

**CITY OF PLYMOUTH
AGENDA
SPECIAL COUNCIL MEETING
MAY 3, 2016, 5:00 p.m.
MEDICINE LAKE CONFERENCE ROOM**

1. CALL TO ORDER

2. TOPICS

- A. Comprehensive Plan draft vision, goals, and policies
- B. Set future Study Sessions

3. ADJOURN



Memorandum

To: Plymouth City Council

From: Barbara Thomson, Planning Manager

Date: April 15, 2016

Item: 2040 Comprehensive Plan Update: Vision, Goals and Policies and Land Use Plan

BACKGROUND

In May of 2015 the City Council held a study session intended to set the stage for the upcoming update of the Plymouth Comprehensive Plan (refer to attached May 15, 2015 memo). As noted at that time, state law requires communities within the seven-county metropolitan region to prepare an update to their comprehensive plans every 10 years. The law requires communities to submit the next update to the Metropolitan Council by December 2018.

In preparation for the update, in September 2015, the Metropolitan Council issued systems statements to each of the communities in the region. The systems statement is a customized document informing each community how it is affected by the Metropolitan Council's plans for regional systems – transportation, aviation, water resources, and regional parks and open space.

CURRENT WORK ELEMENTS

Staff has updated the time line presented to the council last May, which includes Planning Commission and City Council review and action on each of the plan elements as well as public review and comment throughout the process. The time line is attached. Staff notes that this time line will continue to change as deadlines become more certain.

Staff has also updated the plan's vision statements and goals and policies for each of the chapters of the plan: land use, housing, surface water management, transportation, parks and open space, water supply, sanitary sewer and public facilities for council review and comment. These items are attached.

Finally, staff has highlighted several areas on the current land use guide plan for potential further study and subsequent change in guiding. As part of the update process, the city would notify all property owners within 750 feet of any area the council decides has the potential for further study. This would include notification of any open houses and the Planning Commission public hearing. Each of these areas is discussed briefly below.

In addition to these areas, there are several areas currently guided LA-RT that merit discussion. The city added the living area rural transition classification (up to 1 unit/acre) during the 2030 plan update. The impetus for adding this classification came from residents who indicated a desire not to develop at suburban densities. However, as development has continued in Northwest Plymouth, these areas are also experiencing similar types of development activity as seen elsewhere in the area. Consequently, it appears there is no longer a need for this holding zone classification. Similarly, as residential plats in the

rest of Northwest Plymouth (guided LA-R2 and LA-R3) have developed similar to adjacent areas outside the rural overlay area, these overlay classifications may no longer be needed either. The council may want to consider re-guiding these areas to LA-2.

Area 1: Southeast Corner of County Roads 47 and 101

Until recently, Wayzata School District owned the two parcels in this area with the intent of developing a new elementary school. However, the district and developer, GWS Land Development LLC, traded these parcels for a parcel further east where the elementary school is currently under construction. The developer platted a single family neighborhood on the balance of the parcel and that too is now being developed.

The current guide plan shows the easternmost subject parcel as LA-R2 (2-4 units/acre) and the other parcel split between LA-4 (12-20 units/acre) and commercial guiding. Given the adjacent lower density uses, the council may want to consider re-guiding the larger parcel to LA-2.

Area 2: Baer Farm (5540 Ranier Lane)

The existing land use plan guides the farm site LA-R1 (1-2 units/acre). However, the area immediately north of the farm is being developed at just over three units per acre. The farm site is bounded on the east by the recently upgraded Peony Lane and a large wetland complex and on the south by a city-owned natural area. The council may want to consider replacing this guiding with the same density guiding as the developing area immediately north of the farm (LA-R2 now, but potentially LA-2).

Area 3: City Playfield (Southwest Corner of County Road 47 and Lawndale Lane)

The City purchased the subject parcel in 2015 for a playfield, to be developed in cooperation with the Wayzata School District and the adjacent elementary school. The current land use plan guides this parcel LA-R2 (2-4 units/acre). As city playfields are typically guided for public-institutional use, the council may want to consider re-guiding the playfield site to P-I.

Area 4: Northwest Corner of County Road 47 and Lawndale Lane

The 2030 land use plan guides the two parcels in this area LA-2 (3-6 units/acre). Given the potential loss of LA-4 guiding in Area 1 and the location of these parcels at a major intersection (County Road 47 and Lawndale Lane), four to five acres adjacent to the intersection may be appropriate for high density residential use, similar to the high density use currently at the northwest corner of County Road 47 and Vicksburg Lane.

Area 5: Linear Parcels West and East of Vicksburg Lane

The nine parcels labeled Area 5 are all owned by the City of Plymouth and are all part of the Northwest Greenway. As most of the parcels the City has acquired for the greenway are guided P-I, the council may want to consider re-guiding these parcels to P-I as well.

Area 6: Prudential Site (I-494 and County Road 10)

The Prudential site is guided for commercial office use. It is a large site with roughly 30 acres of undeveloped area in the southern half of the site (refer to attached graphic). Adjacent development to the south is primarily townhomes and some single family homes. It has been several years since staff had any contact with Prudential about potential development of the south area. However, continued commercial office use is a likely option.

Area 7: Southwest Quadrant of Highway 169 and County Road 10

This area is a mix of commercial uses, including car dealerships, vacant land and older industrial uses. It is likely that parts of the area will develop or re-develop over the next 20 years. Given the number of different property owners, variety of uses, adjacent residential development and existing traffic concerns, the council may want to consider identifying this area for further detailed study outside of the 2040 comprehensive plan.

Area 8: Four Seasons Mall

The 2030 comprehensive plan identified the Four Seasons Mall site as an area of potential land use change, noting the potential for a mixed use/transit site. The mall site was the subject of a redevelopment study completed in 2011. The outcome of the study was a set of guiding principles for future land use/urban design, architecture, transportation and connectivity and storm water management. The City Council recently reaffirmed these principles, and they will be referenced in the 2040 comprehensive plan.

Area 9: Southwest quadrant of Highway 169 and 36th Avenue

The commercial area between 34th and 36th Avenues has been of interest during the past two comprehensive planning efforts. However, to date, the City has not undertaken any detailed study of the area. Given recent interest in redevelopment of the northernmost parcels and the likelihood of additional redevelopment in the area, the council may want to consider identifying this area for further detailed study outside of the 2040 comprehensive plan.

Area 10: Industrial Area Southeast of Medicine Lake

The 2030 comprehensive plan identified this area as one with potential for land use change over the planning period. The plan indicates the potential for commercial office use south of 10th Avenue and west of Nathan Lane, and the potential for higher density residential use north of 10th Avenue. This continues to be an area with redevelopment potential, therefore, the council may want to continue identifying this area in the same way as it is in the current plan.

Area 11: South and East of County Road 73

These parcels are all developed with older single family homes. They are guided LA-1 (maximum of three units/acre). The northern three parcels are each over four acres in area with roughly the eastern half covered by a high quality wetland. Developers have approached the city about redeveloping some of

these parcels at a higher residential density. Given the size of the parcels, the non-residential uses to the north, City of Plymouth-owned property to the south, the council may want to consider re-guiding these parcels to LA-2 (3-6 units/acre).

Area 12: Northwest, Southwest and Southeast quadrants of I-494 and Highway 55

These areas may be considered gateway areas in Plymouth. Existing uses are a combination of commercial, light industrial, including restaurants, hotels, storage facilities and a bank. Prior to the recession, a major developer had looked at redevelopment of the southwest quadrant for office uses. Given the prominence of these areas, the council may want to consider identifying these areas for further detailed study outside of the 2040 comprehensive plan.

Area 13: Harbor Lane

Existing uses in this area include older, low density multi-tenant office buildings. Given the proximity to other high density residential uses, this may be a good area to provide additional LA-4 guiding.

Area 14: State Farm site in City Center

This site has been considered for several redevelopment options, none of which ever moved forward to an application. It is adjacent to high density residential uses across Plymouth Boulevard. The site would offer the city an opportunity to provide high density housing within City Center. This would require changes to both the comprehensive plan and zoning ordinance.

Attachment

- May 15, 2015 memo to the City Council
- Draft Vision, Goals and Policies
- Map of Potential Change Areas
- 2030 Land Use Plan
- 2040 plan update timeline



To: Dave Callister, City Manager
From: Barbara Thomson, Planning Manager
Date: May 15, 2015
Item: Comprehensive Plan Update

Memorandum

The May 26 study session is intended to set the stage for the upcoming update of Plymouth’s Comprehensive Plan. To assist the City Council in this effort, the following memo: 1) provides background on the comprehensive plan – its purpose, requirements in state law, reasons for the update, and a snapshot of the city’s current plan; 2) raises potential issues/opportunities associated with the upcoming update; and 3) outlines potential use of consultants and a tentative schedule.

Comprehensive Plan Background

A comprehensive plan is a community guide, as opposed to a regulation. It assists in decision-making and problem solving. It is long range, broad, and interdisciplinary. It describes where and what a community wants to be. As defined in the Minnesota Municipal Planning Act, a comprehensive plan is a compilation of policy statements, goals, standards and maps for guiding the physical, social and economic development, both private and public, of a municipality. It may include, but is not limited to, statements of goals, policies and standards, a land use plan, including proposed densities for development, community facilities plan, transportation plan, and implementation plan. The act authorizes but does not require a municipality to prepare a comprehensive plan.

The Metropolitan Land Planning Act of 1976 takes the municipal act a step further and requires local units of government in the seven county metropolitan area to prepare and submit comprehensive plans to the Metropolitan Council for review. In passing the act, the legislature found since problems associated with urbanization and development transcend local government boundaries, there is a need for local governments to adopt coordinated plans, programs and controls to protect the health, safety and welfare of the region. The act directs the Metropolitan Council to review local units’ plans for:

- conformity with metropolitan system plans for wastewater, transportation and regional open space;
- consistency with other adopted plans of the Council, including the Housing Policy Plan; and
- compatibility with plans of affected and adjacent jurisdictions.

The Metropolitan Council can review and comment on the latter two, but it has the authority to require a local unit to modify its plan if it has a substantial impact on or a substantial departure from a metropolitan system plan.

In 1994, the legislature added a requirement that local units review and if necessary, amend their comprehensive plans every 10 years to ensure continued conformity with regional plans. In conjunction with the decennial review, the land planning act also authorizes the Metropolitan Council to prepare a *metropolitan system statement* for each affected local unit. The statement contains information relating to the local unit and appropriate surrounding territory that the Metropolitan Council determines necessary for the local unit to consider in reviewing its comprehensive plan. The statement may include:

- the timing, character, function, location, projected capacity, and conditions on use for existing or planned regional facilities as specified in metropolitan system plans, and for state and federal public facilities to the extent known to the Metropolitan Council; and
- the population, household and employment forecasts that the Metropolitan Council used as a basis for its metropolitan system plans.

Plymouth can expect to receive a new system statement this fall.

Why Update?

Although state law requires local units to review their plans every 10 years for continued conformity with regional plans, changes in the city over the past 10 years are equally if not more important reasons for Plymouth to update its plan at this time.

- Despite the recession, which hit housing particularly hard, Plymouth added more than 2,600 new housing units over the last 10 years, increasing the housing stock by 10 percent. This recent pace of new residential development may have implications for the phasing of infrastructure.
- As the existing housing stock ages, the city is seeing an increasing number of the new units resulting from teardowns. Teardowns have been an issue in several suburban communities. Addressing teardowns in the comprehensive plan may help avert similar issues in Plymouth.
- The city is experiencing more requests for redevelopment, notably of commercial/industrial properties. Recognizing this change, the City Council has made economic development a priority.
- The last comprehensive plan update was based on information from the 2000 Census. The 2010 Census showed that Plymouth is becoming increasingly diverse. In 2010, almost 16 percent of the city's population was a minority. This is compared with a little under 10 percent in 2000 and 5 percent in 1990. Plymouth's population is also aging. The average age in 2010 was 39.5 years compared with 35.9 years for the rest of Hennepin County. Demographic changes have potential implications for the kinds of facilities (e.g. sidewalks, trails, pedestrian crosswalks) and services (e.g. recreation programs, cultural programs) the city provides. They also have implications for future housing needs and demands and associated commercial and service needs.

Comprehensive Plan Elements

Plymouth's current plan is organized into two books. The first and shorter of the two covers background on the city and includes goal and policies, plans and implementation strategies for land use, housing, surface water, transportation, parks, water supply, sanitary sewer and public facilities. The second book provides more detailed background information on each of the plan chapters. A summary of the contents in Book 1 follows:

- Community Background sets the stage for the rest of the plan. It identifies the city's planning area designation within the larger region; includes growth forecasts and major trends; provides an overview of the physical setting; and presents the city's vision statements.

- The Land Use Plan is the basic building block of the plan. It identifies where people will live, shop, work and play. The two key focal points in the plan are the development approach for the areas of northwest Plymouth added to the urban service area as part of this plan and the development approach for areas within the existing urban area where change is anticipated over the 20-year planning period. Both development and redevelopment anticipated in the plan drive the need for infrastructure – e.g. sewer, water, roads and parks.
- The Housing Plan includes standards, plans and programs to meet existing and projected housing needs in the city. It also identifies strategies to promote the development of low and moderate income housing as required in the Metropolitan Land Planning Act.
- Unlike other plan chapters, only a small part of the city's Surface Water Management Plan is contained in the comprehensive plan. The comprehensive plan contains an extensive purpose discussion as well as goals and policies and implementation. The actual plan is a stand alone document and responds to the myriad of federal, state and watershed requirements governing water quantity and quality.
- The Transportation Plan lays out how the city will provide for an integrated transportation system that will serve the future needs of its residents and businesses, support the city's development plans and complement the portion of the metropolitan transportation system that lies within the city's boundaries. It covers the improvements to the roadway system, transit system, and bicycle system.
- The Parks, Trails, Open Space and Recreation Plan outlines the recreation and open space needs in the city and how the city will meet those needs. It includes park and open space facilities and as well as park programs.
- The Water Supply and Distribution Plan assesses the capability of the city's water system to provide safe, reliable drinking water and meet current and future water demands. It includes improvements to the distribution system, water supply wells and water treatment plant. The current plan also provides a staging plan for providing water to the part of northwest Plymouth that was added to urban service area as part of this plan.
- The Sanitary Sewer Plan provides an analysis of the city's existing sewer system and a guide for expanding and upgrading the system to accommodate future development and redevelopment. It also provides for the expansion of the urban service area to include all of northwest Plymouth.
- The Public Facilities Plan identifies the city's public facilities not covered by other plan elements. It also evaluates the future needs for these facilities, which include the City Hall and Public Safety complex, the public works building, fire stations, Plymouth Creek Center and the Parkers Lake Cemetery.

Issues and Opportunities

Land Use Densities: The Metropolitan Council's regional development plan, Thrive MSP 2040, designates Plymouth as a Suburban Edge community. Other Suburban Edge communities include Blaine, Chaska, Cottage Grove, Inver Grove Heights, Lakeville, Maple Grove, Shakopee and Woodbury. Thrive 2040 describes these communities as ones that experienced significant residential growth beginning in the 1990's and continuing today. Thrive states that Suburban Edge communities have significant

amounts of land remaining for future development. It also states that the role of Suburban Edge communities is to plan and stage development for forecast growth through 2040 and beyond at overall average net densities of at least 3-5 dwelling units per acre. The minimum density required for the 2030 comprehensive plan was 3 units per acre.

Meeting the low end of the minimum density range may be challenging for Plymouth, based on: location (not near services, employment, major roads or transit) and characteristics (topography, wetlands) of remaining undeveloped land and recent lower density development history.

Affordable Housing: The Metropolitan Land Planning Act mandates that local units prepare a housing element that provides adequate housing opportunities to meet existing and projected local and regional housing needs, including promoting the availability of land for affordable housing. This summer the Metropolitan Council will be adopting a new set of affordable housing goals for sewered communities in the region. The goals will be included in their updated Housing Policy Plan. The draft plan indicates that for Plymouth to meet its share of low and moderate income housing, the city needs to guide sufficient land at minimum densities of 8 units/acre* to allow for the development of 942 affordable units.

Guiding sufficient land to meet this goal will be challenging given the limited amount of vacant land already guided LA-3 (6-12 units/acre) and LA-4 (12-20 units/acre) and the limited potential to identify additional vacant land appropriate for higher densities that is currently guided for lower density. There is potential for Plymouth to consider split guiding of selective redevelopment sites to help meet the goal. Split guiding is a strategy that the city has not used in the past.

Ground Water: The Metropolitan Council's draft Water Resources Policy Plan includes an integrated strategy for water resources, which addresses wastewater management and operations as well as water supply and surface water management. The addition of water supply, including groundwater, to the regional water resources plan will result in additional work for Plymouth in areas such as ground water monitoring and identification of conservation measures.

Economic Development: Last fall the City Council identified a desire to become more proactive in the area of economic development. Recently, the council authorized the hiring of an economic development manager to spearhead this effort. With this new priority, the plan update offers an opportunity to identify an overall plan and strategy to help guide the city's economic development efforts.

Consultants

During the last comprehensive plan update, the city limited the use of consultants to the transportation, sanitary sewer, water and parks elements. For this update, staff anticipates using consultants on these same elements, but likely at a somewhat reduced level of effort.

Staff researched and wrote the remainder of the plan elements and also edited those prepared by consultants. Staff expects to follow the same course with this update.

**The plan offers cities the option of guiding sufficient land at a minimum density of 12 units/acre to meet the need for households at 50% or less of area median income and a minimum density of 6 units/acre to meet the need at 51%-80% of area median income.*

The Community Development Department budget includes \$20,000 annually for comprehensive plan preparation. Based on past experience, the city will have sufficient funds to cover the costs of hiring consultants to assist in the update.

Schedule

The initial steps in the update process will occur between now and the end of the year. First steps will include collecting and analyzing the most recent demographic information and reviewing and potentially commenting on the city's metropolitan system statement. Additional early steps will include preparing a draft vision statement and land use plan, including land use goals and policies. Part of the land use planning task will include identifying special areas to analyze, e.g. redevelopment sites or areas and City Center.

At the end of January 2016, staff is anticipating reviewing the draft vision and land use goals, policies and plan with the Planning Commission and City Council. After making any requested revisions, staff will then schedule informal public meetings on the vision and land use plan, followed by Planning Commission review in early June and conditional City Council approval in mid-June.

Throughout this update, the Planning Commission and City Council can expect to review the various elements of the plan as they are drafted. As in the past, public review will also include public meetings in addition to those held at the commission and council. Broader communication efforts will occur through the city's website and possibly through social media. These latter forms are becoming increasingly popular as access to electronic media expands.

In 2016, staff is anticipating the updating of the transportation, sewer and water and parks plans. In February, staff will prepare and send requests for proposals to consultants for assistance preparing the technical information that supports these plans. Following City Council authorization in mid-year, the selected consultants will start work on the updates and complete that work by the end of 2016.

During this same time period, staff will begin drafting the community background, land use, housing and public facilities elements of the plan. Once the technical information is available on the transportation, sewer and water and parks plans, staff will begin drafting the text for those plans as well.

After the Planning Commission and City Council have reviewed all the plan elements, the land planning act requires that the city submit the draft plan to adjacent local units and affected school districts for their review and comment at least six months prior to submitting the plan to the Metropolitan Council. Staff anticipates circulating the plan in January 2018. That will allow for the City Council to approve the plan, contingent on Metropolitan Council review, in June of 2018 and submit it for formal Metropolitan Council review in September 2018.

Attachment: Draft 2040 Comp Plan Timeline

COMPREHENSIVE PLAN VISION STATEMENTS

The community vision statements were first developed in a community forum held during the preparation of the city's 2000 Comprehensive Plan. The vision statements were updated in a City Council/Planning Commission workshop in 2005. In 2016, the City Council and Planning Commission reviewed and updated the statements again. At the same time, the city facilitated community input on the vision statements through social media.

Maintain a safe and secure community.

Plymouth values the safe and secure environment currently found in the community. Safety and security are reflected in the low crime rate and superior police protection, quality fire protection and response time and the availability of health and community services. Residents value the involvement of individuals, families and neighborhoods in creating a safe environment.

Protect and enhance the natural environment.

Plymouth values the natural resources in the community, including lakes, ponds, streams, wetlands and the rolling and wooded terrain and consequently, the preservation and maintenance of these resources. A healthy environment is important to people, and the existing natural resources contribute to the livability of the community.

Support high quality education.

Plymouth values education, supports the public and private schools in the community and places an emphasis on educating the youth of the community. There is pride in the quality of school facilities, the safety of school buildings and grounds and the quality of school programs.

Maintain and enhance housing quality and diversity.

Plymouth values housing that is attractive, well constructed and maintained to ensure quality of life for all residents. Plymouth also values diverse housing opportunities in neighborhoods throughout the community, including affordable housing, renter and owner-occupied housing, senior housing and life-cycle housing.

Protect and enhance convenience and mobility.

Plymouth values the convenience and mobility provided by the community's strategic geographic location in the metropolitan area. Three regional highways run through the community, providing direct

access to the rest of the region. The layout of the community affords convenient access to goods and services within the community. The trail system and public transportation provide valuable alternative modes of transportation. The mix of housing and business within the community allows residents to live near their place of employment. Moving forward, investment in all modes of transportation is essential to realizing the city's vision.

Promote and strengthen economic vitality.

Plymouth values the strong economy and diverse tax base within the community, which includes high quality commercial and industrial development to complement the residential development. The diversity of development within the community results in a balanced tax base and a wide variety of employment opportunities. Plymouth recognizes, however, that as the community ages, maintenance of its assets as well as redevelopment will be necessary components of the community's economic vitality. Therefore, Plymouth supports both maintenance programs (e.g. code enforcement) and redevelopment as tools to sustain economic health.

Provide high quality city services and facilities.

Plymouth values both the facilities and services the city provides. The park and trail systems as well as special programs contribute to the quality of life within the community. Other city facilities and services, such as public safety, public works, recycling and long-term planning also contribute to a high quality of life. The many resident volunteers that supplement the work of city staff represent an important contribution for which the city is rightfully proud. The city is well-governed and well-managed, and both residents and businesses look forward to a continued high level of city-based services. The city will continue to be responsive to the emerging trends and changing needs of its residents and businesses.

Meet the needs of an aging population.

Plymouth recognizes that the nation is aging. And the city is no exception. Plymouth will pay increased attention to the special needs of its aging population in all aspects of community life – housing, all forms of transportation, services and facilities and especially, sense of community.

Enhance and strengthen the sense of community.

Plymouth is a welcoming community that appreciates differences and fosters diversity. Plymouth values its sense of community. People are connected to the community, want to continue to strengthen this sense of place, are involved in community life (government, religious institutions, schools, libraries, recreation,

arts and volunteer efforts) and are able to bridge physical barriers to come together. There is a pride in the community that will be made stronger as the community matures.

LAND USE GOALS AND POLICIES

Establish and maintain a land use pattern that reflects the community's desire to provide for a variety of land uses, including residential neighborhoods of varying densities and housing types, retail commercial and office areas, industrial developments, civic uses and parks and open space.

- Encourage the mixing of complementary uses to enhance convenience, livability and accessibility and decrease traffic.
- Facilitate clustering of new development to preserve natural communities identified in the 2006 *Natural Resources Inventory*.
- Support the needs of an aging population for shopping, passive and active recreation, including walking and biking trails, and other support services within easy access.
- Support further subdivision within existing single family neighborhoods when it is consistent with the density and intensity of the neighborhood and meets the standards and intent of the subdivision regulations.
- Encourage preservation of outlots that were created for open space in return for smaller lot sizes in the adjacent neighborhoods.
- Require vegetative screening and other types of buffers to provide transitions between land uses of different intensities, e.g. single family neighborhoods and retail commercial developments.
- Promote sustainable building practices in all new developments and redevelopments.
- Support redevelopment of obsolete, underutilized and deteriorated uses.
- As northwest Plymouth continues to develop, respect the many natural features that reflect the character of the area.

Achieve a balance among: 1) efficient delivery of public services; 2) preservation of natural and cultural resources; and 3) respect for individual property rights.

- Provide public services and facilities in a cost-effective manner.
- Support an orderly and efficient staging of infrastructure and utilities.
- Apply development standards that protect the environment and advance community values while allowing sound use of private property.
- Encourage resource preservation in areas where parks and open spaces are planned and in areas of high erosion potential (steep slopes and bluffs).
- Promote solar access protection.

- Support preservation of resources (sites and structures) that are historically significant to Plymouth.

Encourage that all areas of Plymouth be visually appealing, vital and continually maintained.

- Apply development standards that produce quality design, aesthetic appeal and compatibility in building height and mass between existing properties and adjacent new development.
- Establish regulations that ensure all types of residential, commercial and industrial structures and properties are maintained.
- Construct and maintain high quality, attractive public facilities.

Pursue complementary economic growth and redevelopment opportunities that serve to further enhance the community’s economic and social vitality and in turn help sustain Plymouth’s high quality of life.

- Promote development of well-designed commercial and industrial uses to maintain the community’s diversified tax base and provide varied employment opportunities.
- Support existing Plymouth businesses.
- Recruit businesses that are compatible with and complementary to Plymouth’s existing businesses.
- Support redevelopment of obsolete and deteriorated commercial and industrial development.

Support efforts that strengthen community identity, contribute to a high quality of life and enhance Plymouth as a desirable place to live, work and play.

- Strengthen City Center as a community-wide focal point.
- Provide non-motorized connections across major physical barriers at key locations where feasible.
- Encourage new development to integrate pedestrian and bicycle facilities—both within and connecting to adjacent development – and transit facilities.
- Encourage development or redevelopment, where needed or appropriate, of high profile buildings with high quality finishes at major entrances to the community.

HOUSING GOALS AND POLICIES

Promote the development and preservation of a supply of quality housing that is affordable at all income levels and at all stages of the life cycle.

- Provide opportunities for the development of quality housing that is diverse in terms of ownership, price, type and style.
- Ensure that Plymouth provides housing opportunities for individuals and families at all stages of the life cycle, including first time homebuyers and those wishing to move up to their second or third home and households wishing to down size as children move out.
- Promote the use of sustainable design practices for proposed housing projects.
- Actively encourage residential developers to include housing that is affordable to low- and moderate-income persons and local employees as part of their proposals in order to provide a range of mixed-income housing throughout the community. Toward that end, the City will provide information about Plymouth's goals for affordable housing to anyone inquiring about possible development within the city.
- Provide financial and technical assistance to developers of housing that is affordable to low and moderate persons when appropriate.
- Promote the development of housing for persons with special needs, including accessible housing for persons with disabilities.
- Support efforts to assure equal access to housing in Plymouth regardless of household race, color, religion, sex, national origin, disability, or familial status.
- Continue to pursue federal and state resources on behalf of developers for affordable housing that help meet Plymouth's need for low- and moderate-income life cycle housing.
- Review all development proposals for their potential to contribute toward meeting the City's goals for affordable housing.

Ensure that all housing and neighborhoods in Plymouth are well maintained.

- Support programs and activities that promote the maintenance and enhancement of the Plymouth housing stock.
- Support local programs that provide low- and moderate-income households with financial assistance to maintain and rehabilitate their housing.
- Preserve the current affordable housing stock in the city through programs to assist with maintenance activities.

Promote development patterns that link housing with services and employment centers by all forms of transportation, particularly public transit and non-motorized forms of transportation.

- Support residential development that makes efficient use of land and public infrastructure.
- Provide opportunities to develop new housing that is affordable to low- and moderate-income persons in areas that are accessible to employment centers and public amenities through public transit and non-motorized transportation.
- Work with Plymouth businesses to identify opportunities to promote affordable housing to meet the needs of the area workforce.
- Support efforts to maintain and rehabilitate existing affordable housing in areas that are near employment centers and public amenities.

SURFACE WATER GOALS AND POLICIES

CITYWIDE GOALS

Water Quantity (i.e., Flood Control)

Reduce the potential for flooding and minimize related public capital and maintenance expenditures necessary to control excessive volumes and rates of runoff. This goal will be achieved by:

- Constructed detention ponds should be relied on to limit runoff to pre-development flow rates and to control downstream flooding where feasible; natural basins and green corridors may also be used.
- In Northwest Plymouth, the Elm Creek stream flows will be limited to pre-development in-stream flow rates.
- The City encourages regional detention areas, whenever practical.
- Emergency overflows, outlets to drainage systems or other provisions shall be provided if the available storm water storage capacity is inadequate to prevent flooding of adjacent structures.
- Encroachment into the flood plain and flood way (volume) below 100-year flood levels shall be prohibited without mitigating action that will preserve the storage capacity, prevent a surcharge in the flood profile, and minimize excessive velocities.

- The minimum building elevation (lowest floor elevation) for all structures must be two feet above the established 100-year water level in accordance with Plymouth Engineering Guidelines.
- Increased volumes of runoff due to development or redevelopment should be minimized by limiting impervious cover and encouraging infiltration of storm water where soil conditions are appropriate or modifiable.
- The City shall promote the use of alternative landscape techniques and materials to reduce rates and volumes of runoff and may require maintenance agreements for such features.
- The City shall acquire easements covering ponds, wetlands, flood plains, streams, and ditches as part of land development proposals.
- The City shall maintain the drainage system for flood prevention and water flow including excavation, facility management, stream and channel restoration, and removal of debris obstructing water conveyance facilities.
- The City shall promote disconnection of on-site impervious surfaces to the City's drainage system.

Water Quality

The City accepts the Minnesota Pollution Control Agency's Minimal Impact Design Standards (MIDS), or an approved equal as the approved water quality design standard for new, redevelopment and linear projects within the City. Adopting MIDS will help to achieve water quality standards and meet Total Maximum Daily Load (TMDL) allocations for shallow and deep lakes, streams and creeks. The emphasis of MIDS is on keeping the raindrop where it falls in order to minimize stormwater runoff, pollution and preserving our natural resources. MIDS along with the Wetland Conservation Act (WCA) will help to keep wetlands consistent with their intended use and classification.

- All new, nonlinear development and redevelopment projects on sites without restrictions that disturb greater than 1.0 acre of land are required to capture and retain the first 1.1 inches of runoff from all impervious surfaces on the site.
- Road and utility (linear) projects on sites without restrictions that disturb greater than 1.0 acre or greater of land are required to capture and retain the larger of the following:

- 0.55 inches of runoff from the new and fully reconstructed impervious surfaces on the site.
- 1.1 inches of runoff from the new increase in impervious area on the site.
- Flexible treatment options for site with restrictions should follow the MIDS Design Sequence Flowchart. Projects shall fully attempt to comply with the appropriate performance goals listed above before trying to meet the alternatives #1, #2 and #3. If full compliance isn't achievable for any of the requirements, documentation must be provided. The MIDS Design Sequence Flowchart can be found in the Minnesota Stormwater Manual:
 - http://stormwater.pca.state.mn.us/index.php/Flexible_treatment_options
 - Flexible Treatment Option #1: Applicant attempts to comply with the following conditions:
 - Achieve at least 0.55 inches volume reduction from all impervious surfaces if the site is new development or from the new and/or fully reconstructed impervious surface for a redevelopment site.
 - Remove 75% of the annual TP load from all impervious surfaces if the site is new development or from the new and/or fully re-constructed impervious surfaces for a redevelopment site.
 - Options considered and presented shall examine the merits of relocating project elements to address, varying soil conditions and other constrains across the site.
 - Flexible Treatment Option #2: Applicant attempts to comply with the following conditions:
 - Achieve volume reduction to the maximum extent practicable.
 - Remove 60% of the annual TP load from all impervious surfaces if the site is new development or from the new and/or fully reconstructed impervious surfaces for a redevelopment site.

- Options considered and presented shall examine the merits of relocating project elements to address, varying soil conditions and other constraints across the site.
- Flexible Treatment Option #3: Off-Site Treatment
 - Locations that yield benefits to the same receiving water that receives runoff from the original construction activity.
 - Locations within the same Department of Natural Resource (DNR) catchment area (Hydrologic Unit 08) as the original construction activity.
 - Locations within the next adjacent DNR catchment area upstream.
 - Locations anywhere within the community's jurisdiction.
- All volume control practices and site design specifications shall conform to the current version of the Minnesota Stormwater Manual.
- Whenever possible, all development projects shall be designed using the Better Site Design Techniques of the current version of the Minnesota Stormwater Manual.
- The City shall maintain a response plan to minimize the impact of hazardous spills in accordance with the current version of the Minnesota Pollution Control Agency's MS4 Permit.
- The City shall supplement its regulatory approach with an education-based approach to achieve proper yard care measures that will reduce nutrient loadings to lakes, creeks and wetlands and to reduce the impacts of animal waste.
- The City shall promote the reduction or minimization of impervious areas.
- The City will balance protection of wetlands, use of wetlands to protect the water quality of other water resources (i.e. other wetlands, lakes, streams), and use of wetlands to provide flood control.
- The City shall promote the use of alternative landscape techniques and materials to reduce negative water quality impacts.
- The City will manage its properties in accordance with appropriate and innovative BMPs as an example for its citizens.
- The City requires that NOAA Atlas 14, Volume 8 be used to calculate precipitation amounts and stormwater runoff rates.

Erosion Control

The City will minimizing the loss of soil into wetlands, lake, streams and creeks through plan review, education, enforcement and management.

- All erosion and sediment control requirements shall conform to the current requirements of the Minnesota Pollution Control Agency's General Permit for Small Municipal Separate Storm Sewer Systems (Permit No. MNR040000), the Minnesota Pollution Control Agency's General Permit for Construction Activity under the National Pollutant Discharge Elimination System / State Disposal System Program (Permit No. MNR10001) and the Minnesota Stormwater Manual.
- Erosion control plans shall be required for grading activities in excess of 50 cubic yards or 10 cubic yards in a shoreland district.
- The City shall continue implementing an erosion control enforcement program for all properties in Plymouth. New, redevelopment and linear projects will receive a higher priority than single family homes.
- The City shall use regulatory measures to control erosion and sediment to extend the effective life of water resource facilities and to reduce pollutant loadings.

Wetlands

Maintain the amount of wetland acreage and improve the wetland functions and values within the city, where feasible.

- The City shall administer wetland protection and mitigation in accordance with the Minnesota Wetland Conservation Act, as amended, and the City's wetland regulations.
- For development which creates more than 1.0 acres of impervious surface, water quality treatment must be provided prior to discharge to wetlands.
- The City requires treatment of storm water runoff prior to discharge to wetlands on sites where treatment of storm water is required.
- The City will encourage the use of wetland banking as the primary means to satisfying wetland mitigation requirements.

Public Participation, Information, and Education

The City will continue to increase public involvement and knowledge in management and protection of water resources through public participation and education.

- The City will use a public involvement process in resource management decision-making (the Environmental Quality Committee).
- The City will use a variety of media, including newsletters, brochures, local cable television and the City's web site, to inform the community about surface water issues.
- The City will work with existing government and non-government organizations to increase public participation and education in surface water management.
- The City will establish model interpretive sites for public education.
- The City will continue to manage public education grant and rebate programs, including but not limited to, programs for alternative landscapes and water efficiency.
- Highlight water quality issues at City sponsored and community events.
- Provide speakers and workshops for property owners on shoreline, landscaping and yard care BMPs to protect water quality.

Monitoring

The City will continue to support a comprehensive water resources monitoring program to help identify progress towards meeting water quality goals and allocations assigned by Total Maximum Daily Loads (TMDLs). Water Quality parameters include, Total Suspended Solids (TSS), Total Phosphorus (TP), Nitrogen (N), Chloride (Cl) and others.

- The City will conduct in-lake and stormwater flow monitoring programs to develop baseline and long-term water quality records for all city lakes, as well as Bassett, Elm, Plymouth, and Shingle Creeks.
- The City will cooperate with all public agencies to conduct monitoring projects.
- The City will assist with citizen monitoring programs as opportunities arise.

Maintenance and Inspection

The City will preserve the function, quantity, and quality of water resource facilities through routine inspections, regular maintenance activities, and administration of the Minnesota Wetland Conservation Act.

- The City will inspect its drainage system to be in compliance with the most recent version of the Minnesota Pollution Control Agency's General Permit for Small Municipal Separate Storm Sewer Systems (Permit No. MNR040000) and the City's Pond Maintenance Policy.
- The City shall require maintenance of privately owned and operated water quality treatment ponds and water quality best management practices as outlined in any applicable maintenance agreement(s).
- The City shall require adequate access to public and private surface water facilities (ponds, rain gardens, underground storage areas etc.) for inspection and maintenance purposes.

Recreation, Fish, and Wildlife

Support water recreation activities and improve fish and wildlife habitat by implementation of programs which will improve water quality.

- Use appropriate BMPs during construction to protect natural areas and wildlife habitat intended for preservation.
- Preserve vegetative buffers around wetlands and riparian areas to provide habitat for wildlife.
- Support programs for controlling exotic and invasive species of plants and animals.
- Design and construct lake outlets to provide a barrier to upstream migration of rough fish whenever practical.
- Balance water recreational activity with water quality and habitat issues.
- Explore new opportunities to integrate surface water-based recreation activities and wildlife interests within wildlife corridors.

Groundwater

Prevent contamination of the aquifers and promote groundwater recharge including water conservation practices to maintain base flows in streams.

- The City shall develop and implement controls to protect identified wellhead areas.
- The City shall promote proper well abandonment.
- The City will consider alternatives to conventional storm water detention to enhance groundwater recharge through infiltration.

- Design and installation of on-site wastewater systems shall be in accordance with the standards set forth in Minnesota Rules, Chapter 7080 and the Individual Sewage Treatment System (ISTS) Act.
- The City will implement and enforce the current Water Emergency and Conservation Plan.
- The City shall promote and demonstrate the use of alternative landscape techniques and materials to reduce dependency on groundwater supplies.

Finance

Regularly evaluate and monitor funding sources used to finance water resources management activities.

- The City shall continue to help fund surface water management through the surface water utility fee.
- The City will actively pursue grants, donations, in-kind contributions, and watershed resources to help fund surface water management.
- The City shall assist citizens and businesses in their efforts to improve water quality, decrease water quantity and/or improve the functions and values of surface water resources.

WATER BODY GOALS (STREAMS AND LAKES)

Shallow Lakes

Shallow lakes are defined as lakes with a maximum depth of 15 feet or less or with 80% or more of the lake area shallow enough to support emergent or submergent rooted aquatic plants (littoral zone). The water quality standards are based on the June 1 to September 30 mean values of water quality monitoring data obtained by MPCA, The City of Plymouth, the Watershed Management Organization (WMO) or any combination of the three units of government.

The goal for all shallow lakes within the City is to have an average total phosphorus concentration of 60 µg/l or less, secchi depths greater than 1 meter and to have chlorophyll-a concentrations below 20 µg/l.

The Watershed Management Organization (WMO) or Watershed District may have different goals for each lake, however in general, 303d listed lakes will need to work towards meeting the

specific goals set forth in the US EPA approved TMDL Implementation Plan. The goal for lakes not listed as a 303d Impaired Water is protection of the resource and avoid it being listed as impaired in the future.

Shallow Lakes in Plymouth and their US EPA Approved TMDL (as applicable):

**TABLE 5-5
SHALLOW LAKES WITH APPROVED TMDLS**

Lake	Impairment
Bass	Excess Nutrients
Cavanaugh	
Camelot	
Gleason	Excess Nutrients
Kraetz*	
Lost	
Mooney	Excess Nutrients
Pike	Excess Nutrients
Schmidt	Pending Delisting (2014)
Snyder	
Turtle	

*Kraetz Lake is called out in the TMDL as Snyder Lake. Hennepin County, MCWD and MNDNR are working to correct the naming of these two lakes to match City of Plymouth Plat Maps.

Deep Lakes

Deep lakes are defined as lakes with maximum depths over 15 feet and as having less than 80% of the lake area as shallow enough to support emergent or submergent rooted aquatic plants (littoral zone) The water quality standards are based on the June 1 to September 30 mean values of water quality monitoring data obtained by MPCA, The City of Plymouth, the Watershed Management Organization (WMO) or any combination of the three units of government.

The goal for all deep lakes within the City is to have an average total phosphorus concentration of 40 µg/l or less, secchi depths greater than 1.4 meters and to have chlorophyll-a concentrations below 14 µg/l.

The Watershed Management Organization (WMO) or Watershed District may have different goals for each lake, however in general, 303d listed lakes will need to work towards meeting the specific goals set forth in the US EPA approved TMDL Implementation Plan. The goal for lakes not listed as a 303d Impaired Water is protection of the resource and avoid it being listed as impaired in the future.

Deep Lakes in Plymouth and their US EPA Approved TMDL (as applicable):

**TABLE 5-6
DEEP LAKES WITH APPROVED TMDLS**

Lake	Impairment
Hadley	Excess Nutrients
Medicine	Excess Nutrients
Parkers	Chloride
Pomerleau	Excess Nutrients

Streams

Streams are important conduits in the water cycle and are instruments in groundwater recharge, and habitat for many aquatic species. Increased rates and volumes of stormwater runoff, resulting from urbanization and other activities, can degrade a stream’s hydrology and physical condition.

The water quality goals for all streams within the City of Plymouth is outlined below for E. Coli, Dissolved Oxygen, Chloride and Biotic Integrity.

- E. Coli concentrations should not exceed 126 colony forming units per 100 milliliters (cfu/100ml) as a geometric mean of not less than five samples representative of conditions within any given calendar month, nor shall more than ten (10) percent of all samples taken during any calendar month individually exceed 1,260 cfu/100ml. This standard applies only between April 1 and October 31.
 - Dissolved Oxygen should be 5.0 mg/l as a daily minimum. Chloride standards for the protection of Aquatic Life in Class 2 waters are a chronic standard of 230 mg/L based on the 4-day average and an acute standard of

860mg/L for a one hour duration for class 2 waters. (Minnesota R. ch. 7050 and 7052).

- The Biotic Integrity standard uses an IBI which evaluates and integrates multiple attributes of the aquatic community, or “metrics”, to evaluate a complex biological system. Each metric is based on a structural (e.g. species composition) or functional (e.g. feeding habitats) aspect of the aquatic community that changes in a predictable way in response to human disturbance. Fish and macroinvertebrate IBIs are expressed as a score that ranges from 0-100, with 100 reflecting the healthiest biotic community possible.

The Watershed Management Organization (WMO) or Watershed District may have different goals for each stream, however in general, 303d listed streams will need to work towards meeting the specific goals set forth in the US EPA approved TMDL Implementation Plan. The goal for streams not listed as a 303d Impaired Water is protection of the resource and avoid it being listed as impaired in the future.

Streams in Plymouth and their US EPA Approved TMDL (as applicable):

**TABLE 5-7
STREAMS WITH APPROVED TMDLS**

Stream	Impairment
Bass Creek	Fish and Macroinvertebrate IBI Chloride
Bassett Creek	Fish and Macroinvertebrate IBI Fecal Coliform Chloride
Elm Creek	Fish and Macroinvertebrate IBI E. Coli Dissolved Oxygen Chloride
Shingle Creek	Chloride

1 Elm Creek TMDL is anticipated to be approved by US EPA in 2016.

2 Chloride impairment for Elm Creek will be covered as part of the Twin Cities Metro Area Chloride TMDL (MPCA 2015)

TRANSPORTATION GOALS AND POLICIES

Provide a high-quality, cost-effective, multi-modal transportation system that provides access to land uses in the city and provides for the safety and efficient movement of people and goods within and through the city and region.

- Treat all modes of transportation and related facilities as one integrated system to be coordinated and developed with other partners and stakeholders.
- Support regional improvements to major transportation facilities to remove bottlenecks and improve safety and traffic flow through the city.
- Promote ridesharing and other travel demand management strategies to help reduce peak hour commuter congestion.
- Require developers to provide the transportation facilities (roadways, transit, and bicycle/pedestrian) needed to support development.
- Support on-road facilities on lower volume/lower speed streets, where feasible, that encourage bicycle use for commuting.
- Support off-road trails on higher volume/higher speed roadways, where feasible, that encourage bicycle use for commuting.
- Provide pedestrian and bicycle connections among neighborhoods, major activity centers, municipal and regional parks and regional trail systems, and work toward eliminating barriers for pedestrian and bicycle movements at crossings of major trail facilities.
- Support continued rail access to industrial areas to provide options for freight movement.

Maintain independent high-quality transit services for Plymouth users.

- Provide and support transit services throughout the city to help ensure routes and schedules meet resident and employee needs.
- Promote public participation in transit planning.
- Annually review ridership service levels and per ride costs and make service adjustments where needed to best serve diverse needs.
- Support and promote park-and-ride facilities that are integral to the transit network.
- Integrate transit facilities into land use and other infrastructure to facilitate increased usage.

- Coordinate transit services and infrastructure with other communities and providers to maximize efficiencies and service.

Enhance safety for users of the transportation system through implementation of best practices, use of design standards, infrastructure maintenance, and enforcement of traffic regulations.

- Restrict and/or limit property access on high-volume roadways and encourage good design/development practices that adhere to access guidelines.
- Discourage pass-through traffic, including non-local truck traffic, on local streets in residential neighborhoods.
- Use best transportation design and maintenance practices.
- Work with law enforcement to address traffic law compliance issues.
- Work toward the elimination of major sources of modal conflict points in the city.
- Limit obstructions to air space where heliports are in place or planned.

Work to avoid and/or minimize transportation facility impacts on the environment and private property.

- Design roadways and other infrastructure in a manner that is sensitive to the physical, environmental and cultural context in which they are located.
- Promote best management practices in transportation and site design to minimize runoff, erosion and other impacts, and to improve surface water quality.
- Coordinate project development efforts with regulatory and peer agencies.

Maximize available financial resources to efficiently maintain and improve the transportation system.

- Provide timely reinvestment in essential elements of the transportation system to maintain system functionality and minimize life-cycle cost.
- Use pavement management and other monitoring systems to provide information for making sound investment decisions.
- Seek alternative funding options to leverage local and state aid funds for implementing improvements.

- Balance safety, environmental impacts and cost-effectiveness when making roadway decisions and setting priorities for improvements.

PARKS GOALS AND POLICIES

Provide a high-quality park and open space system that offers a balance of active and passive recreational opportunities.

- Continue to maintain and renovate the park system.
- Continue to build out the Northwest Greenway.
- Acquire the land needed for new parks and trails by requiring dedication in new developments and by purchasing land for community-wide park needs.
- Add and enhance cultural resources and historic interpretive opportunities.
- Continue to include natural areas as a component of the park system.
- Consider acquiring areas of unique, high-quality open space or natural resources that are not adequately protected by regulations.
- Establish regulations and incentives that will require or encourage private preservation of open space and natural resources.
- Prohibit private parks from serving as a substitute for any segment of the public park system.

Develop and maintain a trail/city sidewalk system throughout the community to provide recreation opportunities and encourage non-motorized transportation.

- Provide trail/city sidewalk connections among municipal and regional parks, neighborhoods and major activity centers.
- Provide trail/city sidewalk connections to state, regional, county and adjoining community trail systems.
- Identify physical barriers to non-motorized access and provide connections across these barriers at key locations where feasible.
- Consider providing trail/city sidewalks on both sides of streets when roadway traffic speed volumes or other safety considerations warrant.

- Establish a functional hierarchy of trail/city sidewalks relating to maintenance, jurisdiction and financing.
- Remove snow from designated trail/city sidewalk based on defined City Council-approved criteria.

Provide recreation programs and facilities that are well used, accessible and cost-effective.

- Monitor recreation trends and use patterns, and respond with appropriate programs and facilities.
- Continue to maintain and seek additional partnerships with school districts, athletic associations, contractors and other providers of recreational opportunities.
- Where there are opportunities for partnerships, act as a facilitator rather than the provider of new recreational facilities and programs.
- Assess user fees to offset operation and maintenance costs for public facilities when warranted.
- Continue to update and provide accessible programs, facilities, parks and trails.

WATER SUPPLY GOALS AND POLICIES

Provide residents and businesses with affordable potable water that is safe and high quality.

- Meet or exceed all federal and state drinking water standards.
- Inform customers of maintenance practices that may affect water quality.

Provide a low-maintenance, cost-effective water system that meets the long-term needs of residents and businesses.

- Design and construct a water system that supports the City’s Land Use Plan at ultimate development.
- Establish assessment rates, fees, and connection charges to ensure that new development pays for construction of the initial system.
- Require developers to pay the cost of off-site water facilities necessary for any development that occurs in a non-sequential order.

- Operate and maintain the water system to ensure its long-term function with equitable user charges.

Provide adequate water supply and pressure for residents and businesses.

- Design and construct a water system that meets demands for fire protection.
- Require that new structures with a ground elevation of 1,040 feet or higher above sea level install booster pumps if static pressure is 35 pounds per square inch (psi) or lower.
- Work with residents to find solutions for low water pressure.

Continue working with adjacent communities to provide a cooperative water system for emergency service.

Provide water service for developing areas in a planned manner by constructing new mains, wells and a water treatment plant (if demand requires).

Protect the City’s sustainable water supply through conservation by reducing the demand for water, improving the efficiency of water use and reducing loss and waste of water.

- Conform to the Water Emergency and Conservation Plan.
- Continue a tiered system of charges that increase rates with increased use.
- Inform customers about individual water conservation practices.
- Evaluate a program to provide homes with low flow water fixtures.

Protect the groundwater source from contamination by conforming to the Wellhead Protection Plan.

SANITARY SEWER GOALS AND POLICIES

Provide a low maintenance and cost effective sanitary sewer system that meets the long term needs of the City’s residents and businesses.

- Design and construct a sanitary sewer system that supports the City’s land use plan and its ultimate development.
- Establish assessments and connection charges to ensure that development pays for the

construction of the initial system.

- Operate and maintain the sanitary sewer system to ensure its long term function with equitable user charges.
- Continue to address infiltration/inflow of clear water into the sanitary sewer system.

Work with the Metropolitan Council and adjoining communities to provide a mutually cooperative sanitary sewer system.

- Maintain existing arrangements for sanitary sewer with adjacent communities.
- Provide a trunk system that meets the needs of Plymouth and adjoining communities.
- Participate in cost sharing arrangements that result in mutual benefit to participating communities.

Provide sanitary sewer service to undeveloped areas in a planned manner.

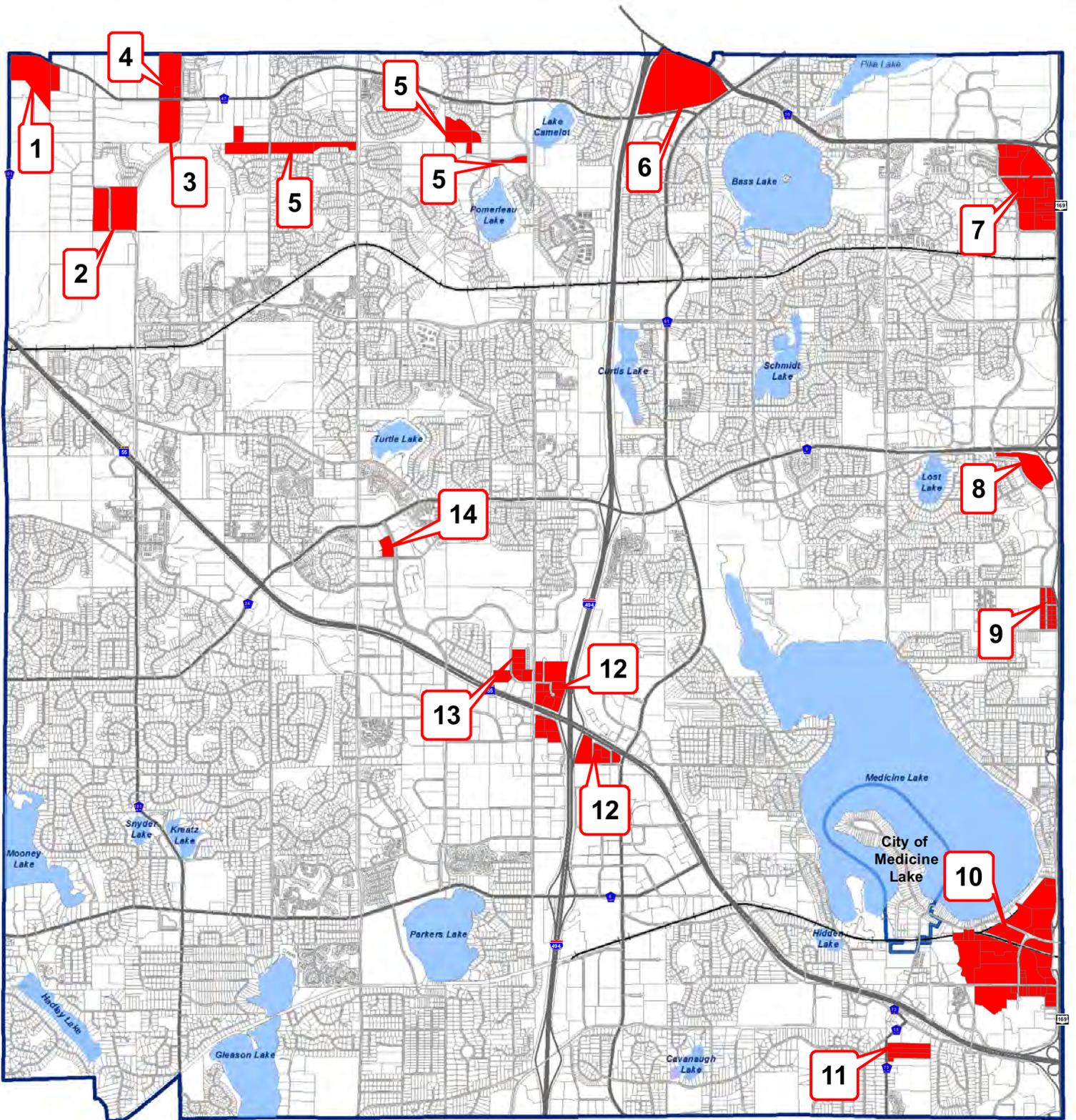
- Require developers to pay the cost of off-site sanitary sewer facilities necessary for any development that occurs in a non-sequential order.

PUBLIC FACILITIES GOALS AND POLICIES

Provide and maintain quality public facilities.

Provide for adequate maintenance and the orderly replacement of the City's buildings and equipment.

Continue to work with other public, private and non-profit agencies (e.g., Hennepin County, school districts and social service agencies) to ensure that the City's needs for facilities are met.



Comprehensive Plan Update: Potential Change Areas

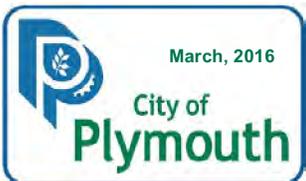
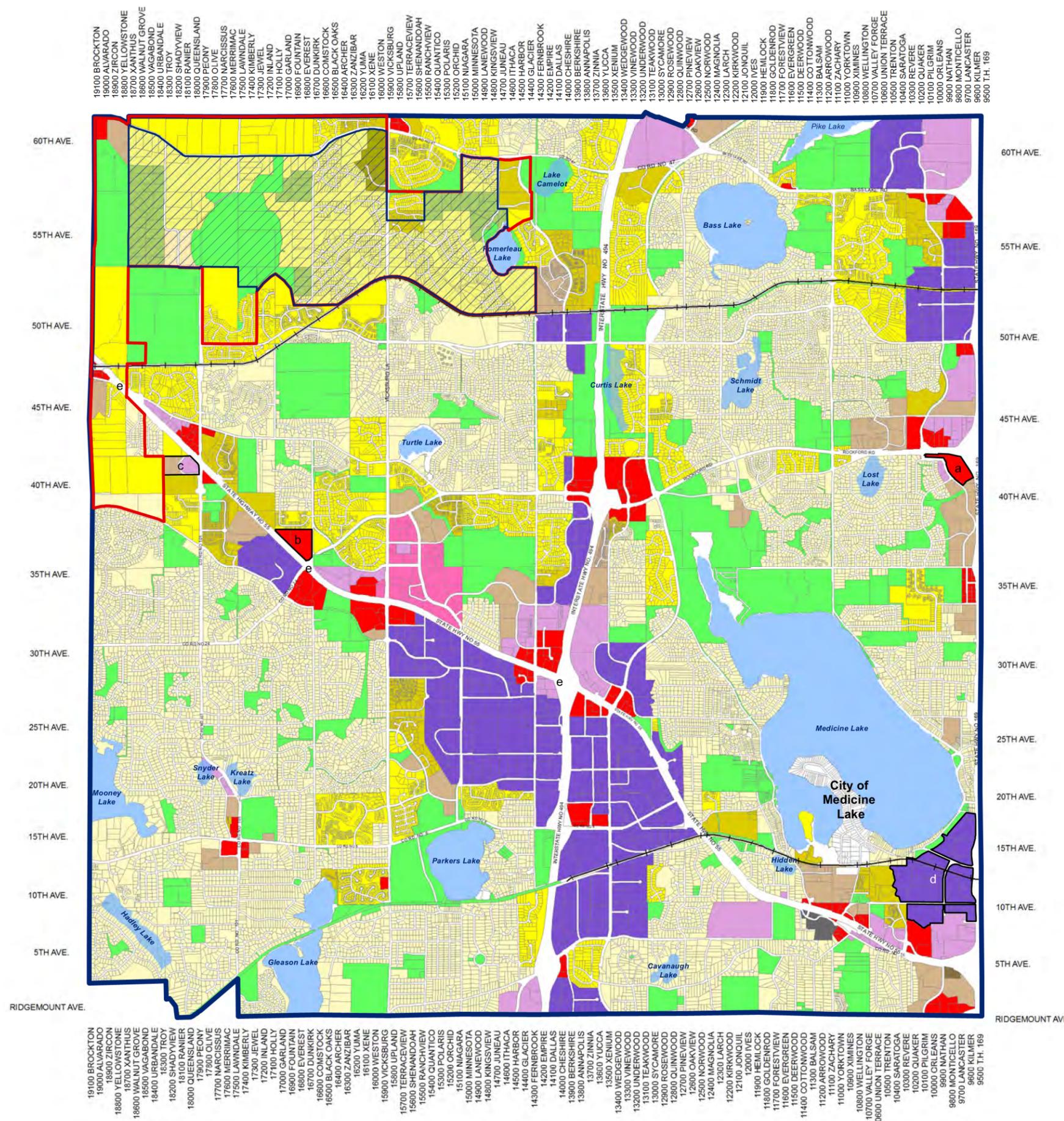


FIGURE 3-1 2030 Land Use Plan



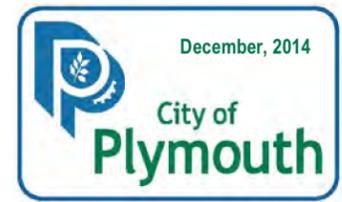
Legend

- Rural-to-Urban Transition Zone
- Northwest Overlay
- City Limits
- Lakes
- 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)
- Living Area 5, LA-5 (20-60)
- Mixed Use, MXD
- Commercial, C
- Commercial Office, CO
- City Center, CC
- Planned Industrial, IP
- Public/Semi-Public/Institutional, P-I

0 0.25 0.5 1 1.5 2 Miles

THIS REPRESENTS A COMPILATION OF INFORMATION AND DATA FROM CITY, COUNTY, STATE AND OTHER SOURCES THAT HAS NOT BEEN FIELD VERIFIED. INFORMATION SHOULD BE FIELD VERIFIED AND COMPARED WITH ORIGINAL SOURCE DOCUMENTS.

- Areas with Potential Land Use Change**
- a. Potential Mixed Use/Transit Site
 - b. Potential Commercial Office site if both parcels redevelop simultaneously
 - c. Potential Mixed Use site
 - d. Potential Commercial Office south of 10th Avenue and west of Nathan Lane; potential higher density residential north of 10th Avenue
 - e. Potential future grade separation may affect development plans



*Dated June 10th, 2014
Per Resolution 2014-203*



Agenda
Number: 2B

**SPECIAL
COUNCIL MEETING**

May 3, 2016

To: Mayor and Council

Prepared by: Dave Callister, City Manager

Reviewed by:

Item: Set Future Study Sessions

Currently, there are no study sessions to be scheduled. However, Councilmembers may add requests or schedule study session topics.

Calendars are attached to assist with scheduling of study sessions.

Pending Study Session Topics

(At least 3 Council members have approved the following study items on the list):
None.

Other Council requests for Study Session Topics:

None at this time.

Staff requests for Study Session Topics:

None at this time.

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3 5:00 PM SPECIAL COUNCIL MEETING Comprehensive Plan draft vision, goals, and policies Medicine Lake Room 6:30 PM ECONOMIC DEVELOPMENT AUTHORITY MEETING Organizational Meeting Medicine Lake Room	4 CANCELLED PLANNING COMMISSION MEETING Council Chambers	5	6	7
8	9	10 5:30 PM SPECIAL COUNCIL MEETING Universal Playground and Miracle Playfield at Zachary Playfields Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	11 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Medicine Lake Room	12 7:00 PM PARK & REC ADVISORY COMMISSION (PRAC) MEETING Council Chambers	13	14
15	16	17 6:00 PM SPECIAL COUNCIL MEETING Public Safety update Medicine Lake Room	18 7:00 PM PLANNING COMMISSION MEETING Council Chambers	19	20	21 10:00 AM - 2:00 PM BARK IN THE PARK Hilde Performance Center
22	23	24 5:30 PM SPECIAL COUNCIL MEETING Transit update Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	25	26 7:00 PM HOUSING AND REDEVELOPMENT AUTHORITY (HRA) MEETING Medicine Lake Room	27	28
29	 MEMORIAL DAY Observed CITY OFFICES CLOSED	31				

Modified on 04/26/16

CHANGES ARE MADE IN RED

3400 Plymouth Boulevard
Plymouth, MN 55447

OFFICIAL CITY CALENDAR

Phone: 763-509-5000
Fax: 763-509-5060

June 2016

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

Modified on 04/27/15

CHANGES ARE MADE IN RED

July 2016

SUN	MON	TUES	WED	THUR	FRI	SAT
					1	2
3	4  INDEPENDENCE DAY CITY OFFICES CLOSED	5	6 7:00 PM PLANNING COMMISSION MEETING Council Chambers	7	8	9
10	11	12 5:30 PM SPECIAL COUNCIL MEETING Trail/sidewalk snow removal routes for 2016-2017 Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	13 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Medicine Lake Room	14	15	16
17	18	19	20 7:00 PM PLANNING COMMISSION MEETING Council Chambers	21	22	23
24	25	26 7:00 PM REGULAR COUNCIL MEETING Council Chambers	27	28 7:00 PM HOUSING AND REDEVELOPMENT AUTHORITY (HRA) MEETING Medicine Lake Room 5:30 - 8:30 PM Kids Fest Hilde Performance Center	29	30
31						

Modified on 04/13/2016

CHANGES ARE MADE IN RED

3400 Plymouth Boulevard
Plymouth, MN 55447

OFFICIAL CITY CALENDAR

Phone: 763-509-5000
Fax: 763-509-5060

August 2016

SUN	MON	TUES	WED	THUR	FRI	SAT
	1	2 2:30-5:00 PM NIGHT TO UNITE KICKOFF Plymouth Creek Center 6:30-9:30 PM NIGHT TO UNITE CITY COUNCIL FILINGS OPEN	3 7:00 PM PLANNING COMMISSION MEETING Council Chambers	4	5	6 10:00 AM - 3:00 PM ABSENTEE VOTING
7	8 ABSENTEE VOTING Until 5:00 PM	9 STATE PRIMARY ELECTION DAY Polls open 7:00 AM to 8:00 PM 8:00 PM REGULAR COUNCIL MEETING Council Chambers	10 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE (EQC) MEETING Medicine Lake Room	11	12	13
14	15	16 6:00 PM SPECIAL COUNCIL MEETING Budget/CIP Medicine Lake Room CITY COUNCIL FILINGS CLOSE 5:00 PM	17 7:00 PM PLANNING COMMISSION MEETING Council Chambers	18 CITY COUNCIL FILINGS DEADLINE TO WITHDRAW 5:00 PM	19	20
21	22	23 5:30 PM SPECIAL COUNCIL MEETING Budget/CIP Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	24	25 7:00 PM HOUSING AND REDEVELOPMENT AUTHORITY (HRA) MEETING Medicine Lake Room	26	27
28	29	30 6:00 PM SPECIAL COUNCIL MEETING (If Needed) Budget/CIP Medicine Lake Room	31			

Modified on 04/13/2016

CHANGES ARE MADE IN RED