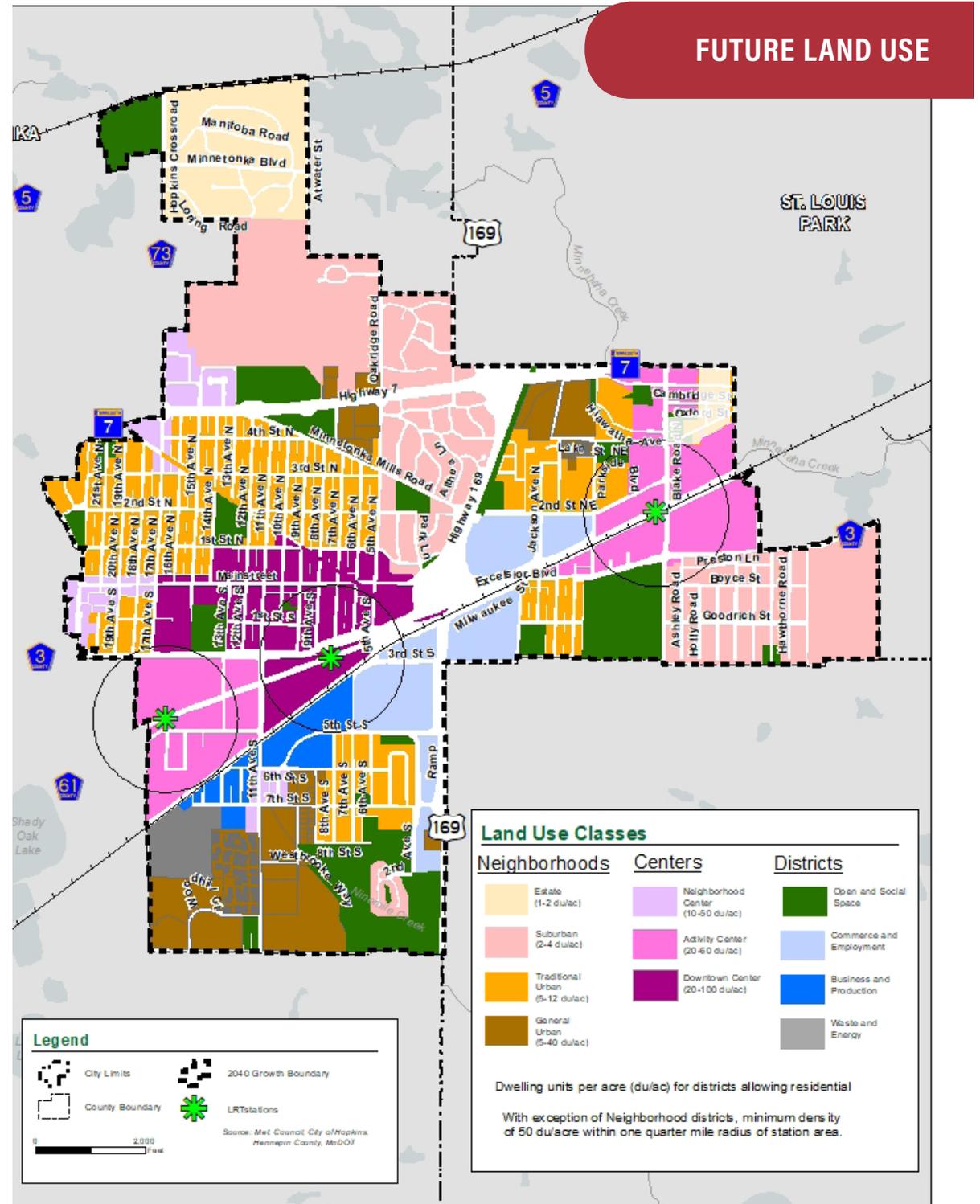


cultivate
HOPKINS
Rooted. Vibrant. Connected. Resilient.

PLACE-BASED CODING

GOALS

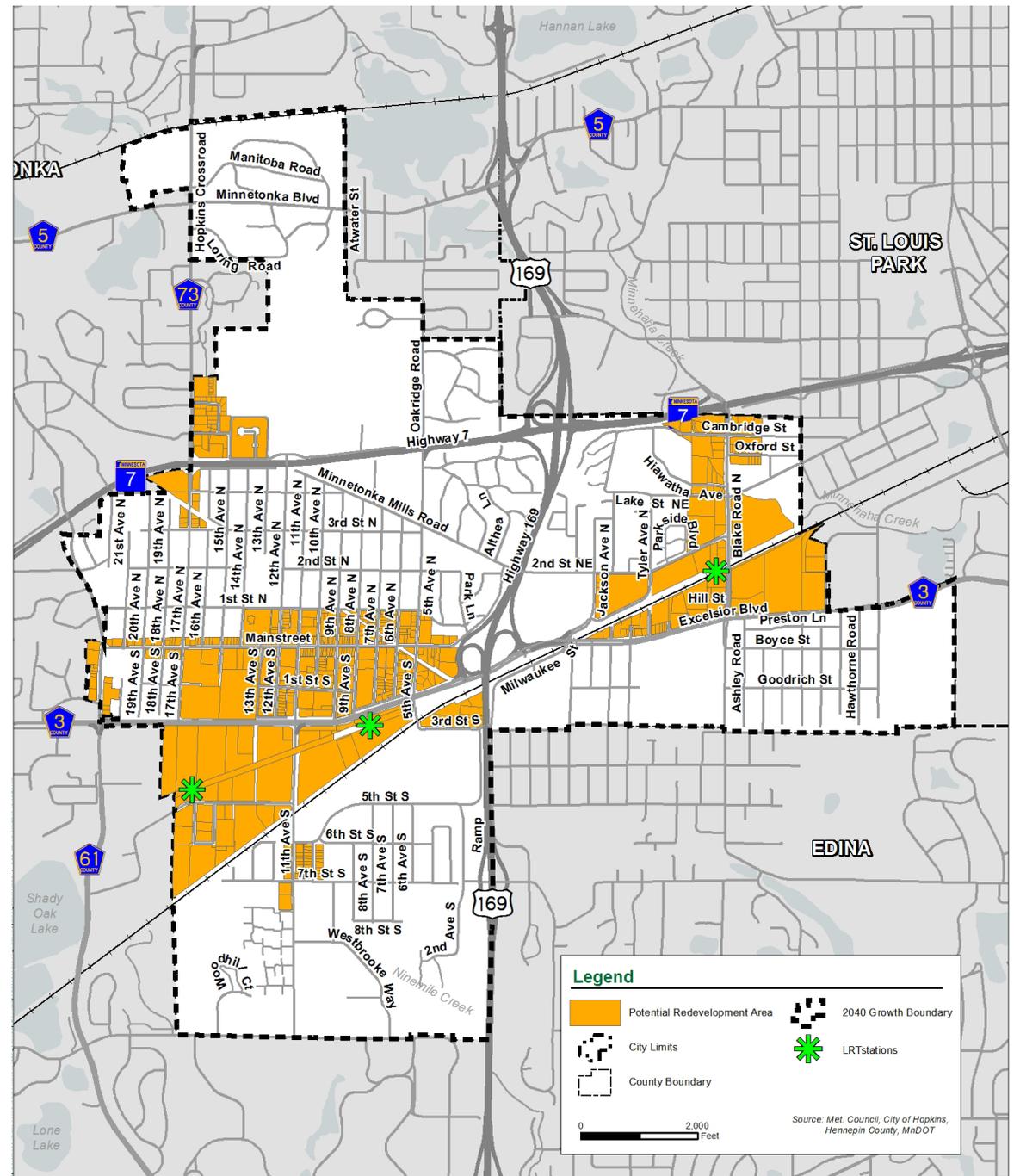
- Continue scale and character of existing neighborhoods
- Direct growth to mixed-use centers and employment districts
- Create mixed-use centers through the city to support livability and community vitality
- Maintain and diversify employment centers



PLACE-BASED CODING

REDEVELOPMENT AREAS

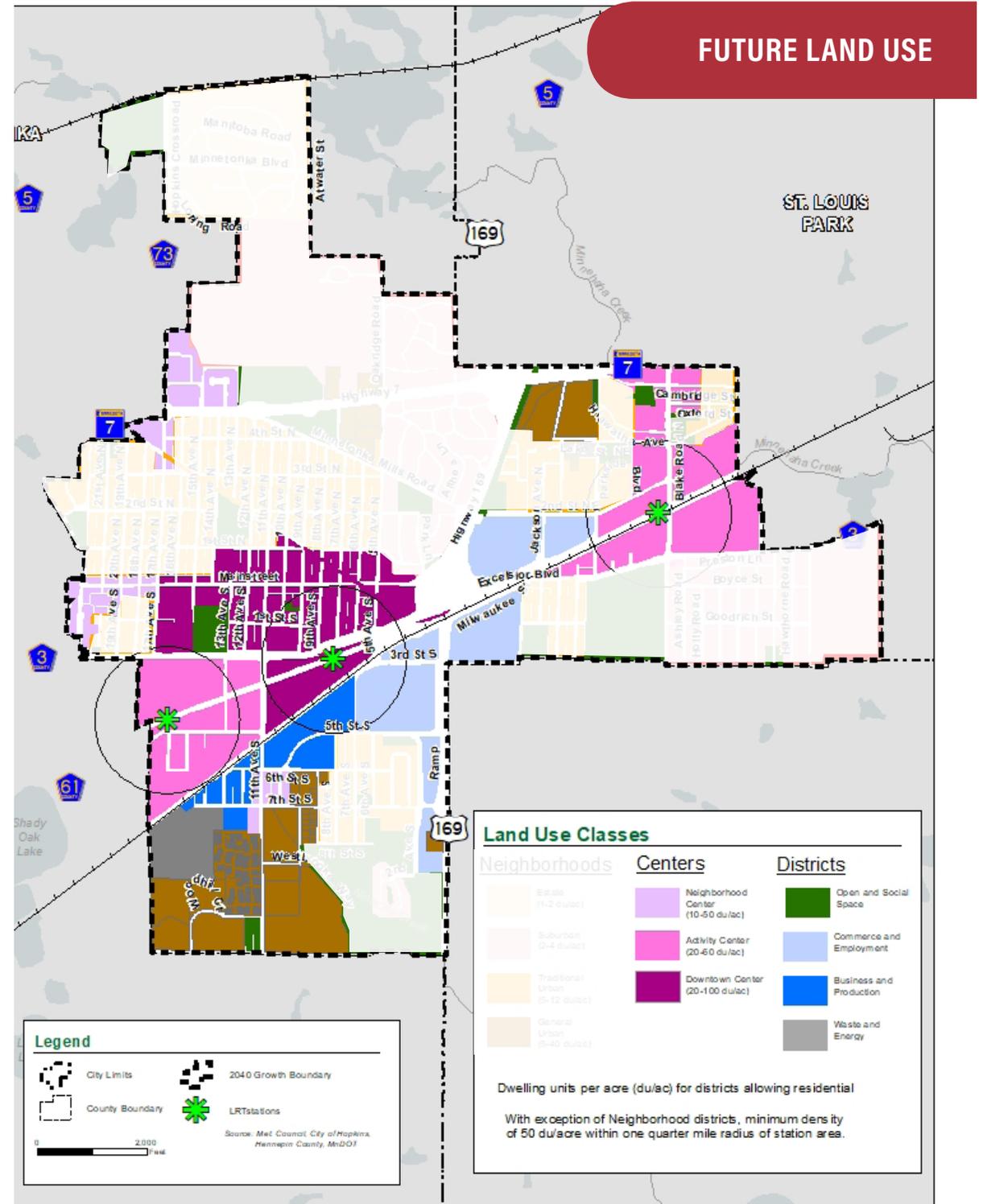
- Guided for higher density infill development
- Located along Green Line Extension transit station areas or otherwise served by transit
- Some underutilized sites



PLACE-BASED CODING

MIXED-USE CENTERS POLICIES

- Transit-oriented development
- High quality design
- Pedestrian-bicycle facilities
- Open space
- Transitions between lower density neighborhoods and mixed-use centers
- Uses such as arts and creative economy businesses, small local businesses in Centers
- Larger employers in Employment & Business Districts



PLACE-BASED CODING

URBAN DESIGN

- Compatibility and **QUALITY** of design in the Downtown and for infill
- Provide appropriate **TRANSITIONS** between developments
- **ORIENT** buildings to the street & sidewalk; manage vehicular access and parking design
- Encourage **COMMON SPACE** to enhance public realm



PLACE-BASED CODING **What is Mixed-Use?**

Vertical Mixed-Use

- A building or series of buildings
- Ground story retail
- Upper story residential or office
- Building is usually oriented to the sidewalk with walkable streetscape (on-street parking, street trees, wide, uninterrupted sidewalks)
- Should be in a contiguous district or node
- Implementation: building by building



PLACE-BASED CODING

What is Mixed-Use?

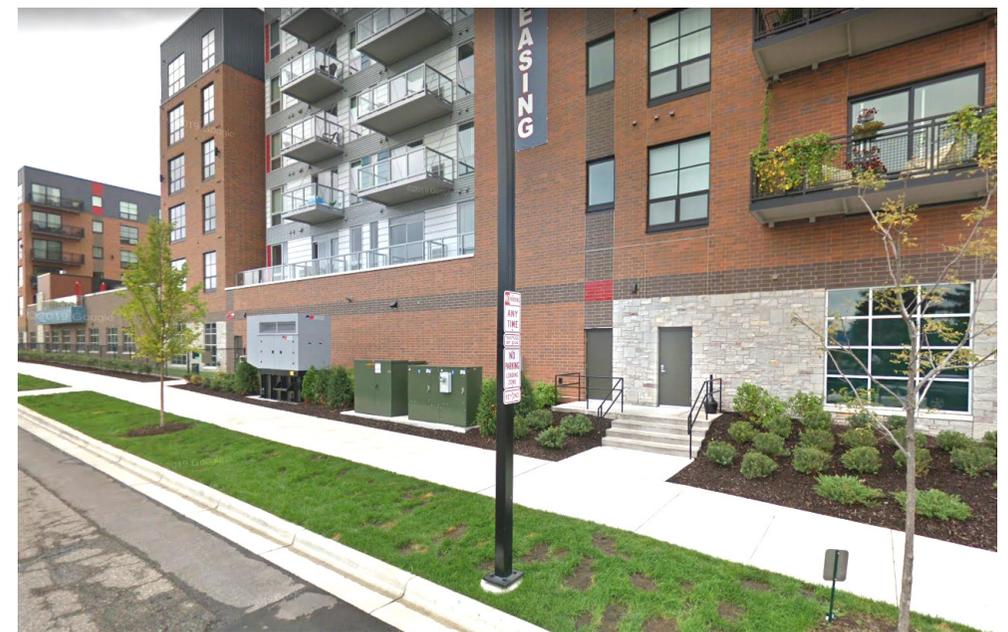
Horizontal Mixed-Use

- A series of multiple buildings
- Separate retail (or vertical mixed-use) building(s), residential building(s), office building(s)
- Can be organized around parking lots or could be in a walkable district/neighborhood
- Implementation: Master Plan on a larger site with new streets and blocks



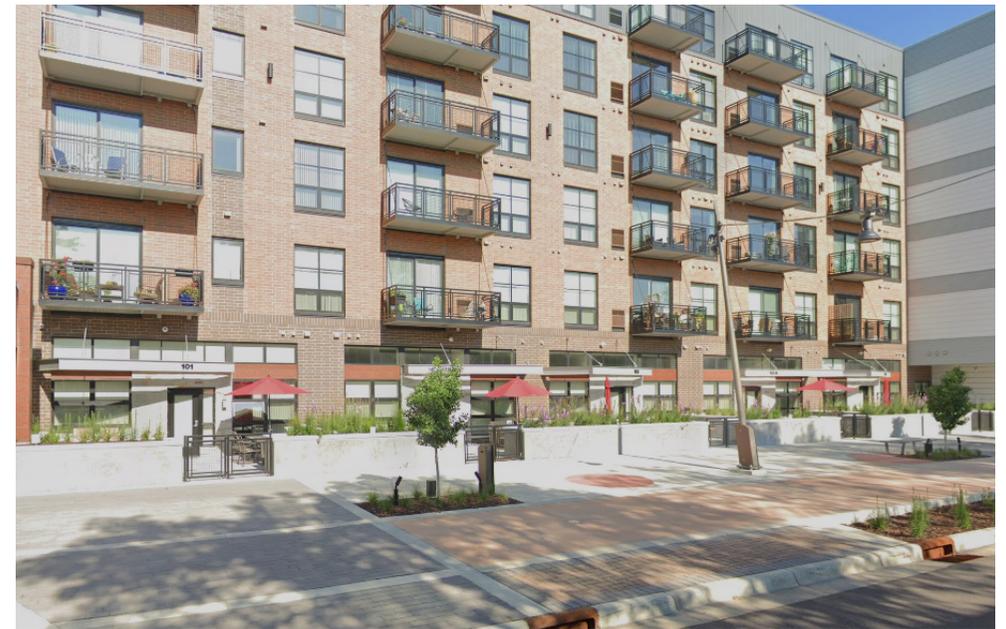
PLACE-BASED CODING

FRONT STREETS VS. SIDE STREETS



PLACE-BASED CODING

STOREFRONTS VS. NON-STOREFRONTS



PLACE-BASED CODING TRANSITIONS



The following site sections illustrate potential outcomes of heights and scale in the rear of a significantly sloped lot.

Study 1 illustrates measuring the maximum height from the front lot line at the High Street. This study also illustrates the ground story as a large blank wall out of scale with pedestrians and the context of the area.

GENERIC SITE STUDY 1



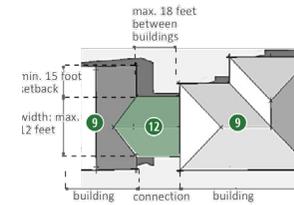
Study 2 illustrates measuring the maximum height across the whole site, never exceeding 2.5 stories. This study also illustrates stepping the ground story so that the buildings relate to the street they front on.

GENERIC SITE STUDY 2



Study 3 illustrates stepping the heights down further in relation to the residential buildings across the lane. This study also illustrates stepping the ground story so that the buildings relate to the street they front on.

GENERIC SITE STUDY 3

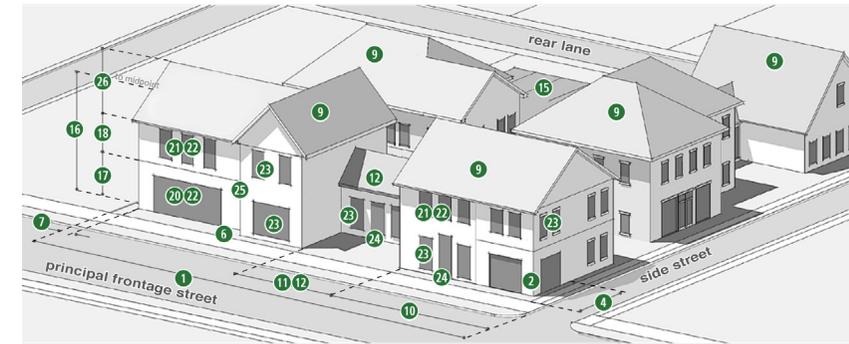


Enclosed Connections between Buildings

Note: Graphic figures are intended to illustrate one result of one or more of the general requirements and do not represent all requirements or actual development.



Building & Impervious Coverage



PLACE-BASED CODING MIXED-USE CENTERS

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62-216. Building Types Storefront Building Type

B. STOREFRONT BUILDING TYPE

Refer to Figure 62-216-1. Building Types by District Table and the Village's zoning map for permitted locations for the Storefront building type.

1. **Description & Intent.** The Storefront building type is a highly pedestrian-oriented, mixed-use building. Ground story storefront is required along all primary streets with retail sales, eating and drinking establishments, and a variety of service uses to provide activity. Upper story uses are highly flexible. Parking is in the rear and side yards, depending on the district.



Figure 62-216-4. Illustrate Note that each building requirements of the building type.

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VILLAGE OF BROOKFIELD STATION AREA DISTRICTS

62-216. Building Types Storefront Building Type

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2. **Requirements.** The following defines the requirements specific to this building type. Refer to 62-216.A and 62-216.H for requirements applicable to all building types.

	SA 1: Core Mixed Use	SA 2: Neighborhood Mixed Use	SA 3: Corridor Mixed Use	REFERENCES/ADDITIONAL REQUIREMENTS
BUILDING SITING Refer to Figure 62-216-5.				
1 Minimum Primary Frontage Build-to-Zone Coverage	95% required	80% required	60% required	Refer to NOTE a for courtyard allowance.
2 Primary Frontage Build-to-Zone	0' to 5'	0' to 15'	5' to 15'	Refer to Regulating Plans (Figure 62-215-1, Figure 62-215-2, and Figure 62-215-3) for location of primary and non-primary frontages.
3 Non-primary Frontage Build-to-Zone	0' to 10'	0' to 10'	0' to 20'	
4 Minimum Side Setback	0'; or minimum 5' if abutting other building type			
5 Minimum Rear Setback	10'; minimum 20' if abutting a district permitting residential on ground story; 0' if abutting an alley			
6 Maximum Site Impervious Coverage Additional Semi-Pervious Coverage	90% 10%	75% 10%	60% 40%	Refer to 62-215.G Definitions for semi-pervious coverage.
7 Surface or Accessory Parking	Rear yard only	Rear and limited side yard only	Rear, side yard, limited front & corner side yard	Refer to NOTE b for explanation of limited parking.
8 Refuse & Recycling, Utilities, & Loading Location	Rear yard only			Refer to 62-217.H Landscape Requirements for screening requirements.
9 Permitted Driveway Access Locations Permitted Garage Entrance Location	Alley only Rear or side facade			Refer to NOTE c for driveway access where there is no alley.
HEIGHT Refer to Figure 62-216-6.				
10 Overall: Minimum Height Maximum Height	2 stories 5 stories	2 stories 5 stories	1 stories 3 stories	Refer to NOTE b for step back requirement for buildings over 3 stories. Refer to 62-216.E for explanation of measurement.
11 Ground Story: Minimum Height Maximum Height	14' 18'	14' 16'	14' 22'	Stories are measured floor to floor. Refer to 62-216.E for explanation of measurement.
12 Upper Stories: Minimum Height Maximum Height	9' 12'	9' 12'	9' 12'	Stories are measured floor to floor. Refer to 62-216.E for explanation of measurement.

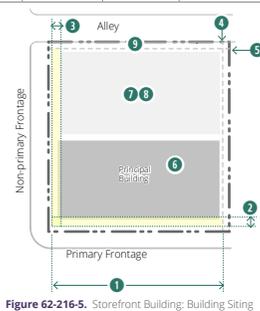


Figure 62-216-5. Storefront Building Building Siting

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	SA 1: Core Mixed Use	SA 2: Neighborhood Mixed Use
USES Refer to Figure 62-216-6.		
13 Primary Frontage Ground Story	Only commercial service, indoor entertainment, eating and drinking financial services, and retail sales	
14 Non-primary Frontage, All Upper Stories, & Basement	All permitted uses	
15 Parking within Building	Permitted fully in any basement stories	
16 Required Occupied Building Space	Minimum 20' deep on all full height primary street facade; not required	
FAÇADE & CAP REQUIREMENTS Refer to Figure 62-216-7.		
17 Primary Frontage Ground Story Façade Transparency	Minimum 70% measured between grade of adjacent sidewalk; blank required per 62-216.E	
18 Required Transparency Street Façades & Façades Visible from the Street	Minimum 15%, measured per street wall limitations required per 62-216.E	
19 Entrance Location & Number	Principal entrance required on primary frontage facade	
20 Entryway Configuration	Recessed between 3' and 8', maximum portion of the primary frontage facade	
21 Entrance/Ground Story Elevation	80% of entrances and the ground 1.5' of adjacent sidewalk elevation	
22 Ground Story Vertical Façade Divisions	One expression line per every 30'	
23 Horizontal Façade Divisions	One expression line within 3' of story and the bottom of any 5th story	
24 Permitted Cap Types	Parapet, pitched, flat; Maximum of 2 towers permitted facade, and 2 additional towers	

Figure 62-216-6. Storefront Building Section: Height & Use Requirements

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62-216. Building Types Storefront Building Type

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3. **Notes.** The following notes supplement the above requirements for the Storefront building type.
- Courtyards. One courtyard, maximum of 30% of facade width or 30 feet wide, whichever is less, may count towards the Minimum Primary Frontage Build-to-Zone Coverage.
 - Limited Parking. Limited Side Yard parking means one double or single loaded aisle, perpendicular to the street. Limited Front & Corner Side parking means head-in parking off the adjacent right-of-way. Refer to 62-217.H Landscape Requirements for screening requirements.
 - Driveways off Streets. If no alley exists or is required per the Regulating Plan, one driveway or garage entrance is permitted off non-primary street or facade. Refer to Figure 62-215-1, Regulating Plan: Congress Park Station Area, Figure 62-215-2, Regulating Plan: Brookfield Station Area, and Figure 62-215-3, Regulating Plan: Hollywood Station Area.
 - Stepped Back Stories. Refer to Figure 62-215-2, Regulating Plan: Brookfield Station Area for locations where buildings are required to step back stories above the third story. Stories above the third shall be stepped back a minimum of 12 feet from the front facade located in the build-to-zone. Refer to Figure 62-216-8. Examples of Upper Story Stepped Back Façade above the Third Story.



Figure 62-216-8. Examples of Upper Story Stepped Back Façade above the Third Story

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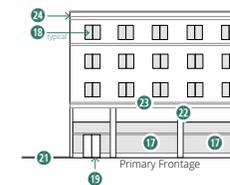
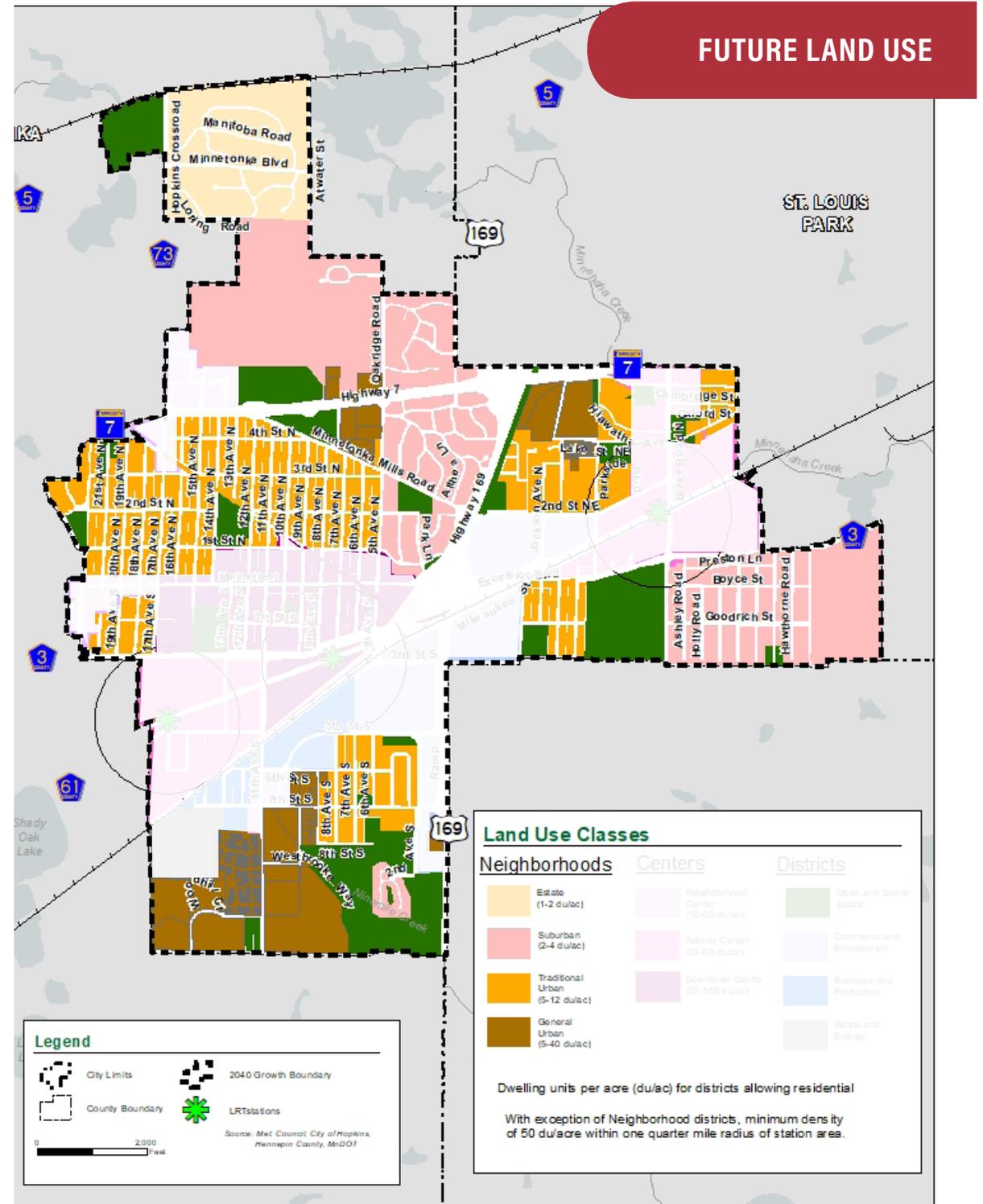


Figure 62-216-7. Storefront Building Elevation: Façade Design Requirements

PLACE-BASED CODING NEIGHBORHOODS

- Support and strengthen neighborhoods with reinvestment and appropriate infill
- Encourage the preservation & enhancement of single-family housing stock



PLACE-BASED CODING NEIGHBORHOODS



PLACE-BASED CODING NEIGHBORHOODS

ARTICLE II. RESIDENTIAL (R) DISTRICTS

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14-17 Detached House Building Regulations	2-2	14-23 Generally Applicable Regulations	2-14
14-18 Attached House Building Regulations	2-4		

14-13 General

The city's residential zoning districts are listed in Table 2-1. When this zoning ordinance refers to "residential" zoning districts or "R" zoning districts, it is referring to these districts.

TABLE 2-1 — RESIDENTIAL (R) DISTRICTS	
Symbol	Residential District Name
R1-85 ¹	Single-Dwelling Detached
R1-65	Single-Dwelling Detached
R1-50	Single-Dwelling Detached
R1A	Single-Dwelling Attached
R2	Two-Unit (Duplex)
RM-1 ²	Multi-Unit
RM-2 ³	Multi-Unit

14-14 District Descriptions

(1) General

Residential zoning districts are primarily intended to create, maintain and promote a variety of housing opportunities for individuals and households and to maintain and promote the desired physical character of existing and developing neighborhoods. While the districts primarily accommodate residential uses, some nonresidential (public and civic) uses are also allowed.

(2) R1, Single-Dwelling Detached Districts

The R1 (single-dwelling detached) districts are primarily intended to accommodate detached houses. The number suffix attached to R1 district names is a shorthand reference to the minimum lot width required for detached houses. When this ordinance refers to "R1" districts it is referring to all R1 districts.

1 Existing R-1
2 Existing R-3
3 Existing R-4

(3) R1A, Single-Dwelling Attached District

The R1A (single-dwelling attached) district is primarily intended to accommodate attached houses, duplexes and triplexes.

(4) R2, Two-Unit District

The R2 (two-unit) district is primarily intended to accommodate duplexes.

(5) RM, Multi-Unit Districts

The RM (multi-unit) districts are primarily intended to accommodate multi-unit residential buildings.

14-15 Allowed Uses

Uses are allowed in R districts in accordance with the use regulations of Article VII.

14-16 Allowed Building Types

(1) Allowed residential uses must occupy residential buildings, which are allowed in R districts in accordance with Table 2-2.

(2) Allowed public and civic uses must occupy civic buildings, which are allowed in R districts, as indicated in Table 2-2.

Building Type	Districts				Regulations
	R1	R1A	R2	RM	
● = permitted -- = prohibited					
RESIDENTIAL BUILDINGS					
Detached House	●	●	●	●	14-17
Attached House	--	●	●	●	14-18
Duplex	--	--	●	●	14-19
Multi (4+)-unit	--	--	--	●	14-20
Backyard Cottage	●	●	●	●	14-21
NONRESIDENTIAL BUILDINGS					
Civic Building	●	●	●	●	14-22

ARTICLE II RESIDENTIAL (R) DISTRICTS

14-18 Attached House Building Regulations

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14-18 Attached House Building Regulations

Attached houses are allowed in all R1A, R2 and RM districts, subject to compliance with the lot and building regulations of Table 2-4 (see also Figure 2-2).

TABLE 2-4 — ATTACHED HOUSES IN R DISTRICTS				
Regulation	R1A	R2	RM	
(1) Lot				
Minimum Lot Area (square feet)	2,000	2,000	2,000	
(2) Principal Building Siting				
Minimum Principal Building Setbacks (feet)				
Front	25	25	25	
Street Side	25	25	25	
Interior Side	10	10	6	
Rear	30	30	25	
(3) Principal Building Width				
Max. Building Width (attached units/feet)	8/180	8/180	10/220	
(4) Accessory Building Siting				
Allowed Location	Rear yard only			
Minimum Side and Rear Setbacks	Same as principal building [1]			
Minimum Building Separation	5 feet			
Maximum Building Coverage	50% of rear setback or 700 square feet, whichever is less			
(5) Maximum Building Height				
Principal Building (feet)	35	35	35	
Accessory Building (feet)	15 [2]	15 [2]	15 [2]	

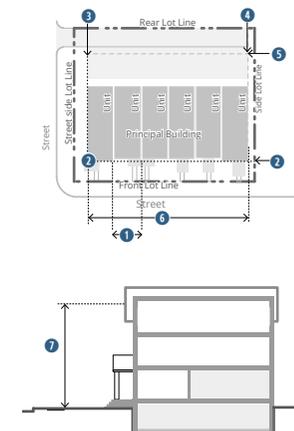
[1] Accessory buildings on reverse corner lots must provide minimum interior side setback from rear lot line.
[2] Not to exceed height of principal building.

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ARTICLE II RESIDENTIAL (R) DISTRICTS

14-18 Attached House Building Regulations

Figure 2-2. Attached House Building Regulations



ORGANIZATION & FORMAT

Chapter 1 | Introductory Provisions

districts

- Chapter 5 | Residential Districts
- Chapter 10 | Mixed-use Districts
- Chapter 15 | Office, Commercial, and Industrial Districts
- Chapter 20 | Overlay Districts
- Chapter 25 | Special Districts
- Chapter 30 | Legacy Districts

uses

- Chapter 35 | Building Types and Use Categories
- Chapter 40 | Supplemental Use and Building Regulations
- Chapter 45 | Accessory Uses and Structures
- Chapter 50 | Temporary Uses

standards

- Chapter 55 | Parking
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admin & procedures

- Chapter 70 | Review and Approval Procedures
- Chapter 75 | Administration
- Chapter 80 | Nonconformities
- Chapter 85 | Violations & Enforcement

reference

- Chapter 90 | Measurements
- Chapter 95 | Definitions

Illustrations

Hierarchical Layout

Navigation

Chapter 90 | Measurements
Section 90.080 | Setbacks

Figure 90-5: Rear Setback Measurement

Figure 90-6: Setbacks from Curvilinear Lot Lines

Figure 90-7: Setbacks from Multiple Rear Lot Lines

90.080-B Setbacks on Irregular Lots⁽¹⁾
Setbacks are measured from lot lines towards the center of the lot, as follows:

- Generally, setbacks are measured as set out in §§90.080-D.
- When lot lines are curvilinear, setbacks must be measured from the curvilinear lot line.
- When there are multiple rear lot lines, the rear setback must be measured from each of rear lot lines.
- When there is no rear lot line, the rear setback must be measured as a radial distance from the intersection of side lot lines at the rear of the lot.

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Section 70.010 Common Provisions

70.010-A Applicability
The common provisions of this section apply to all of the procedures in this chapter unless otherwise expressly stated.

70.010-B Review and Decision-making Authority (Summary Table)
Table 20-1 provides a summary of the review and approval procedures of this chapter. In the event of conflict between this summary table and the detailed procedures contained elsewhere in this chapter, the detailed procedures govern.

Table 20-1: Review and Decision-making Authority Summary Table

Procedure	Land Use Administrator	Preservation Commission	Planning Commission	Board of Adjustment	City Council	Hearing Notice
Zoning Code Text Amendments	R	-	-	-	DM	N
Zoning Map Amendments (Non-HP)	R	-	-	-	DM	N,M,P
Development Plans ⁽¹⁾	-	-	-	-	DM	N,M,P
Site Plans	DM[1]	-	-	-	-	-
Historic Preservation (HP) Zoning Map Amendments	R	R	-	-	DM	N,M,P
HP Permits	R	R	-	-	-	-
Written Interpretations	DM[1]	DM[1]	-	-	-	-
Special Exceptions	-	-	-	-	DM	N,M,PA
Variances	-	-	-	-	DM	N,M
Appeals of Administrative Decisions	-	-	-	-	DM	N,M

R = Review body (review and recommendation) | DM = Decision-making body (final decision to approve or deny)
 - = Public hearing required (hearing notice: N = Newspaper, M = Mail, P = Posting/Sign)
 [1] Unless alternative site plan review procedure/decision-maker is established by city council at time of development plan approval (see §10.020-C)
 [2] Preservation officer (staff) authorized to act on some applications (see §10.020-D)
 [3] Planning and development director authorized to issue written interpretations or delegate to development administrator or land use administrator.
 [4] Posting required only for §§85 requiring special exception approval

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Tables

PROCEDURES

TABLE 90-510-1 REVIEW & DECISION-MAKING

Procedure	CD	ZBA	PC	VB
Zoning Ord. Text Amendments	R	-	R*	DM*
Zoning Map Amendments	R	-	R*	DM*
Development Plans	R	-	R*	DM*
Site Plan Review				
Administrative Site Plan	DM	-	-	-
Public Hearing Site Plan	R	-	DM	-
Conditional Uses	R	-	R*	DM*
Variances	R	DM*	-	-
Appeals of Admin, Decisions	-	DM*	-	-
Zoning Permits and COs	DM	-	-	-

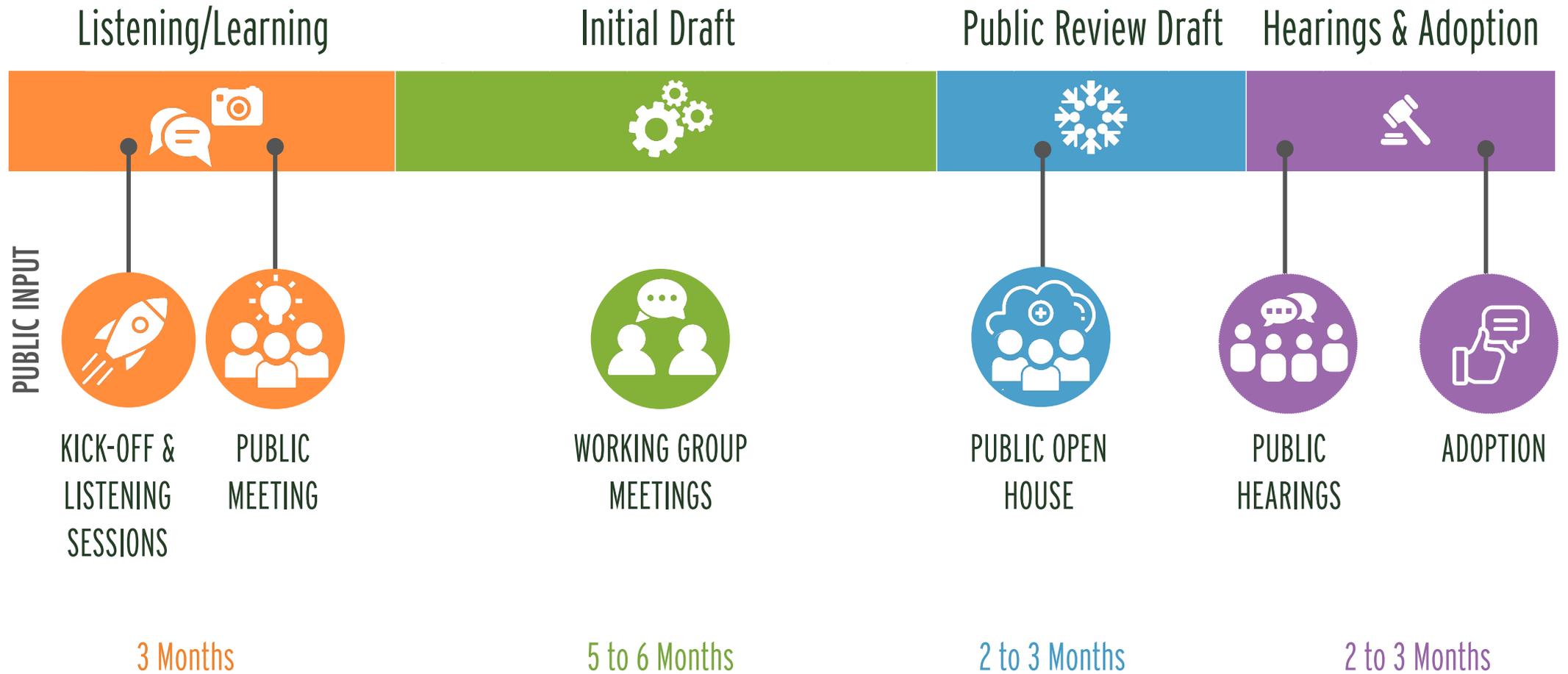
Table notes:

- R = review and recommendation
- DM = final decision-maker
- A = Appeals
- CD = community development director
- ZBA = zoning board of appeals
- P&Z = plan commission
- VB = village board
- * = public hearing

FIGURE 90-530-1 MAP AMENDMENTS



APPROACH



THANK YOU!

