

**CITY OF EDEN PRAIRIE
HENNEPIN COUNTY, MINNESOTA**

ORDINANCE NO. 15-2016

AN ORDINANCE OF THE CITY OF EDEN PRAIRIE, MINNESOTA, AMENDING CITY CODE CHAPTER 11 BY ADDING SECTION 11.26 RELATING TO TRANSIT ORIENTED DEVELOPMENT; AND ADOPTING BY REFERENCE CITY CODE CHAPTER 1 AND SECTION 11.99 WHICH, AMONG OTHER THINGS, CONTAIN PENALTY PROVISIONS.

THE CITY COUNCIL OF THE CITY OF EDEN PRAIRIE, MINNESOTA, ORDAINS:

Section 1. City Code Chapter 11 is amended by adding Section 11.26 as follows:

SECTION 11.26. TRANSIT ORIENTED DEVELOPMENT (TOD)

Subd. 1. Purposes.

The intent of the Transit Oriented Development (TOD) zoning ordinance is to provide for development of attractive, compact, pedestrian-friendly, high density, environmentally and economically sustainable, transit-oriented areas which allow a complementary mix of land uses. A TOD land use pattern supports transit system investments, optimizes development opportunities, and helps achieve many goals and policies outlined in the Eden Prairie Comprehensive Plan. To support the intent of Transit Oriented Development (TOD), the specific purposes of the TOD zoning districts are to:

- A. Promote high density development within convenient walking and biking distance of a transit station, including increased residential densities, employee densities, and non-residential floor area ratios (FARs);
- B. Accommodate a complementary mix of market-supportive land uses including residential, office, public (buildings, plazas, open spaces), light industrial, and where appropriate, select commercial uses;
- C. Ensure building and site design is oriented to public spaces – streets, sidewalks, plazas, open spaces, and the transit station – and emphasizes a pedestrian-friendly environment;
- D. Support an urban design pattern that encourages active living and healthy mobility choices, including walking, biking, riding scooters, and rollerblading, and other forms of pedestrian travel and includes accommodations for persons with disabilities to connect to transit;
- E. Promote strategies and designs that decrease parking needs and requirements, including compact/mixed-use development patterns, on-street parking, joint use parking, structured parking, access to transit and shuttle services, bike sharing, and car sharing;
- F. Incorporate public amenities such as parks and plazas, civic spaces, public art, landscaped streetscapes, benches, and sidewalks/trails that provide connections between development sites, transit, and the City’s overall sidewalk/trail network;
- G. Incorporate urban design principles that promote the safety and comfort of residents, employees, visitors, and transit riders;
- H. Promote high quality and aesthetically attractive building forms that contribute to a positive City image, help to identify the unique characteristics of the location, and enhance the streetscape environment for pedestrians, bicyclists, transit riders, and vehicular drivers; and
- I. Incorporate sustainability practices relating to building lifespan such as reuse and recycling of materials, energy and water efficiency, storm water management, and economic resilience through lower operating costs.

There are three (3) Transit Oriented Development (TOD) zoning districts:

- A. The TOD-Mixed Use (TOD-MU) district encourages high-density, mixed-use, and pedestrian-oriented development that supports transit usage.
- B. The TOD-Residential (TOD-R) district allows for moderate- to high-density residential development with some allowance for limited commercial uses.
- C. The TOD-Employment (TOD-E) district allows for moderate- to high-density office, light industrial and institutional development with some allowance for limited commercial uses.

The individual TOD district standards are described in Subdivision 4.

Subd. 2. Definitions.

- A. **Transit Oriented Development (TOD)** is commonly described as a community or development that mixes residential, office, commercial and open space, and allows for convenient or direct access to public transportation. The design of TOD is specifically influenced by transit and focuses on walkability and connections to other sites as well as transit.
- B. **10-Minute Walkshed** is the area surrounding each of an existing or planned commuter bus or light rail transit station that is accessible by walking within a 10-minute timeframe.
- C. **Commercial Ready** – a space constructed to meet a minimum ground floor height that accommodates retail/commercial use as established by City Code Chapter 11. The intent of Commercial Ready standard is to provide the flexibility to occupy ground floor space in accordance with market demand while allowing a future transition to retail/commercial uses as the market dictates.
- D. **Pilaster** is a shallow rectangular column placed on a building façade, typically as a decorative architectural element to provide articulation of the building façade.
- E. **Ornamental grillwork** is a decorative metal grate placed on a building façade to provide screening and architectural interest along a street front facade.
- F. **Stacked Building** is a multi-level structure comprised of single-floor or multi-floor units that are stacked vertically and connected with one or more shared entries. This building type is typically designed for residential, hospitality, or office uses.
- G. **Attached Building** is an individual structure on a parcel consisting of multiple similar units arranged side by side where each unit shares a common wall with the adjacent unit. All building entries are located at the ground level facing the primary street or facing a courtyard that is open to the street.
- H. **Flex Building** is a building designed to be versatile and may be used in combination with office, research and development, sales/showroom, industrial processing, distribution/warehousing, or high tech.
- I. **Liner Building** is a building designed to line the outside of a parking structure along a public street frontage with an active ground floor use. A liner building may also include active upper floors.
- J. **Building Break** –Include recesses in the building façade, material changes, or other methods of building articulation that break down the perceived scale of the building or create visual interest. Building breaks create the impression that one building is two or more buildings and improve the building’s overall composition and aesthetic.
- K. **Building Stepback** – A setback of a building’s upper floor(s) in order to reduce the building’s bulk, articulate the base of the building, ensure a more comfortable street environment, and provide light and air at street level.
- L. **Building Street Frontage** – The proportion of a lot’s frontage on a public street that is occupied by a building as measured at the required maximum front yard setback. Corner lots must meet maximum front yard setback requirements for both public street frontages.
- M. **Building Transparency** – Openings in the street-facing façade of a building which are transparent, including windows and doors that enable increased physical and/or visual interaction between street/sidewalk/plaza activities and a building’s interior uses and activities.
- N. **Drive-Thru Facilities** – Facilities that accommodate automobiles and from which the occupants of the automobiles may make purchases or transact business, including the stacking spaces needed for waiting

vehicles. Examples of drive-thru facilities include, but are not limited to, drive-up windows, menu boards, order boards or boxes, drive-in restaurants and drive-up banks.

- O. **Joint Use Parking** - A parking facility shared by two or more uses, tenants, or properties.
- P. **Mixed-Use Building** – A multi-story building that contains allowed retail and services on the ground floor and allowed residential and/or office uses on the upper floors.
- Q. **Neighborhood commercial** – Small scale retail stores and personal services primarily serving residential areas and nearby businesses and their employees and small scale specialty shops and services as further defined in the Comprehensive Plan.
- R. **Flex Space:** A use providing its occupants the flexibility of utilizing the space. Usually provides a configuration allowing a flexible amount of office or showroom space in combination with manufacturing, laboratory, warehouse distribution, etc.
- S. **Visitor Parking:** An off street, surface parking areas for motor vehicles that will be parked for short periods of time. Visitor parking does not include long term or all day employee parking or parking of delivery vehicles engaged in loading or unloading goods.
- T. **Public Open Space:** An area designated for use by the public such as a park, trail, sidewalk or plaza.

Subd. 3. Applicability.

A Transit-Oriented Development (TOD) district shall apply to property zoned under this Section. Such properties will generally be within a 10-minute walkshed (the area within a 10-minute walking distance, or roughly a half-mile) of an existing or planned commuter bus or light rail transit station consistent with the Comprehensive Guide Plan.

Nonconformities are governed under Minnesota Statutes 462.357, Subdivision 1.e as the same may be amended.

Development proposals will be reviewed as part of the Site Plan and Architectural Design Review and Planned Unit Development process set out in City Code Chapter 11.

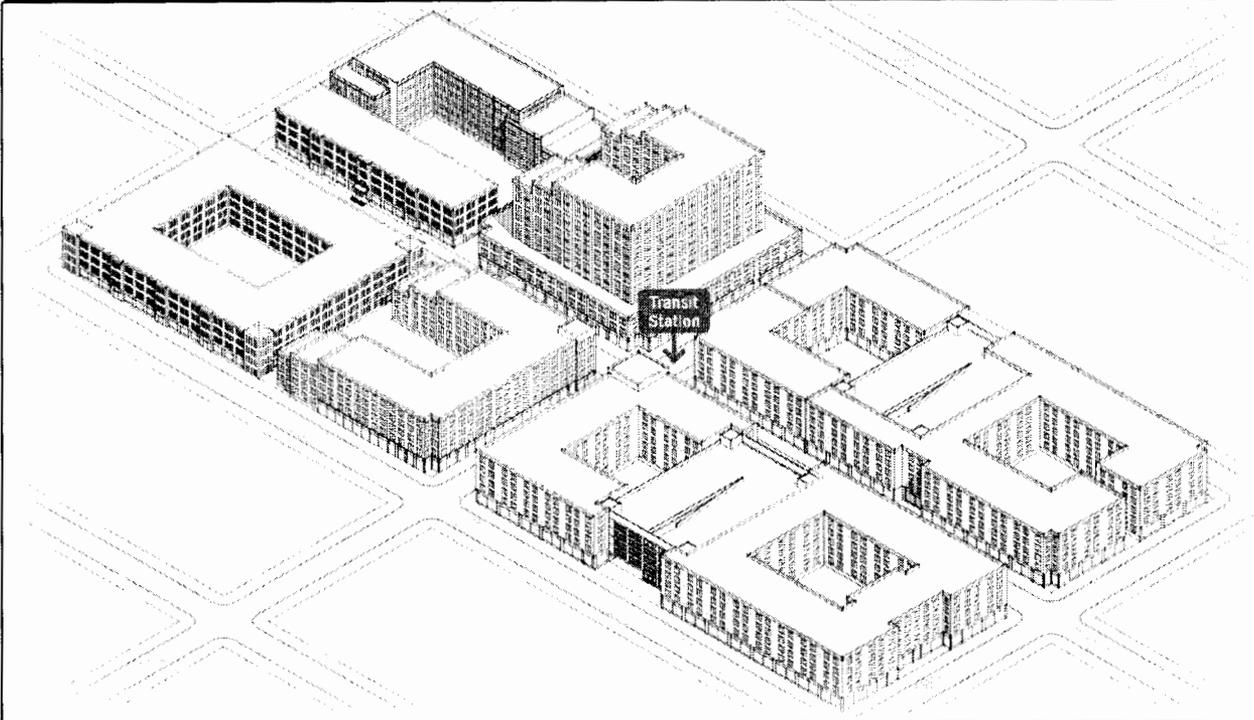
Subd. 4. District Development Standards.

The following tables and diagrams include development standards for each of the three TOD zoning districts and are intended to illustrate the desired character, form, and scale of development within each district. Additional standards and required conditions that apply across all of the TOD zoning districts are addressed in Subdivisions 5 through 9 of this section.

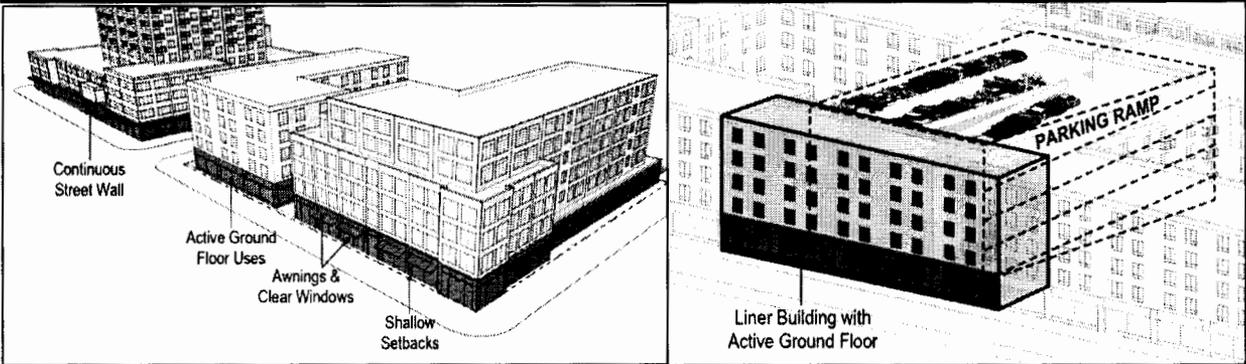
A. Development Standards: Transit Oriented Development - Mixed Use (TOD-MU)

STATEMENT OF POLICY: The TOD-Mixed Use (TOD-MU) district encourages high-density, mixed-use, and pedestrian-oriented development that supports transit usage. The TOD-MU district is intended to generally be applied closest to the transit station. Buildings are mid- to high-rise structures with active ground floor uses. A mix of office, residential, hotel, and institutional uses, along with ground floor shops, services, and restaurants encourage activity throughout the day, and provide residents, visitors, transit riders, and employees with amenities and services that support their day-to-day needs within convenient walking distance. The specific permitted uses are set forth below in the chart titled Permitted Uses-TOD-MU District. The diagrams set out below are intended to illustrate the application of the above statement of policy.

District Diagram - TOD MU District



Land Use Character and Built Form - TOD MU District



Built Form Description: The TOD MU district features a high-density development pattern with stacked mixed-use buildings. Requirements for street-fronted architecture, minimal setbacks, and active ground floor uses contribute to a more safe and walkable street environment. To that end, parking is predominantly provided in structured or underground parking and is located away from primary transit streets.

Permitted Uses – TOD-MU District

Permitted Uses

Performance Standards

<p>Commercial</p> <ul style="list-style-type: none"> - Neighborhood commercial - Restaurants and food service - Hotels/Hospitality/Lodging <p>Office</p> <ul style="list-style-type: none"> - Business and professional offices <p>Residential</p> <ul style="list-style-type: none"> - Multiple-Family Dwellings <p>Public</p> <ul style="list-style-type: none"> - Public facilities and services - Libraries - Parks - Transit facilities - Transit parking - Parking ramps <p>Public Infrastructure</p> <p>Antennas and Towers, in those locations and subject to the limitations contained in City Code Section 11.06</p>	<ol style="list-style-type: none"> 1. The ground floor in all buildings in the mixed use district shall be commercial along the primary transit street and commercial ready along the secondary transit street. 2. Drive-thrus are only allowed when the drive-thru lanes are internally located within the parking structure. 3. Neighborhood Commercial individual tenant space shall not exceed 10,000 sq. ft. in area with the exception of grocery stores, which shall not exceed 25,000 sq. ft. in area.
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Off-Street Vehicular Parking Standards – TOD-MU District

Use	# of spaces (min)	# of spaces (max)
Multiple-Family Residential	1/dwelling unit (d.u.)	1/ bedroom
Visitor (Residential)	None	1/5 dwellings
Retail Stores & Services	3/1,000 sq ft Gross Floor Area (G.F.A.)	5/1,000 sq ft (G.F.A.)
Restaurant	1/3 seats	1/2.5 seats
Office	3/1,000 sq ft (G.F.A.)	5/1000 sq ft (G.F.A.)
Hotel	1/guest room + 1/employee	None
Others	As determined by site plan review. A parking demand study may be required. Proof of parking may be included as part of a parking demand study	

Performance Standards

1. All off-street parking in the TOD-MU District shall be provided in an enclosed building or structure except as follows: residential visitor parking may be provided as surface parking behind buildings or on secondary transit streets as designated in the Comprehensive Guide Plan. Residential developments may provide for visitor parking through on-street and/or district/joint use parking when reviewed and approved through a Planned Unit Development.
2. The location and quantity of off-street parking will be reviewed on a case-by-case basis as part of the development review process. Off-street parking requirements may be reduced if the applicant can demonstrate meeting the requirement through joint use, district, off-site, or on-street See Subdivision 6 for more on off-street parking standards.
3. Parking ramps facing a public street must be lined on the street-facing side with an active ground floor use or commercial ready space. If no upper floor uses are present the ramp must be appropriately screened as required in

Subdivision 6.

4. For new development occurring within the TOD Districts, on-street parking along the use's lot frontage may count towards the parking requirements when reviewed and approved through a Planned Unit Development. This count shall be rounded to the nearest whole number.

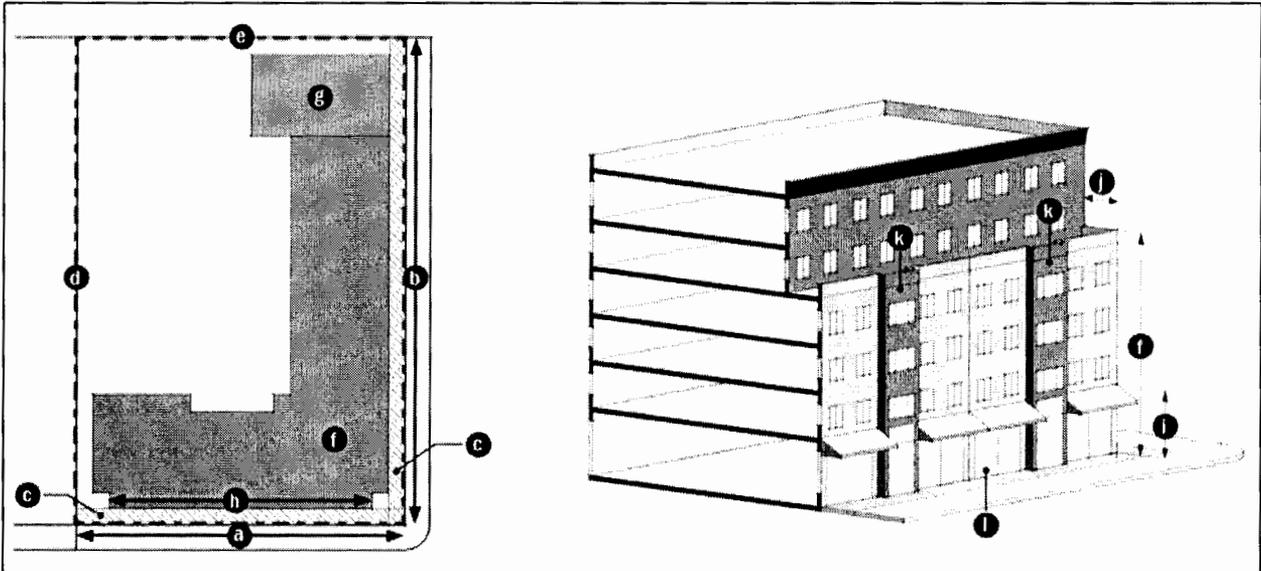


Diagram of Lot and Building Standards - TOD MU District

Density Standards - TOD MU District		Performance Standards.
Floor Area Ratio (FAR) ¹	1.5 min	
Residential Density	40 dwelling units/acre min	
Lot Standards - TOD MU District		
Lot Size	None	
(a) Lot Width	50 ft min	
(b) Lot Depth	100 ft min	
(c) Front Yard Setback (ft) ⁶	0 min; 10 max	
(d) Side Yard Setback (ft)	0 min	
(e) Rear Yard Setback (ft)	0 min	
(g) Usable Open Space ²	7%	
Impervious Surface Coverage	90% max	
Building Standards - TOD MU District		
(h) Street Frontage	75% min	

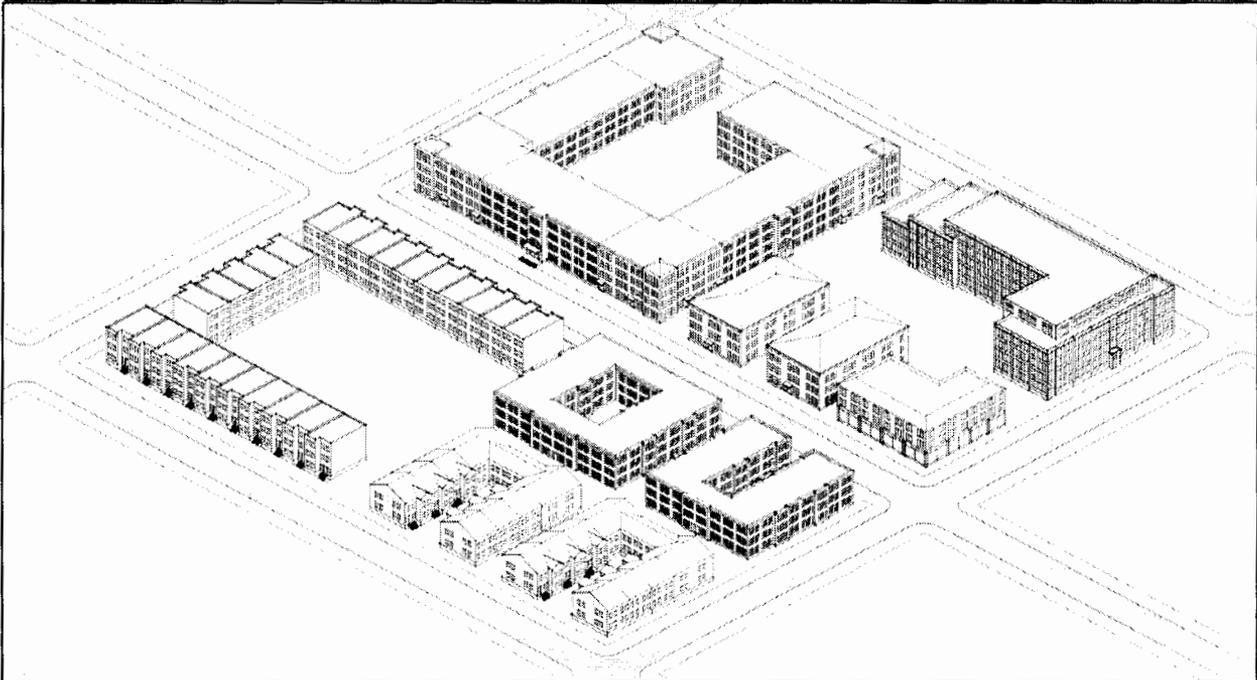
1. Parking structures shall not be included in calculation of number of floors and FAR.
2. The above diagram is intended to show the proportion of usable open space required, but not the exact location or distribution. See Subdivision 8 for more requirements on usable open space.
3. Buildings exceeding 40 feet in width along a street are required to incorporate articulation in street-facing façades. Articulation includes recesses in the building façade, material changes, or other methods of building articulation that break down the scale of large buildings and create visual interest.
4. Commercial Use ground floor windows facing a primary transit street shall not preclude visibility.
5. Within the Commercial Use all buildings shall have a primary entrance facing a public sidewalk or public open space. Building entrances must be provided at least every sixty (60) feet along the primary transit street-facing facade of the building.

(f) Total Height (# of floors) ¹	4 min, max limited by language in the Comprehensive Plan	6. Front Yard Setbacks may be increased if outdoor dining or usable open space is proposed as part of a Planned Unit Development. Notwithstanding the diagram awnings, decks, overhangs, stairs, steps, retaining walls and structures, signs, or bicycle parking, etc. shall not project into the public right of way.
(i) Ground Floor Height	12 ft min	
(j) Upper Floors Stepback (street facades only)	8 ft min (above 4 floors)	
(k) Façade Articulation (street facades only) ³	every 40 ft max	
(l) Ground Floor Transparency (street facades only) ⁴	60% min	
Entry Spacing ⁶	60 ft (applicable to Commercial Uses only)	

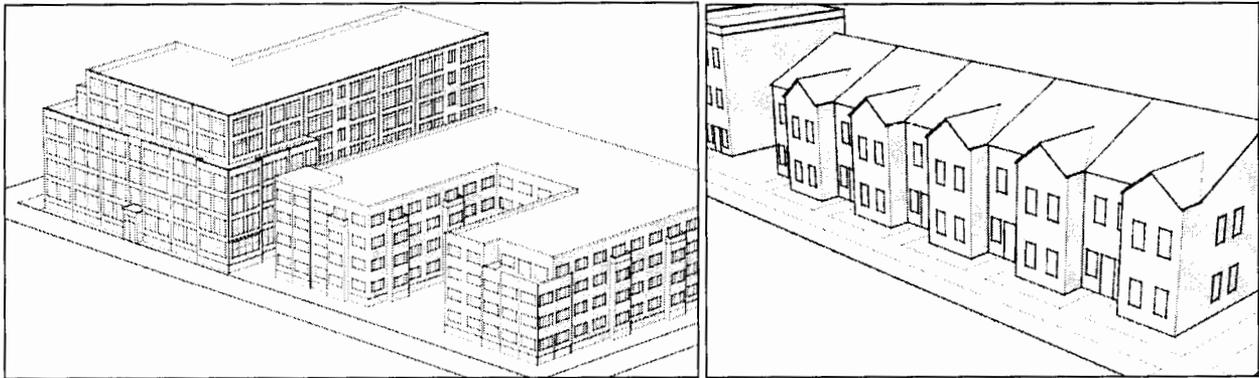
B. Development Standards: Transit Oriented Development - Residential (TOD-R)

STATEMENT OF POLICY: The Transit Oriented Development – Residential (TOD-R) district allows for a mix moderate to high-density housing, including stacked and attached residential building types, as well as limited mixed-use development. Land uses in the TOD-R district shall be residential with a small amount commercial uses (ground floor retail, services, and restaurants) that support the day-to-day needs of residents. The TOD-R district shall generally be applied farther out from the transit station and provides more latitude in density and street frontage requirements while still promoting transit-supportive densities and pedestrian-oriented urban design. The specific permitted uses are set forth below in the chart titled Permitted Uses-TOD-R District. The diagrams set out below are intended to illustrate the application of the above statement of policy.

District Diagram - TOD R District



Land Use Character and Built Form - TOD R District



District Diagram, Land Use Character and Built Form Description: The TOD-R district features stacked and attached residential building types, as well as mixed-use building with active ground-floor uses. Requirements for street-fronted architecture and structured parking contribute to a more safe and walkable street environment. Slightly deeper setbacks allow for additional landscaping, gardens, and small front or side yards. Street-facing architectural details such as porches, stoops, and balconies encourage social interaction and contribute to the safety and comfort of the public realm.

Permitted Uses – TOD-R District

Permitted Uses

Performance Standards

Commercial

- Neighborhood commercial
- Restaurants and food service

Office

- Business and professional offices

Residential

- Multiple-Family Dwellings

Public

- Libraries
- Parks
- Transit facilities
- Transit parking
- Parking ramps

Public Infrastructure

Antennas and Towers, in those locations and subject to the limitations contained in City Code Section 11.06

1. All commercial uses shall be limited to the street level floor of a building along primary transit streets.
2. Neighborhood Commercial individual tenant space shall not exceed 10,000 sq. ft. in area with the exception of grocery stores, which shall not exceed 25,000 sq. ft. in area.
3. Drive-thrus are only allowed when the drive-thru lanes are internally located within the parking structure.

Off-Street Vehicular Parking Standards – TOD-R District

Use

of spaces (min)

of spaces (max)

Multiple-Family Residential

1 per dwelling unit

1/ bedroom

Visitor (Residential)

None

1/5 dwellings

Retail Stores & Services

3/1,000 sq ft (G.F.A.)

5/1,000 sq ft(G.F. A.)

Restaurant

1/3 seats

1/2.5 seats

Office

3/1,000 sq ft (G.F.A.)

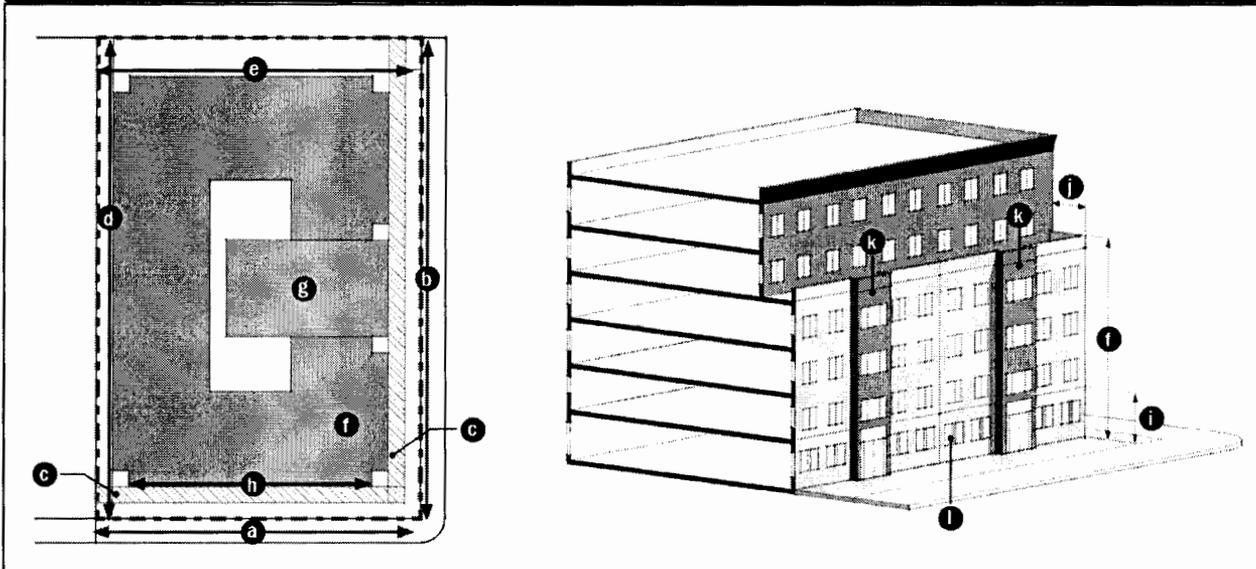
5/1000 sq ft

Other	As determined by site plan review. A parking demand study may be required. Proof of parking may be included as part of a parking demand study
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Performance Standards

1. All off-street parking in the TOD-R sub-district shall be provided in an enclosed building or structure except as follows: Residential visitor parking may be provided as surface parking behind buildings or on secondary transit streets as designated in the Comprehensive Guide Plan. Residential developments may provide for visitor parking through on-street and/or district/joint use parking when reviewed and approved through a Planned Unit Development.
2. The location and quantity of off-street parking will be reviewed on a case-by-case basis as part of the development review process. Off-street parking requirements can be reduced if the applicant can demonstrate meeting the requirement through joint use, district, off-site, or on-street parking. See Subdivision 6 for more on off-street parking standards.
3. Parking ramps facing a public street must be appropriately screened – as required in Subdivision 6.
4. For new development occurring within the TOD Districts, on-street parking along the use’s lot frontage may count towards the parking requirements if reviewed and approved through a Planned Unit Development. This count shall be rounded to the nearest whole number.

Diagram of Lot and Building Standards - TOD R District



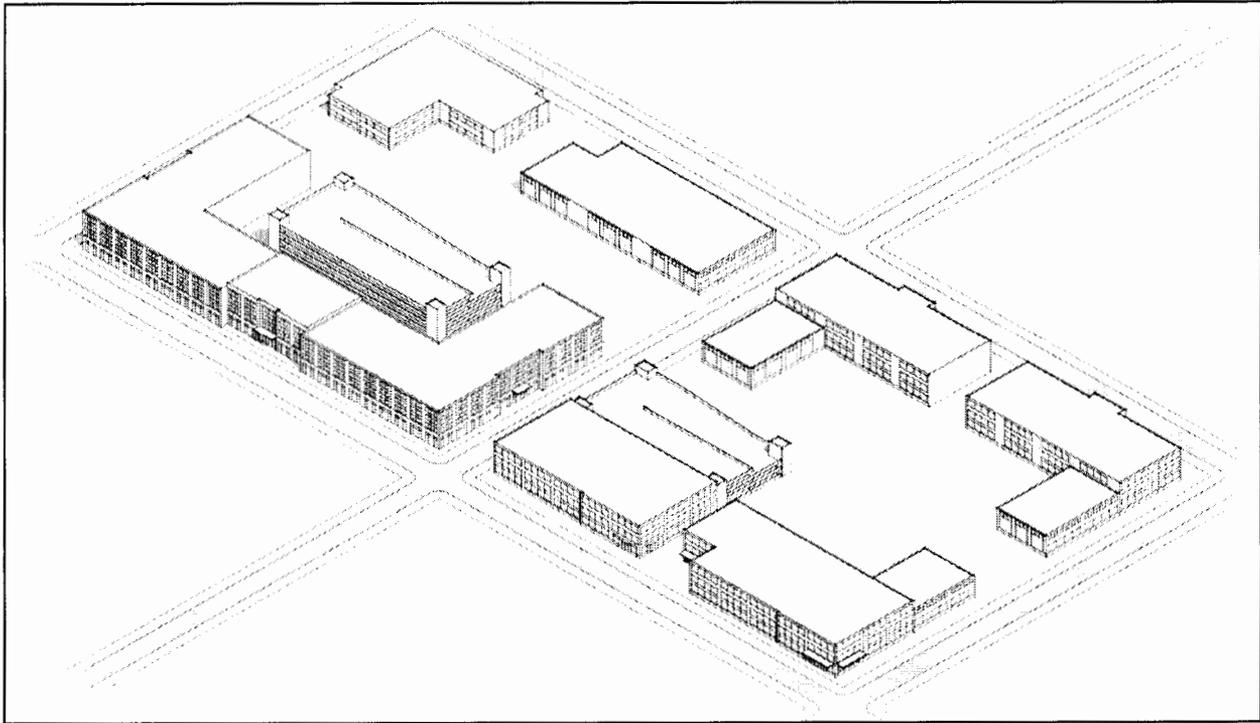
Density Standards - TOD R District		Performance Standards
Residential Density	25 dwelling units/acre min	1. Parking structures shall not be included in calculation of number of floors and FAR. 2. The above diagram is intended to show the proportion of usable open space required, but not the exact location or distribution. See Subdivision 8 for more requirements on usable open space.
Lot Standards - TOD R District		
Lot Size	None	
(a) Lot Width	50 ft min	

(b) Lot Depth	100 ft min	<p>3. Buildings exceeding 30 feet in width along a street are required to incorporate articulation in street-facing façades. Articulation includes recesses in the building façade, material changes, or other methods of building articulation that break down the scale of large buildings and create visual interest.</p> <p>4. Commercial Use ground floor windows facing a primary transit street shall not preclude visibility.</p> <p>5. Within the Commercial Use all buildings shall have a primary entrance facing a public sidewalk or public open space. Building entrances must be provided at least every sixty (60) feet along the primary transit street-facing facade of the building.</p> <p>6. Front Yard Setbacks may be increased if outdoor dining or usable open space is proposed as part of a Planned Unit Development. Notwithstanding the diagram awnings, decks, overhangs, stairs, steps, retaining walls and structures, signs, or bicycle parking, etc. shall not project into the public right of way.</p>
(c) Front Yard Setback (ft) ⁶	0min; 20 max	
(d) Side Yard Setback (ft)	10 min	
(e) Rear Yard Setback (ft)	20 min	
(g) Usable Open Space ²	10%	
Impervious Surface Coverage	75% max	
Building Standards - TOD R District		
(h) Street Frontage	60% min	
(f) Total Height (# of floors) ¹	2 min, max is limited by language in the Comprehensive Plan	
(i) Ground Floor Height	10 ft min	
(j) Upper Floors Stepback (street facades only)	8 ft min (a building step back is required above 4 floors and encouraged below 4 floors)	
(k) Façade Articulation (street facades only) ³	Every 30 feet	
(l) Ground Floor Transparency (street facades only) ⁴	40% min	
Entry Spacing ⁵	60 ft (applicable to Commercial Uses only)	

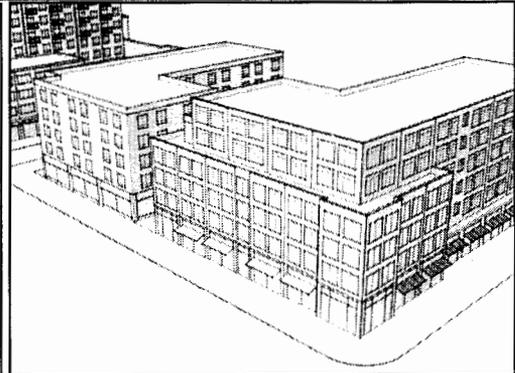
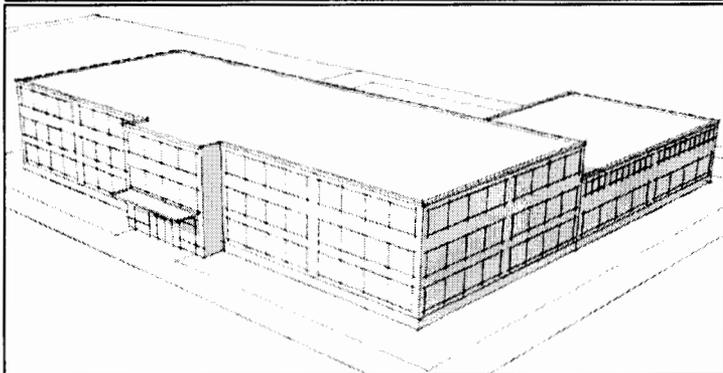
C. Development Standards: Transit Oriented Development - Employment (TOD-E)

STATEMENT OF POLICY: The Transit Oriented Development – Employment (TOD-E) district allows for a mix of moderate- to high-density office, light industrial and institutional development with some allowance for limited commercial uses. The TOD-E district allows stacked office and mixed use buildings as well as multi-story flex buildings that can accommodate a range of living wage employment opportunities at higher densities. Retail, services, and showrooms are allowed in the district but limited to smaller scale businesses that support the needs of district employees or complement existing light industrial or office uses. The TOD-E district would generally be applied farther out from the transit station and provide more latitude in density and street frontage requirements while still promoting transit-supportive densities and pedestrian-oriented urban design. The diagrams set out below are intended to illustrate the application of the above statement of policy.

District Diagram - TOD E District



Land Use Character and Built Form - TOD E District



District Diagram, Land Use Character and Built Form Description: The TOD-E district features stacked office and mixed use buildings, as well as multistory flex buildings. Requirements for street-fronted architecture contribute to a more safe and walkable street environment. Slightly deeper setbacks allow for additional landscaping, plazas, and other types of open space. Street adjacent features such as a canopy, awnings, plazas, and courtyards create a safe and welcoming environment.

Permitted Uses – TOD-E District	
Permitted Uses	Performance Standards

<p>Commercial</p> <ul style="list-style-type: none"> - Neighborhood commercial - Restaurants and food service <p>Office</p> <ul style="list-style-type: none"> - Business and professional offices <p>Light Industrial</p> <ul style="list-style-type: none"> - Manufacturing - Research and design - Wholesale - Processing - Packaging - Showroom - Assembling - Compounding - Flex space - Live/work space such as artist lofts <p>Public</p> <ul style="list-style-type: none"> - Public facilities and services - Libraries - Parks - Transit facilities - Transit parking - Parking ramps <p>Public Infrastructure</p> <p>Antennas and Towers, in those locations and subject to the limitations contained in City Code Section 11.06</p>	<ol style="list-style-type: none"> 1. The ground floor in all buildings in the TOD-E district shall be commercial ready along the primary transit street. 2. Neighborhood Commercial individual tenant space shall not exceed 10,000 sq. ft. in area with the exception of grocery stores, which shall not exceed 25,000 sq. ft. in area. 3. Drive-thrus are only allowed when the drive-thru lanes are internally located within the parking structure. 4. Warehouse and Distribution shall be permitted in the Light Industrial district as an accessory use. Warehouse and Distribution shall not exceed 15% of the Gross Floor Area of a structure.
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Off-Street Vehicular Parking Standards – TOD-E District		
Use	# of spaces (min)	# of spaces (max)
Retail Stores & Services	3/1,000 sq ft (G.F. A.)	5/1,000 sq ft (G.F. A.)
Restaurant	1/3 seats	1/2.5 seats
Office	3/1,000 sq ft (G.F. A.)	5/1000 sq ft (G.F. A.)
Others	As determined by site plan review. A parking demand study may be required. Proof of parking may be included as part of a parking demand study	
Performance Standards		

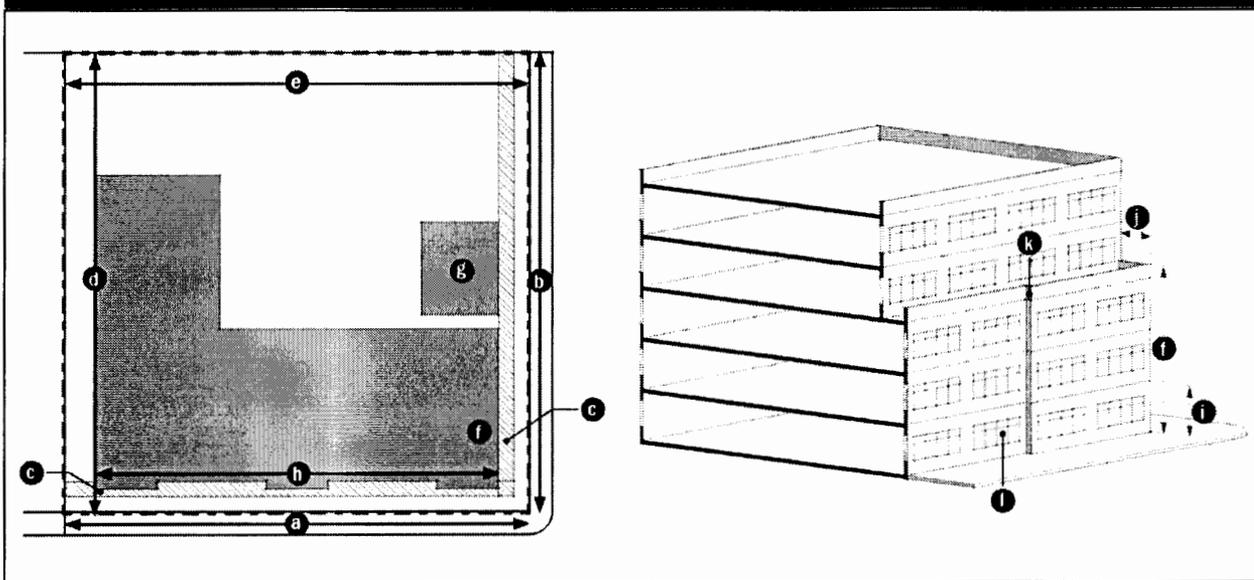
1. All off-street parking in the TOD-E District shall be provided in an enclosed building or structure except as follows: visitor parking may be provided as surface parking behind buildings or on secondary transit streets as designated in the Comprehensive Guide Plan. Developments may provide for visitor parking through on-street and/or district/joint use parking when reviewed and approved through a Planned Unit Development.

2. The location and quantity of off-street parking will be reviewed on a case-by-case basis as part of the development review process. Off-street parking requirements can be reduced if the applicant can demonstrate meeting the requirement through joint use, district, off-site, or on-street parking. See Subdivision 6 for more on off-street parking standards.

3. Parking ramps facing a public street must be appropriately screened as required in Subdivision 6.

4. For new development occurring within the TOD Districts, on-street parking along the use's lot frontage may count towards the parking requirements when reviewed and approved through a Planned Unit Development. This count shall be rounded to the nearest whole number.

Diagram of Lot and Building Standards - TOD E District



Density Standards - TOD E District		Performance Standards
Floor Area Ratio (FAR) ¹	.5 min	
Lot Standards - TOD E District		<p>1. Parking structures shall not be included in calculation of number of floors and FAR.</p> <p>2. The above diagram is intended to show the proportion of usable open space required, but not the exact location or distribution. See Subdivision 8 for more requirements on usable open space.</p> <p>3. Buildings exceeding 50 feet in width along a street are required to incorporate articulation in street-facing façades. Articulation includes recesses in the building façade, material changes, or other methods</p>
Lot Size	None	
(a) Lot Width	100 ft min	
(b) Lot Depth	100 ft min	
(c) Front Yard Setback (ft) ⁶	0 min; 20 max	
(d) Side Yard Setback (ft)	20 min	

(e) Rear Yard Setback (ft)	20 min	<p>of building articulation that break down the scale of large buildings and create visual interest.</p> <p>4. Commercial Use ground floor windows facing a primary transit street shall not preclude visibility.</p> <p>5. Within the Commercial Use all buildings shall have a primary entrance facing a public sidewalk or public open space. Building entrances must be provided at least every sixty (60) feet along the primary transit street-facing facade of the building.</p> <p>6. Front Yard Setbacks may be increased if outdoor dining or usable open space is proposed as part of a Planned Unit Development. Notwithstanding the diagram awnings, decks, overhangs, stairs, steps, retaining walls and structures, signs, or bicycle parking, etc. shall not project into the public right of way.</p>
(g) Usable Open Space ²	5%	
Impervious Surface Coverage	75% max	
Building Standards - TOD E District		
(h) Street Frontage	60% min	
(f) Total Height (# of floors) ¹	2 min , max is limited by language in the Comprehensive Plan	
(i) Ground Floor Height	10 ft min	
(j) Upper Floors Stepback (street facades only)	8 ft min (a building step back is required above 4 floors and encouraged below 4 floors)	
(k) Façade Articulation (street facades only) ³	Every 50 feet	
(l) Ground Floor Transparency (street facades only) ⁴	60% min	
Entry Spacing ⁵	60 ft (applicable to Commercial Uses only)	

Subd. 5. Building Standards.

All buildings shall provide pedestrian-oriented design features along streets, sidewalks, pedestrian ways, and pedestrian areas. Buildings and developments shall comply with the following standards for building design and pedestrian orientation:

- A. Buildings shall have a primary entrance facing a public sidewalk or public open space.
- B. Primary building entrances shall be architecturally emphasized and highly visible from the street, sidewalk, or pedestrian way, utilizing design features such as protruding or recessed entryways, awnings, canopies, pillars, unique building materials and/or architectural details. Residential buildings shall incorporate elements such as porches, stoops, and balconies that enhance the safety and comfort of the public realm.
- C. Buildings are required to incorporate articulation in street-facing façades that improves the building’s overall composition and aesthetic, and contributes to a more aesthetically and visually interesting and walkable street environment. Articulation includes recesses in the building façade, material changes, or other methods of building articulation that break down the perceived scale of the building or create visual interest.

Subd. 6. Off-Street Vehicle Parking Standards

- A. Parking structures shall be located behind buildings or located along secondary streets.
- B. Parking structure facades visible from public streets and public open space shall architecturally complement the building or buildings the parking structure serves through the use of exterior materials, architectural elements, and color. Parking structures shall include architectural elements that enhance the structure, break up its mass, and complement the building or buildings the parking structure serves. Examples of specific architectural elements that assist in meeting this requirement include decorative piers and pilasters, banding, reveals,

architectural accents, wall plane articulation, decorative artwork, ornamental grillwork, recessed window openings, façade treatment variations, and locating tenant signs on the side of parking ramps.

- C. Parking structures may also incorporate liner buildings that screen the parking structure with active street-level uses. Liner building may include upper floor uses, or may utilize appropriate architectural elements as described above.

Subd. 7. Pedestrian and Off-Street Bicycle Facility Standards.

- A. Public sidewalks and/or trails may be required to be constructed by the applicant in conformance with the Comprehensive Guide Plan and/or approved City Pedestrian and Bicycle plan. Design shall conform to the requirements of the City Engineer, Parks and Recreation Director or designee.
- B. An off-street sidewalk or multi-use trail shall be provided by the applicant that connects the front door of the building to adjacent public sidewalks or trails that are either existing or part of an approved city trail plan or CIP.
- C. Off-Street Bicycle parking shall be provided at the following ratios at the time of initial certificate of occupancy or enlargement of a structure:

1. Office - minimum of 10 spaces, plus 1 space per 7,500 square feet of gross floor area.
2. Commercial – minimum of 10 spaces, plus 1 space per 3,500 square feet of gross floor area.
3. Public—minimum of 10 spaces, plus 1 space per 3,500 square feet of gross floor area.
4. Light Industrial – minimum of 10 spaces, plus 1 space per 10,000 square feet of gross floor area.
5. Residential - 1 space per 2 dwelling units.

D. **Location.** Bicycle parking shall be located within 50 feet of the primary building entrance(s) and shall not obstruct sidewalks except as approved through a shared bicycle plan as referenced in Sub. 6. G.

E. Bicycle racks shall be securely anchored to the ground and on a hard surface. Up to 25 percent of bicycle parking may be temporary or seasonal, but all temporary or seasonal bicycle parking shall be included within the proof of bicycle parking plan.

F. **Covered spaces.** If twenty (20) or more bicycle spaces are required, then at least fifty (50) percent of the required bicycle spaces shall be covered. Coverage may be provided under roof overhangs or awnings, in bicycle lockers, indoor room, fenced in corral, within adjacent parking structures, or within underground parking structures.

G. **Shared Bicycle Parking.** Shared off-street bicycle parking facilities are allowed to collectively provide bicycle parking in any district for more than one structure or use. The property owner or applicant shall demonstrate meeting the requirement through a joint use, district or shared parking agreement.

H. **Proof of Bicycle Parking.** If it is demonstrated that the required bicycle parking is in excess of the actual demand, all of the required bicycle parking need not be constructed initially. The area of future parking shall be landscaped, but that landscaping shall not be used to satisfy landscaping requirements. Any spaces not constructed, as shown on the site plan, shall be constructed when determined necessary by the City Planner (or designee). The City Planner (or designee) shall notify the property owner in writing of the need to construct additional proof of bicycle parking spaces.

No more than 50 percent of bicycle parking stalls shall be placed in proof of bicycle parking.

Subd. 8. Landscaping and Open Space Standards.

- A. All sites and buildings within the TOD district shall comply with Screening and Landscaping standards established in Section 11.03 Subd 3(G) of Chapter 11 of the City Code, except for Items 4. (a). Minimum Size Requirements for Plantings and 4. (b) Total Caliper Inches Required. The following standards apply within the TOD district in lieu of said Items 4.(a) and 4.(b):

1. **Minimum Size Requirements for Plantings:** Deciduous overstory plantings shall be a minimum of three (3) caliper inches; deciduous understory trees shall be a minimum of two (2) caliper inches; and coniferous trees shall be a minimum of eight (8) feet in height.
 2. **Total Caliper Inches Required:** Sites with up to 5 acres of on-site pervious area require a minimum of three (3) caliper inches of trees for every 500 square feet of the on-site pervious surface area. Sites with 5 acres or greater of on-site pervious area require a minimum of three (3) caliper inches of trees for every 750 square feet of the on-site pervious area. Pervious pavement areas, green roofs, and undevelopable areas including but not limited to: wetlands, floodways, archeological resource areas, and water bodies are excluded from the on-site pervious surface area calculation.
 3. **Planting beds and/or decorative planting containers** may replace up to 50% of the required caliper inches for trees at a rate of three (3) caliper inches of trees per 500 square feet of cumulative planting beds and/or decorative planting containers.
 4. **Planting Beds and/or Decorative Planting Containers:** Each planting bed or container shall include a variety of plants which may include shrubs, ornamental grasses, ground cover, vines, annuals, or perennials to provide year round color and interest. Native plant species to the local hardiness zone and those which provide interest and/or color in the winter are encouraged.
 5. Existing trees on the developable portions of the site that will remain after construction and/or existing trees on the overall site that provide benefits such as screening may be considered as counting toward a portion of the caliper inches required by this section as determined through the PUD process. Any existing trees proposing to remain shall be determined to be healthy and of the appropriate species as determined by the City.
 6. Eco-grass, green roofs, rooftop gardens, limiting irrigation through exerscaping and rainwater collection and reuse, public art, and other sustainable practices related to landscaping may be considered as counting toward a portion of the caliper inches required by this section as determined through the PUD process.
- B. Due to the urban character of the TOD District, less landscaping space will be available typically than in other zoning districts. Therefore a higher level of landscaping design detail is required for the concentrated open space, pervious surface areas, plazas, planters, screening areas and streetscape areas. Examples of a higher level of landscaping design include rooftop gardens and green roofs, both of which are encouraged. A detailed landscape plan prepared by a landscape architect shall be submitted with the development application. Other privately owned amenities are encouraged, such as plazas, courtyards, fountains, outdoor art, roof top gardens and green roofs, and other decorative elements.
- C. The following privately owned and maintained Usable Open Space forms are permitted to meet the requirements for usable outdoor open space:
1. **Pocket Park:** A Pocket Park is an open space of no less than .05 acres in size that is available for recreation. A Pocket Park may be spatially defined by landscaping rather than building frontages and may be linear in form or shape. A pocket park may consist of a landscaped and maintained lawn, trees, and seating areas that are naturalistically disposed.
 2. **Square:** An open space available for passive recreation and civic purposes. A Square Usable open Space is spatially defined by building frontages. Its landscape shall consist of paths, lawns, trees, hardscape, and public art formally disposed. Square Usable Open Spaces shall be located at the intersection of important main streets. There shall be no minimum size for a square.
 3. **Plaza:** An open space available for public use, community events, and/or commercial activities. A Plaza Usable Open Space shall be spatially defined by building frontages. Its landscape shall consist primarily of hardscape, plantings, public art, and trees. There shall be no minimum size for a Plaza.

4. Play Area: An open space designed and equipped for the recreation of children. A Play Area shall be fenced and may include an open shelter. Play areas shall be interspersed within residential or mixed use areas and may be placed within a block. Play areas may be included within parks and greens. There shall be no minimum or maximum size.
 5. Pedestrian way: Natural or landscaped walking paths and running trails.
- D. The following shall not constitute Useable Open Space: landscape strips or enlargements/enhancements of landscaping areas adjacent to the sidewalk; shrubs, flowers and other low profile landscaping around buildings, sidewalks and parking areas; required minimum building setback areas; yards associated with private dwellings; or outdoor areas that prohibit public or tenant access during normal business hours. Alternative useable open space areas may be considered as counting toward a portion of the useable open space requirement of this section as determined through the PUD process.

Subd. 9. Supplemental Analysis or Study.

A. Traffic

All development and zoning projects in the TOD District require documentation of the expected traffic impacts of the development. The extent of the traffic analysis is dependent on several factors including the size, type, and location of the development. The City Engineer should be contacted early in the project to determine the appropriate scope of traffic analysis and to determine if a formal Traffic Impact Study is required. All development applications, regardless of size, shall document the size and type of the proposed development and provide Daily, AM Peak, and PM Peak traffic generation estimates for the development.

B. TDM

All new development applications for office and light industrial uses shall include a Travel Demand Management (TDM) plan. The plan shall document TDM measures to be implemented, a two year budget, and an evaluation plan. TDM strategies that shall be considered in the TDM plan include, but are not limited to, financial incentives for carpoolers, vanpoolers and bicyclists, subsidized transit passes, preferential location of carpool/vanpool parking, bicycle racks and storage, access to shower and lockers, and promotion of commuter programs. As a condition of approval a TDM performance bond, cash escrow, letter of credit with a corporation approved by the City Manager or other guarantee acceptable to the City Manager equal to 100% of the cost of implementing the first two years of the TDM Plan will be required. All new residential development applications should consider TDM strategies such as bikeshare and carshare memberships, subsidized transit passes, and an information kiosk onsite.

C. Parking

All development and zoning projects in the TOD District require documentation of the parking plan for the project site including the number of required parking spaces, the number of provided parking spaces and any proposed use of proof of parking. The location and quantity of parking will be reviewed on a case-by-case basis as part of the development review process. Dependent on the specifics of the parking plan for the project site a formal Parking Study may be required. The City Planner should be contacted early in the project to review the parking plan for the project and to determine if a formal Parking Study is required.

Subd. 10. Architectural Standards. All buildings shall comply with Architectural Standards established in Section 11.03 Subd 3(K) of Chapter 11 of the City Code.

Subd. 11. Signage. All sites and buildings shall comply with Sign Permits standards established in Section 11.70.

Subd. 12. Lighting. All sites and buildings shall comply with Glare standards established in Section 11.03.

Subd. 13. Mechanical Equipment, Trash, Loading Facilities. All sites and buildings shall comply with the Screening standards in Section 11.03 Subd 3(G), Off-Street Loading Facilities standards in Section 11.03 Subd 3(I), Trash and Recycling standards in Section 11.03, Subd. 3(M), and Wastes standards in Section 11.03 Subd 4(F) of Chapter 11 of the City Code.

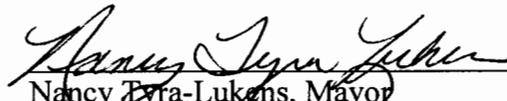
Subd. 14. Tree Replacement. Property within the TOD zoning districts shall be exempt from the Tree Replacement Plan Requirements provided in Section 11.55, Subd.4.

Section 2. City Code Chapter 1 entitled “General Provisions and Definitions Applicable to the Entire City Code Including Penalty for Violation” and Section 11.99 entitled “Violation a Misdemeanor” are hereby adopted in their entirety, by reference, as though repeated verbatim herein.

Section 3. This ordinance shall become effective from and after its passage and publication.

FIRST READ at a regular meeting of the City Council of the City of Eden Prairie on the 18th day of August, 2015 and finally read and adopted and ordered published at a regular meeting of the City Council of said City on the 16th day of August, 2016.


Kathleen Porta, City Clerk


Nancy Tyra-Lukens, Mayor

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