

**CITY OF PLYMOUTH
AGENDA
SPECIAL COUNCIL MEETING
APRIL 7, 2015, 5:30 p.m.
MEDICINE LAKE CONFERENCE ROOM**

1. CALL TO ORDER

2. TOPICS

- A. Housing development on Brockton Lane (Commercial Investment Properties)
- B. Use of Nature Canyon site for concrete batch plant (McCrossan Construction)
- C. Update on Bus Rapid Transit
- D. Set Future Study Sessions

3. ADJOURN



**SPECIAL
COUNCIL MEETING**

April 7, 2015

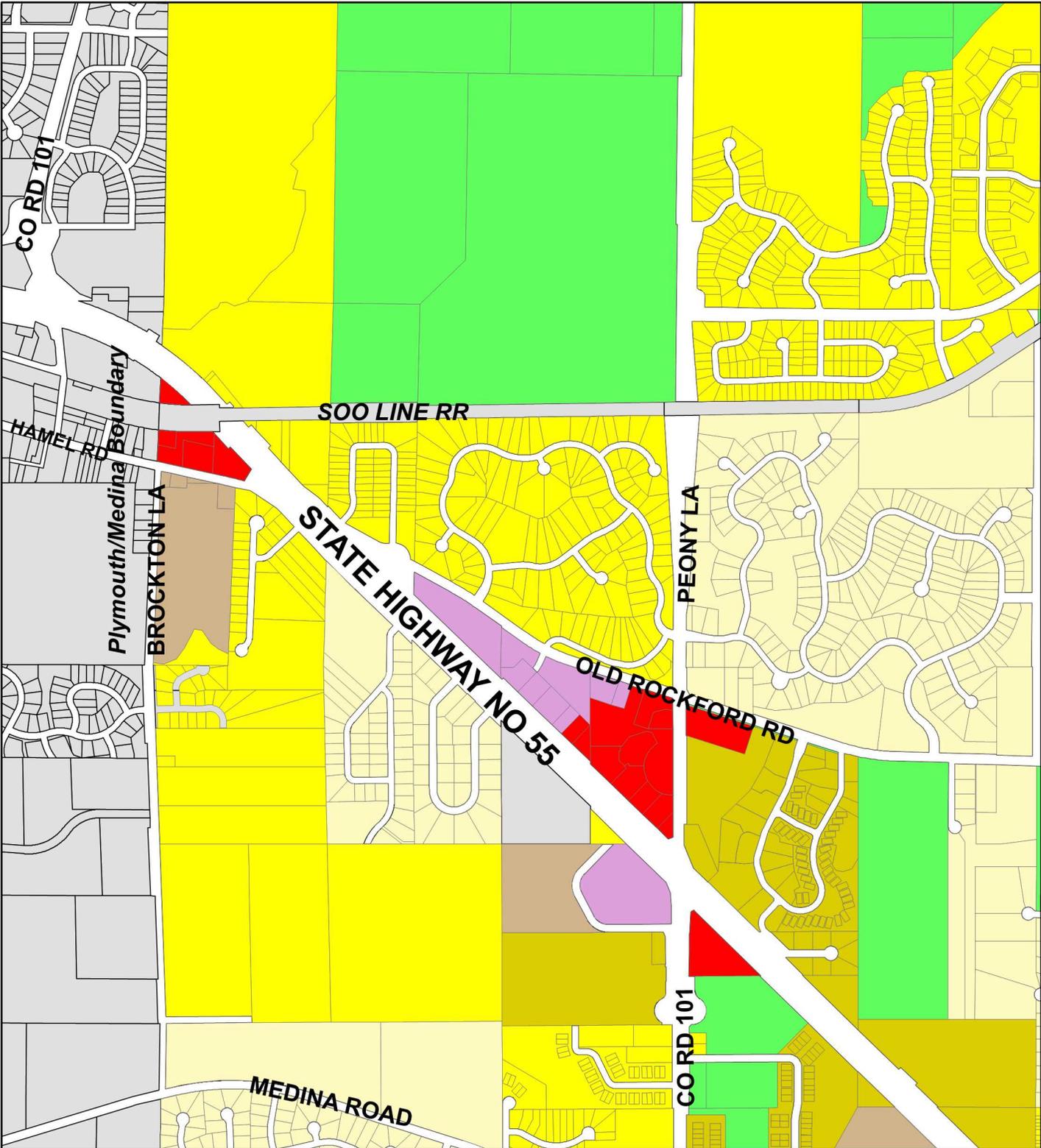
To: Dave Callister, City Manager
From: Barbara Thomson, Planning Manager
Date: April 2, 2015
Item: Brockton Lane Apartment Proposal

Representatives from Commercial Investment Properties (CIP) have met informally with city staff to discuss a potential apartment project in the southeast quadrant o of Hamel Road Brockton Lane. The site is just under 15 acres in area and does not include any wetlands. It is currently guided LA-4, which allows 12-20 units per acre. It is zoned FRD. The proposal includes 270 units in four buildings and a club house. The density would be roughly 18 units per acre.

Attachments:

Land Use Guide Plan Excerpt
LA-4 Land Use Plan Classification

FIGURE 3-1 2030 Land Use Plan



Legend

- Commercial, C
- Living Area Rural Transition, LA-RT(UP TO 1)
- Living Area Rural 1, LA-R1 (1-2)
- Living Area Rural 2, LA-R2 (2-4)
- Living Area Rural 3, LA-R3 (4-6)
- Living Area 1, LA-1 (2-3)
- Living Area 2, LA-2 (3-6)
- Living Area 3, LA-3 (6-12)
- Living Area 4, LA-4 (12-20)
- Public/Semi-Public/Institutional, P-I
- Commercial Office, CO
- City Center, CC
- Planned Industrial, IP



H LIVING AREA 4 (LA-4)

Living Area 4 (LA-4) identifies those areas with the highest density housing, primarily apartments, condominiums and townhomes, as well as directly related complementary uses such as churches, schools and recreational facilities.

LA-4 areas will have the greatest potential for transit service. These areas should also have good pedestrian access to complement the transit services. LA-4 neighborhoods should have easy access to jobs, shopping opportunities and open spaces, such as major parks or natural areas.

Guidelines and Criteria

Minimum Density:	12 units per acre
Maximum Density:	20 units per acre
City Utilities:	Required for all areas
Corresponding Zoning Districts:	RMF-3 (Multiple Family 3) RMF-4 (Multiple Family 4) Other zoning districts may be appropriate if the proposed development would meet the density criteria of 12 to 20 units per acre.
Types of Development:	Two-family dwellings Multiple-family dwellings (townhomes and apartments) Churches, schools and private recreational facilities
Development Location Criteria:	Abuts or has reasonably direct access to arterials Near large parks or permanent open space (city park, community playfield, special use park, school recreation facility, conservation area, etc.) Near neighborhood shopping facilities Close proximity to jobs
Desirable Facilities:	Neighborhood parks, school parks or mini parks within 1/2 mile walking distance of the neighborhood Trail system connecting the area to other services and facilities, including parks, schools, churches and shopping areas Transit within 1/2 mile walking distance of the neighborhood



**SPECIAL
COUNCIL MEETING**

April 7, 2015

To: Dave Callister, City Manager
From: Barbara Thomson, Planning Manager
Date: April 2, 2015
Item: Use of Nature Canyon Park for a Concrete Batch Plant

The general contractor for the upgrade of I-494 has requested use of Nature Canyon Park to establish a concrete batch plant.

Nature Canyon Park is zoned P-I, public institutional. The P-I district allows essential services as a permitted use (refer to attached excerpt). The zoning ordinance defines essential services (refer to attachment) to include a variety of transmission, distribution, collection, supply or disposal systems operated by private or public utilities. The definition does not include uses such as a concrete batch plant.

I have also attached the zoning ordinance definition of heavy industry. A concrete batch plant would be covered by that definition. The zoning ordinance only allows heavy industry in the I-3, heavy industrial district (refer to attachments).

Attachments:

- Definition of Essential Services
- Permitted Uses in the P-I District
- Definition of Heavy Industry
- Permitted Uses in the I-3 District

Essential Services: The erection, construction, alteration or maintenance by private or public utilities, or municipal departments of underground or overhead telephone, gas, electrical, steam, hot water, waste, or water transmission, distribution, collection, supply or disposal systems, including poles, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, police call boxes, traffic signals, hydrants and other similar equipment and accessories in connection therewith for the furnishing of adequate service by such private or public utilities or municipal departments. Essential services shall not include waste facilities. *(Amended by Ord. No. 98-4, 01/21/98) (Amended by Ord. No. 2000-08, 02/29/00)*

SECTION 21650 - PI, PUBLIC/INSTITUTIONAL DISTRICT

21650.01. PURPOSE: The PI District is intended to provide a specific zoning district for facilities devoted to serving the public and specialized government activities, and semi-public uses. It is unique in that the primary objective of uses within this district is the provision of services, frequently on a non-profit basis, rather than the sale of goods or services. It is intended that uses within such a district will be compatible with adjoining development, and they normally will be located on or in proximity to an arterial street.

21650.03. PERMITTED USES: Subject to applicable provisions of this Chapter, the following are permitted uses in the PI District:

Subd. 1. Day care facilities as a principal or accessory use.

Subd. 2. Educational facilities including, and limited to, public and private accredited nursery, elementary, middle, junior high, and senior high schools.

Subd. 3. Essential services not including structures, except those requiring administrative permits or conditional use permits pursuant to Section 21160 of this Chapter.

Subd. 4. Governmental and public utility (essential service) buildings and structures, including public works type facilities, excluding outdoor storage.

Subd. 5. Parks, trails, docks, playgrounds, and outdoor athletic fields and their related structures, excluding the recreational facilities requiring a conditional use permit under Section 21650.07, Subd. 18 of this Chapter. *(Amended by Ord. No. 2014-12, 02/25/14)*

Subd. 6. Private clubs (may serve food and beverages).

Subd. 7. Publicly owned civic or cultural buildings, such as libraries, city offices, fire stations, auditoriums, public administration buildings and historical developments.

Subd. 8. Radio and television receiving antennas including single satellite dish TVROs two meters or less in diameter, short-wave radio dispatching antennas, or those necessary for the operation of electronic equipment including federally licensed amateur radio stations, as regulated by Section 21175 of this Chapter. *(Amended by Ord. No. 2011-22, 07/26/11)*

Subd. 9. Religious institutions, such as chapels, temples, synagogues, and mosques limited to worship and related social events.

Subd. 10. Residential care facilities such as nursing homes, assisted living facilities and similar facilities (excludes hospitals or similar institutions).

Subd. 11. Trade schools.

Subd. 12. Tutoring/learning centers.

(Amended by Ord. No. 2004-02, 01/13/04) (Amended by Ord. No. 2005-01, 01/11/05) (Amended by Ord. No. 2008-09, 03/25/08) (Amended by Ord. No. 2009-07, 05/12/09) (Amended by Ord. No. 2011-05, 02/22/11)

Industry, Heavy: A use engaged in the basic processing and manufacturing of materials or products predominately from extracted or raw materials, or a use engaged in storage of, or manufacturing processes using flammable or explosive materials, or storage or manufacturing processes that potentially involve hazardous or commonly recognized offensive conditions. *(Amended by Ord. No. 2009-07, 05/12/09)*

SECTION 21570 - I-3, HEAVY INDUSTRIAL DISTRICT

21570.01. PURPOSE: It is the intent of the I-3, Heavy Industrial District to provide areas suitable for the location of general industrial activities, including heavy manufacturing and other such activities which, because of the nature of the product or character of operation, require isolation from or special protections for non-industrial uses.

21570.03. APPLICATION OF PERFORMANCE REQUIREMENTS: All uses provided for under the I-3 District shall show proof of ability to comply with the performance requirements of this Chapter prior to issuance of any construction or building permit.

21570.05. PERMITTED USES: The following are permitted uses in the I-3 District:

Subd. 1. Manufacturing or assembly of a wide variety of products that produces no exterior noise, glare, fumes, obnoxious byproducts or wastes, or creates no other objectionable impact on the environment. Examples of such uses include fabrication or assembly of small products such as optical, electronic, pharmaceutical, medical supplies and equipment.

Subd. 2. Accessory retail, accessory rental, or accessory service activities that are completely enclosed within a principal structure, limited to 10 percent of the gross floor area of its associated principal use, to a maximum of 5,000 square feet.

Subd. 3. Automobile detailing shops.

Subd. 4. Automobile repair—major.

Subd. 5. Automobile repair—minor.

Subd. 6. Bakeries, wholesale.

Subd. 7. Breweries with or without an accessory taproom.

Subd. 8. Contractor operations.

Subd. 9. Distribution centers.

Subd. 10. Dry cleaning processing plant and accessory pressing and repairing.

Subd. 11. Essential services and structures, except those requiring administrative permits or conditional use permits pursuant to Section 21160 of this Chapter.

Subd. 12. Food processing.

Subd. 13. Governmental and public utility (essential service) buildings and structures, including public works type facilities.

Subd. 14. Heavy industry.

Subd. 15. Laboratories.

Subd. 16. Machine shops.

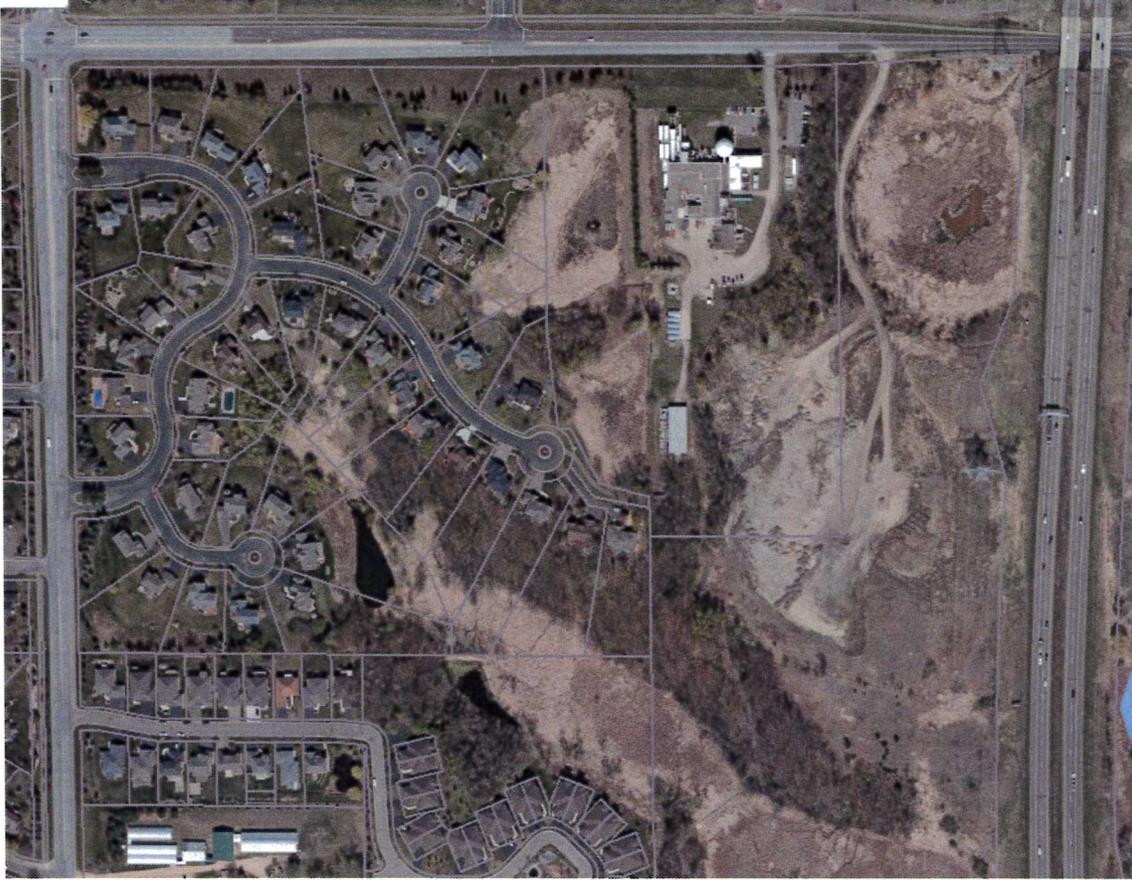
Subd. 17. Mini-storage facilities.

- Subd. 18.** Offices related to other allowed uses, limited to 50 percent of the principal structure.
- Subd. 19.** Parks, trails, playgrounds and directly related buildings and structures, City of Plymouth only.
- Subd. 20.** Printing presses and publishing facilities.
- Subd. 21.** Radio and television stations.
- Subd. 22.** Sexually oriented businesses – accessory or principal (as regulated by Section 21195 of this Chapter).
- Subd. 23.** Studios – artist and commercial/portrait photography.
- Subd. 24.** Therapeutic massage, if there are medical, dental or chiropractic offices or clinics as legal non-conforming uses on the premises.
- Subd. 25.** Trade schools.
- Subd. 26.** Truck terminals.
- Subd. 27.** Vending companies.
- Subd. 28.** Warehousing and indoor storage excluding explosives and hazardous waste.

- Subd. 29.** Wholesale showrooms.

(Amended by Ord. No. 2001-06, 02/13/01) (Amended by Ord. No. 2008-09, 03/25/08) (Amended by Ord. No. 2009-07, 05/12/09) (Amended by Ord. No. 2011-05, 02/22/11) (Amended by Ord. No. 2014-12, 02/25/14)

Vicinity of Proposed Site



Typical Batch Plant



**SPECIAL
COUNCIL MEETING**

April 7, 2015

To: Dave Callister, City Manager

Prepared by: Luke Fischer, Administrative Services Director

Date: January 13, 2015

Item: **Bus Rapid Transit – Highway 55 Corridor Study**

The City Council will hear an update on the Metropolitan Council's Highway Transitway Corridor Study in a Study Session on January 13. The update will focus on the potential development of a Bus Rapid Transit (BRT) corridor on Highway 55. The Scope of the study is high-level at this time – intended to provide basic context and comparative scoping between a number of potential BRT corridors within the metro area for use in advocacy efforts with the Minnesota Legislature. At this time, neither the Metropolitan Council nor MnDOT has identified funding to complete any BRT project.

The study determined that the Highway 55 Corridor was the lowest alternative of the top five in the study. That said, there are some components of the Highway 55 Corridor that may make the project rise in prominence, which will be discussed further by the Metropolitan Council. The most prominent benefit of this corridor is reverse commute potential.

Because the study was deliberately high-level, there are a number of unresolved or unaddressed questions.

Planning and Land Use

- The Metropolitan Council's Housing and Transportation Plans have indicated a desire for higher densities around transitways. If the Metropolitan Council selected the Highway 55 Corridor for BRT, would the City be required to regulate property along the corridor to encourage this type of development?

Operation of the Plymouth Metrolink

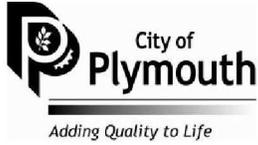
- Who is the intended user of BRT in Plymouth? How is the intended user underserved today?
- What assurances does the City have that express service will not be impacted by BRT? If express service is adversely impacted by BRT, what measures can be taken to ensure Plymouth Metrolink's continued relevance as a service provider?
- If BRT uses City facilities (primarily Station 73), how does BRT affect Plymouth Metrolink's market share of riders?
- The study calls for 15 and 30 minute headways. Who will be responsible for providing the necessary circulator services to compliment the headways?

Capital Investment

- If BRT is extended through Highway 55, who is responsible for land acquisitions for stations, site redevelopment, and on-going maintenance costs?
- The eventual build-out of a BRT line along Highway 55 will require a significant investment in pedestrian features. What is the general scope necessary to accommodate BRT station siting? Who funds these improvements?

Advocacy

- If the primary users are non-Plymouth residents (reverse commuters), what is the City's role in corridor advocacy and funding? What is the importance of reverse community to Plymouth's businesses and their continued growth.
- Initial scoping plans call for a station on the western edge of the city to accommodate, in part, riders from Medina. What is Medina's role in advocating and funding these system enhancements?



Agenda
Number: **2D**

**SPECIAL
COUNCIL MEETING**

April 7, 2015

To: Mayor and Council

Prepared by: Dave Callister, City Manager

Reviewed by:

Item: Set Future Study Sessions

Staff mentioned at the March 10 Study Session, scheduling a bus tour for the Council and Planning Commission members on May 19 at 5 p.m. This tour would include Northwest Plymouth and commercial areas. Staff is requesting this bus tour be affirmed. There are no additional items to be scheduled. However, Council can suggest topics that can either be included on these lists or be scheduled. Attached are calendars to assist in scheduling.

April 2015

SUN	MON	TUES	WED	THUR	FRI	SAT
			1 7:00 PM PLANNING COMMISSION MEETING Council Chambers	2	3 <i>Good Friday</i> PASSOVER Begins at Sunset	4
5 <i>Easter Sunday</i>	6	7 5:30 PM SPECIAL COUNCIL MEETING BRT & Use of Nature Canyon Site, & Housing Development on Brockton Ln	8 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Medicine Lake Room	9	10 6:00 PM - 9:00 PM PLYMOUTH HOME EXPO Plymouth Creek Center	11 9:00 AM - 1:00 PM PLYMOUTH HOME EXPO Plymouth Creek Center
12	13	14 5:30 PM SPECIAL COUNCIL MEETING Health Care Reform/Insurance Premiums & Lawful Gambling Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	15 7:00 PM PLANNING COMMISSION MEETING Council Chambers	16	17 Time Varies PRIMAVERA Plymouth Fine Arts Council Show Plymouth Creek Center	18 Time Varies PRIMAVERA Plymouth Fine Arts Council Show Plymouth Creek Center
19 Time Varies PRIMAVERA Plymouth Fine Arts Council Show Plymouth Creek Center	20 Time Varies PRIMAVERA Plymouth Fine Arts Council Show Plymouth Creek Center	21	22	23 7:00 PM HRA MEETING Medicine Lake Room	24	25
26	27	28 6:00 PM BOARD OF EQUALIZATION MEETING Council Chambers 7:00 PM REGULAR COUNCIL MEETING Council Chambers	29	30	*	

Modified on 03/24/15

CHANGES ARE MADE IN RED

SUN	MON	TUES	WED	THUR	FRI	SAT
					1	2
3	4	5 6:00 PM SPECIAL COUNCIL MEETING Medicine Lake Water Level Study Medicine Lake Room	6 7:00 PM PLANNING COMMISSION MEETING Council Chambers	7	8	9
10	11	12 6:00 PM BOARD OF EQUALIZATION MEETING (If Necessary) Council Chambers 7:00 PM REGULAR COUNCIL MEETING Council Chambers	13 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Medicine Lake Room	14 7:00 PM PARK & REC ADVISORY COMMISSION (PRAC) MEETING Council Chambers	15	16
17	18	19	20 7:00 PM PLANNING COMMISSION MEETING Council Chambers	21	22	23
24	25  MEMORIAL DAY Observed CITY OFFICES CLOSED	26 5:30 PM SPECIAL COUNCIL MEETING Comprehensive Plan Process Update Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	27	28 7:00 PM HRA MEETING Medicine Lake Room	29	30
31						

Modified on 02/25/15

CHANGES ARE MADE IN RED

June 2015

SUN	MON	TUES	WED	THUR	FRI	SAT
	1	2	3 7:00 PM PLANNING COMMISSION MEETING Council Chambers	4	5	6
7	8	9 7:00 PM REGULAR COUNCIL MEETING Council Chambers	10 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Medicine Lake Room	11 7:00 PM PARK & REC ADVISORY COMMISSION (PRAC) MEETING Plymouth Creek Center	12	13
14  FLAG DAY	15	16	17 7:00 PM PLANNING COMMISSION MEETING Council Chambers	18	19	20
21	22	23 7:00 PM REGULAR COUNCIL MEETING Council Chambers	24	25 7:00 PM HRA MEETING Medicine Lake Room	26	27 8:00 AM Music in Plymouth 5K Fun Run Hilde Performance Center
28	29	30				

Modified on 01/07/15

CHANGES ARE MADE IN RED

July 2015

SUN	MON	TUES	WED	THUR	FRI	SAT
			1 7:00 PM PLANNING COMMISSION MEETING Council Chambers 5:00 PM MUSIC IN PLYMOUTH Hilde Performance Center	2	3 INDEPENDENCE DAY OBSERVED CITY OFFICES	4  INDEPENDENCE DAY
5	6	7	8 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Medicine Lake Room	9	10	11
12	13	14	15 7:00 PM PLANNING COMMISSION MEETING Council Chambers	16	17	18
19	20	21	22	23 7:00 PM HRA MEETING Medicine Lake Room	24	25
26	27	28 7:00 PM REGULAR COUNCIL MEETING Council Chambers	29	30	31	

Modified on 01/07/15

CHANGES ARE MADE IN RED