

Proposed Code Amendments for the COR Framework Development Standards

Section 106-105. – Definitions.

Build-to line means the ~~line at which construction of~~ maximum horizontal distance between a building facade ~~is to occur on a~~ and lot line or other distinguished area, such as a balcony or a decorative wall. Distances are to be measured from ground level except as provided hereinafter. ~~The build-to line provides a maximum setback for all building facades from the right-of-way or inside edge of the sidewalk, whichever is greater. The build to line applies to all facades abutting a street right of way. Build to line standards are based on the sub-district the parcel is located and the street in which the building is located upon.~~

Section 106-630. – Bulk standards.

~~All bulk standards within the COR district shall meet the COR development framework that is incorporated into this chapter by reference, as amended by the City Council on November 27, 2012. The following requirements also apply:~~

- (a) Minimum and maximum dimensional standards for lots and the principal structures for each of the mixed-use districts are established in the following table:

	COR-1	COR-2a and COR-2b	COR-3	COR-4a, COR-4b, & COR-4c
Minimum lot area size	None	None	None	None
Minimum lot width	20 feet	80 feet	40 feet	20 feet
Minimum lot depth	80 feet	100 feet	80 feet	80 feet
Building height (min. - max.)	2 – 5 stories minimum of 22 feet, maximum of 75 feet	1 – 4 stories maximum of 75 feet	2 – 4 stories maximum of 75 feet	1 – 4 stories maximum of 75 feet
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.75	N/A	.25	.25
Build-to Line (b)				
Front yard (Arterial Street)	30 feet	30 feet	30 feet	30 feet
Front yard (Parkway)	5 feet	30 feet	15 feet	20 feet

Front yard (All other streets)	5 feet	15 feet	15 feet	20 feet
Minimum percentage of front façade within build to line	60%	40%	60%	60%
Side yard	no requirement	no requirement	no requirement	no requirement
Rear yard	no requirement	no requirement	no requirement	no requirement
Allowable residential density in dwelling units per acre (c)(1)	>5-15 DU/AC	>5-15 DU/AC	none	4-15 5-75 DU/AC
Minimum driveway length for individual residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units

(b) *Build-to line.*

- (1) At least sixty (60%) percent of street frontage of any lot in the COR-1, COR-3, COR-4a, COR-4b, or COR-4c zoning districts and at least forty (40%) percent of street frontage of any lot in the COR-2a or COR-2b zoning districts shall be occupied by building facades meeting this build-to line. On lots with more than one (1) street frontage, the build to line shall apply on each to at least one side fronting a street, in accordance with the following street hierarchy:
 - a. Destination streets (Sunwood Drive)
 - b. Parkway streets (Ramsey Parkway)
 - c. Connection streets (Rhinestone Street, Veterans Drive between Rhinestone and Zeolite Streets, and Zeolite Street)
 - d. Downtown streets (Sapphire Street north of Sunwood Drive, Willemite Street, 145th Avenue between Center and Sapphire Streets, and Center Street south of Ramsey Parkway)
 - e. Local streets (Olivine Street, Peridot Street, Sapphire Street south of Sunwood Drive, Veterans Drive east of Rhinestone Street, Yolite Street, 145th Avenue between Rhinestone and Peridot Streets, and 146th Avenue)
- (2) An enclosed open area plaza space or outdoor seating with a decorative wall or ornamental fence with a minimum height of three feet (3') and a maximum of four and one-half feet (4.5') can be used to meet the street frontage requirement.

(c) *Exceptions:*

(1) The City may approve up to a 60-foot setback if it finds that topography, utilities, wetlands, or other similar factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.

(2) In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

~~(3) Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.~~

~~(4) Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.~~

(d) *Screening of parking areas.* Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, ornamental fence, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet (4.5') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Section 106-670. – COR landscaping standards.

All landscaping, including streetscape requirements, within the COR districts shall adhere to the following standards ~~meet the COR development framework that is incorporated into this chapter by reference, as amended by the city council on November 27, 2012.~~

	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Planter style	N/A	Boulevard Sod (COR-2a & COR-2b) Planter Bed (COR-1, COR-3, COR-4a, COR-4b, COR-4c);	Boulevard Sod	Boulevard Sod	N/A Boulevard Sod	Boulevard Sod

Tree Spacing (on center)	N/A	35 feet ¹	35 feet ¹	35 feet ¹	35 feet ¹	35 feet ¹
Boulevard Width	N/A	6 feet N/A	6 feet	6 feet	N/A 6 feet	6 feet
Sidewalk Width	10 feet	10 feet (6 feet in COR-2a and COR-2b) (COR-1, COR-3, COR-4); 6 feet (COR-2)	6 feet	10 6 feet	10 6 feet	10 6 feet

¹ Tree spacing may be adjusted where necessary to avoid conflicts with other improvements within the right-of-way.

- (1) Street trees ~~will~~ shall be chosen to ensure that the species allow for clear pedestrian access along the streets and require minimal maintenance.
- (2) Along Destination, Downtown, Parkway, and Local streets, where regularly spaced blocks exist, one (1) tree species shall be provided per block. In order to provide variety and protect against disease, ~~projects on~~ adjacent blocks shall not ~~be-allowed~~ plant the same ~~street-tree~~ species. Initial development along a block shall establish the tree species for that block, subject to City review and approval.
- (3) Along streets without regular block spacing or longer blocks, such as Connector and Arterial streets, the City may approve groupings of three to six (3-6) trees of one (1) species in lieu of the regular block spacing.
- (4) Planter beds, ~~tree grates and planters~~ shall be installed in accordance with the City's Engineering Design Standards for Planter Beds. The length of a planter bed may be adjusted as needed due to other improvements in the right-of-way and/or to align with entrances/exits of adjacent buildings. ~~as shown on the Streetscape Master Plan. Details and specification shall be added to Appendix A as developed and approved by the City. Appendix A shall be amended as needed.~~
- (5) Irrigation shall be provided ~~within all planter beds to aid the~~ ensure survival of plant materials. ~~The City shall provide irrigation systems along the Parkway and Destination streets.~~ Unless otherwise ~~provided~~ approved, all other irrigation shall be the responsibility of the adjacent landowner.
- (6) ~~The interior of a site shall be landscaped with appropriate ground cover(s), perennials, shrubs, and trees, as space permits, to complement the streetscape.~~
- (7) Alternatives to these standards ~~above-mentioned planting plan~~ shall be subject to review and approval by the City Council.