

**CITY OF PLYMOUTH
AGENDA
Regular Planning Commission
Council Chambers
3400 Plymouth Boulevard, Plymouth, MN
January 15, 2025, 7:00 PM**

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. PUBLIC FORUM** — *Individuals may address the Commission about any item not contained on the regular agenda. A maximum of 15 minutes is allotted for the Forum. If the full 15 minutes are not needed for the Forum, the Commission will continue with the agenda. The Commission will take no official action on items discussed at the Forum, with the exception of referral to staff for future reports.*
- 3. APPOINTMENTS OF CHAIR AND VICE CHAIR**
 - 3.1** [Appoint Chair and Vice Chair](#)
- 4. APPROVE AGENDA** — *Planning Commission members may add items to the agenda for discussion purposes or staff direction only. The Commission will not normally take official action on items added to the agenda.*
- 5. CONSENT AGENDA** — *These items are considered to be routine and enacted by one motion. There will be no separate discussion of these items unless a Commission member or citizen so requests, in which event the item will be removed from the Consent Agenda and placed elsewhere on the agenda.*
 - 5.1** [Approve the November 20, 2024 minutes.
Minutes](#)
 - 5.2** [Approve land conveyance and purchase for consistency with the city's
comprehensive plan
Land Swap
Resolution](#)
 - 5.3** [Recommend approval of a setback variance request to allow construction of a
screened porch addition located at 18805 4th Avenue \(Didier - 2024092\)
Staff Report
Application
Location Map
Nonconforming Lots
Comment in Opposition of Variance Request for 18805 4th Ave 1-18-24
Draft Resolution](#)
 - 5.4** [Approve 2025 Work Plan
Work Plan](#)
- 6. PUBLIC HEARINGS**

- 6.1 Comprehensive Plan Reguiding and Transportation Plan Amendment for the Hamel Lumber property located at 18710, 18800, and 18810 State Highway 55 (North Shore Development Partners - 2024085)
 - Planning Commission Report
 - Applicant Narrative
 - Resident Comments
 - Traffic Study
 - Neighborhood Meeting Presentation 12-18-24
 - Resolution Reguiding
- 6.2 PUD amendment to allow accessory fuel sales at the planned Coborn's Grocery Store, 6130 Sycamore Lane (Rice Companies -- 2024097)
 - Planning Commission Report
 - Location Map
 - Aerial Map
 - Coborn's Planned Site Plan & Building Renderings
 - Fuel Canopy Details
 - Applicant's Narrative
 - Ordinance
 - Resolution - Amendment
 - Resolution - Findings

7. NEW BUSINESS

- 7.1 Staffing Update
 - Memo on Staffing Changes

8. ADJOURNMENT

To: Planning Commission

Prepared by: Chloe McGuire, Planning and Development Manager

Reviewed by: Grant Fernelius, Community and Economic Development Director

Item: **Appoint Chair and Vice Chair**

1. Action Requested:

Motion to nominate a chair and vice chair for the 2025 year.

2. Background:

Each year, the Planning Commission appoints a Chair and Vice Chair. In 2024, Michael Boo served as the Chair, and Marc Anderson as the Vice Chair. The Chair of the Commission is in charge of running each meeting, meeting with staff prior to the meeting to learn about each case and presenting the Work Plan to the City Council. The Vice Chair will step into these responsibilities if the Chair is absent.

According to Section 305.03, Subdivision 3 of the Plymouth City Code, the Chairperson and Vice Chairperson of the Planning Commission are appointed by the Commission from among the members of the Commission, subject to approval by the Mayor.

3. Budget Impact:

NA

4. Attachments:

To: Planning Commission

Prepared by: Chloe McGuire, Planning and Development Manager

Reviewed by: Grant Fernelius, Community and Economic Development Director

Item: **Approve the November 20, 2024 minutes.**

- 1. Action Requested:**
Motion to adopt the minutes.
- 2. Background:**
The Planning Commission met on November 20, 2024.
- 3. Budget Impact:**
NA
- 4. Attachments:**
[Minutes](#)

Proposed Minutes Planning Commission Meeting November 20, 2024

Chair Boo called a Meeting of the Plymouth Planning Commission to order at 7:00 p.m. in the Council Chambers of City Hall, 3400 Plymouth Boulevard, on November 20, 2024.

COMMISSIONERS PRESENT: Chair Michael Boo, Marc Anderson, Julie Olson, Bill Wixon, Josh Fowler, and Neha Markanda

COMMISSIONERS ABSENT: None

STAFF PRESENT: Planning and Development Manager Chloe McGuire, Engineering Services Manager Chris McKenzie, and Senior Planner Kip Berglund,

Chair Boo led the Pledge of Allegiance.

Call to Order

Public Forum

Approval of Agenda

Motion was made by Commissioner Anderson and seconded by Commissioner Olson to approve the agenda. With all Commissioners voting in favor, the motion carried.

Consent Agenda

(4.1) Planning Commission minutes from meeting held on October 16, 2024.

Motion was made by Commissioner Wixon and seconded by Commissioner Markanda to approve the consent agenda. With all Commissioners voting in favor, the motion carried.

Public Hearing

(5.1) Conditional use permit amendment and site plan amendment request for a two-story addition, parking lot expansion, and related improvements at the property located at 12300 18th Avenue (Slavic Church Golgotha – 2024011)

Senior Planner Berglund presented the staff report.

Commissioner Markanda referenced the neighborhood concerns and asked the number of cars that park on the street on average today.

Senior Planner Berglund replied that staff has not studied the amount of on-street parking but referenced the aerial photo from 2024 which showed about 25 vehicles parked on the street.

Commissioner Markanda asked if staff is confident that parking would no longer be an issue with the additional stalls proposed.

Senior Planner Berglund replied that the additional 28 spaces proposed should help to alleviate the need for on-street parking but may not eliminate that need on busier days and events.

Commissioner Markanda asked if there is any data to support the safety concerns related to speeding.

Engineering Services Manager McKenzie replied that 18th Avenue is notorious for speeding. He stated that public works and police are well aware of that and attempt to provide enforcement as they can.

Commissioner Markanda referenced the landscaping proposed and asked if that is the minimum required or whether the plan goes above that minimum requirement.

Senior Planner Berglund commented that the applicant's plan goes above what is required by the ordinance.

Commissioner Anderson stated that the word expansion is being used which can mean that they are expanding services for their members or looking to expand their membership and for clarification on the intent. He noted that if they were expanding to allow more members that would bring more people and more vehicles and the parking would remain inadequate.

Senior Planner Berglund replied that the applicant can provide more details on membership. He stated the existing sanctuary capacity is 494 spaces and the proposed sanctuary has 494 spaces, therefore that is not increasing in size. He stated that the code bases the parking on the number of spaces in the sanctuary. He stated that the applicant is looking for a better way to use the site. He stated that the applicant may agree that they have outgrown their space and this additional would allow them to accommodate more of the activities that they have onsite.

Planning and Development Manager McGuire replied that the applicant has stated that they do hold some events in the parking lot on nicer days because they do not have space within the church area. She commented that the multipurpose room will allow those activities to be held inside.

Commissioner Anderson commented that it is his understanding that the streets around there have no parking restrictions.

Senior Planner Berglund confirmed that there are no parking restrictions in that area.

Commissioner Anderson asked if no parking signs could be installed if the resident objects to parking on the street or whether certain criteria would need to be met for no parking to be initiated.

Engineering Services Manager McKenzie replied that there is a process the city follows for no parking, which is independent of development and involves a petition by the neighbors and action of the city council. He stated that they have not yet had residents request no parking in this area.

Commissioner Anderson asked if the city has the ability to limit the number of services. He stated that if perhaps there were two services on a Sunday that would split the parking in half.

Senior Planner Berglund replied that this is a conditional use permit amendment request. He commented that it is not typical for city staff to regulate the number of services a church or religious institution could have. He stated that if there are continued documented issues, the council could implement reasonable conditions.

Commissioner Fowler asked if the speeding occurs around the time of the church services or whether that is a separate issue.

Engineering Services Manager Berglund commented on the different measures public safety uses to try to control the speed. He stated that typically people drive at higher speeds when the roads are clear and wide, whereas when people are parked on the road the road essentially looks more narrow and there is concern for people getting out of vehicles or crossing so that tends to slow speeds.

Commissioner Fowler asked the width of 18th Avenue and Magnolia.

Engineering Services Manager Berglund provided those road widths.

Chair Boo introduced the applicant, Alex Belous who stated that he is the president of the board of directors for the church. He stated that they have used the church for over 20 years and have tried to be good neighbors. He commented that the church is not growing but would like to accommodate more of their activities indoors rather than outdoors. He stated that the expansion would also provide additional spaces in the parking lot which would be a benefit to the church patrons and the neighborhood. He stated that they received previous approval but could not afford the improvements at that time.

Commissioner Markanda asked about the number of members the church has.

Mr. Belous replied that the church has 404 members with 220 to 250 active members. He stated that most of the time the full number of seats in the sanctuary are not filled.

Commissioner Markanda asked the length of services.

Mr. Belous replied that on Sundays the services are typically about two hours in length. He stated that other days the services would run one hour and 15 or 20 minutes. He stated that on

Sundays they currently have two services, at 10 a.m. and 6 p.m. He explained that they have two services because they do not have enough room for the children to attend Sunday school. He explained that with the expansion to the building, they would be able to condense Sunday services to just one service. He explained that Sunday services are split by the ages of the children with Sunday school for younger children in the morning and older children in the evening. He explained that children are not allowed in the service and because he has both younger and older children, he is attending twice.

Commissioner Markanda referenced the shorter services on other days of the week and asked the number of people attending.

Mr. Belous estimated 100 to 120 visitors, not members. He stated that the busiest time is Sunday morning.

Commissioner Wixon asked what happened in 2014 when the project was first approved.

Mr. Belous replied that they did not have the funding to move forward.

Commissioner Wixon asked if financing would continue to be an issue.

Mr. Belous replied that they spent the last ten years saving and also have members within the trades that can complete some of the work as volunteers.

Commissioner Wixon asked about the anticipated length of construction if approved.

Mr. Belous estimated that the work could be completed within one year or less.

Commissioner Anderson commented that he drives 18th Avenue 15 to 20 times per month and notices that there is a large bus in the parking lot. He asked how that bus is utilized and the impact that has on parking.

Mr. Belous replied that the bus is used for field trips for the children and to transport the choir to a sister church in Nebraska.

Commissioner Anderson commented that the bus could be used to transport members to the church from an offsite parking location. He stated that he does not see the bus on the current site plan and asked where that would be parked.

Mr. Belous replied that if they receive approval of the expansion, they recognize that they would not have room for the bus and would park the bus in a rented offsite location.

Chair Boo opened the public hearing.

Chair Boo introduced Joel Shloemer, 1830 Magnolia, who stated that the church is a good neighbor that takes great care of its space, has pride in the space, and in its general demeanor. He stated that since 2005 the intensity of use has increased incrementally over time. He stated that in 2014 the church relined the parking lot and removed parking islands which assisted in the parking issues but the on-street parking remains a challenge. He stated that previously the

activity was on Sunday morning and Wednesday night, but that has increased to six days per week and two Sunday services. He stated that the church is a great neighbor but as a neighbor, he bases his activities on the activity of the church as the traffic from the church impacts the ability to get in and out of the neighborhood or safely walk on the road. He referenced the parking calculation used by the city, which states that additional conditions can be imposed. He asked how the additional spaces such as the classrooms and multipurpose room would be counted in the parking requirement. He stated that in 2014 the city stated that there was not a way to have direct access to 18th and access had to be provided from Magnolia. He asked if there could be an option to have access directly onto 18th to alleviate the pressure on Magnolia. He commented that neither Magnolia nor 18th are striped for on-street parking. He stated that this last Sunday, for the morning service there were 29 vehicles parked on the street with 31 vehicles parked on the street for the evening service. He commented that street parking seems to be part of the solution if this is approved. He asked about the standard width for an on-street parking stall and whether these streets can support that. He stated that 18th has marked shoulders, but it is not designed for street parking. He commented that if on-street parking is going to be made part of the approval, he would like information on how that could be done appropriately. He asked the time of the last traffic study for 18th and Magnolia and whether that would still be applicable to the current environment and use. He stated that the parking is based on the seats within the sanctuary and asked if there would be additional seating in the multipurpose room as the service could then be broadcast into that space allowing for additional attendees.

Chair Boo introduced Brad Peterson, 1845 Kirkwood Lane, who commented that typically on a Sunday morning, he does not experience parking on his street but for larger events, there is parking on both sides of Kirkwood. He stated that there is not enough parking for the church, which can be agreed on, and did not believe that issue would be alleviated by the number of stalls that would be added. He stated that he would support the plan if the issue of parking and transportation could be addressed. He stated that the discussion and staff report only mentioned parking related to the code requirements. He commented that his two-year-old refuses to sit in a stroller and they walk down 18th to get to the park. He stated that there are horrible sightlines, with hills and fast-moving traffic which is a safety concern. He asked the obligation of the commission to look beyond the raw parking calculation as part of the analysis of whether this should be approved.

Chair Boo introduced Matt Anderson, construction advisor for the church, who stated that he is present to answer any questions from the neighbors related to the construction and related process.

Chair Boo introduced Padmaja, 1862 Magnolia Lane, who stated that she moved to her home in 2021 although she has been a Plymouth resident for 20 years. She stated that she has two teenagers, one of which is driving. She commented that she has noticed more activity and traffic from the church over the past three years. She stated that her daughter waits for the church traffic to be clear before driving home from school in order to avoid the vehicles parked on the street and the flow of traffic. She stated that perhaps the church has outgrown this space. She commented that this would seem to increase the ability to hold more activity in the classroom space which could seem to increase the traffic coming and going from the site. She stated that her windows are across from the parking lot and even though there are trees, she keeps the shades down to prevent vehicle lights from shining in the window.

Chair Boo introduced Kathy and Mike Misk, 1800 Magnolia, who stated that their home is directly across from the church and driveway. She commented that the church is a good neighbor, and they are good people, but the activity has increased to six days per week. She echoed the comments related to parking impacts. She stated that they cannot leave or come back when there is service because of the vehicles parked on the street. She stated that they also cannot invite people to their homes when there are services because there is no parking available. She commented that they have lived at their home for 30 years when the church was small and that activity has increased since the church was purchased. She stated that in the winter the snow pushes the vehicles parked on the street further onto the street and they had concerns about whether emergency vehicles would be able to pass down the street during those times. They also echoed the comments of the previous speakers. They supported the concept of rerouting the entrance directly onto 18th Avenue. She asked that a traffic study be completed.

Mr. Misk stated that since the church was purchased it continues to grow, which is great but perhaps it has outgrown this site. He was surprised that staff seemed to support this application when he believed that staff should be neutral in their opinion.

Chair Boo explained that staff are asked to provide a recommendation on applications.

Mr. Misk asked where the information was found related to the impact on property values as he believes that to be inaccurate. He stated that the survey shows the parking islands that have been removed, and therefore believes that to be inaccurate information. He commented that the survey is inaccurate and therefore the parking calculation would also be inaccurate, and the parking would not meet the code requirement.

Chair Boo introduced Scott Omlid, 1840 Magnolia, who echoed the comments of the previous speakers. He asked about the parking impact during construction and how much parking space would be used for the storage of construction equipment and materials.

Chair Boo introduced Jeff McCurdy, 1835 Kirkwood, who agreed with the comments of his neighbor about parking on their street for bigger events. He stated that staff is incorrect about no parking signs as he stated that there is no parking during church events on Sundays along the north side of 18th Avenue. He stated that ten years ago the neighbors lobbied for the no parking signs to be installed as there was no path for pedestrians on 18th Avenue because of the on-street parking. He commented that the traffic coming out of the site is terrible and provided an example, noting that he has been living in his home since 1995. He stated that there should be painted curbs to identify areas where vehicles cannot park as vehicles often park up to the stop sign and block the trail. He commented that kids often rip around in the church parking lot during the late hours of the night. He referenced the comment that the applicant would hope to eliminate the Sunday evening service and stated that if that service is removed that would condense all that traffic into the morning service which would seem to create a large parking shortage as the lot is full with 20+ vehicles on the street for each service.

Chair Boo introduced Matt Dreier, 1800 Kirkwood, who stated that he moved to his home about one year ago. He commented that safety is a huge concern as people often cut through his yard to access side streets to avoid parking vehicles and traffic. He stated that there is wildlife in the area that cross through his yard to reach the water which is also impacted by traffic.

Chair Boo introduced Brad and Karla Anderson, 1810 Magnolia, stated that he is concerned with the speed of vehicles on the roadway, especially as they take the turn. He asked if public safety improvements could be added as a condition of improvement. He provided a photo of a road with a median and stated that perhaps that would assist with vehicles making the turn in the proper lane and slowing traffic speeds. He commented that the fire hydrant near their home is blocked almost every Sunday by parked vehicles and also supported the painting of the curbs. They also supported the desire for the church to have its own access onto 18th Avenue.

Chair Boo closed the public hearing.

Engineering Services Manager McKenzie stated that when the proposal was evaluated it was done from the standpoint of a conditional use permit amendment, noting that the request was separated from the streets and public works component. He stated that staff are well aware of this area, but a traffic study was not requested because this is an incremental increase to the amount of space and not the use. He stated that the number of seats in the sanctuary remains the same and therefore the increased space in the building did not warrant a traffic study. He did not discount that there are speed and traffic concerns in the area, along with parking.

Chair Boo recognized that most of the comments were related to the street conditions. He recognized that if approved there would be construction activity on the site and asked how staff considers that in terms of parking.

Engineering Services Manager McKenzie reviewed some measures that staff have considered in other areas, such as restricting on-street parking to one side of the street.

Senior Planner Berglund commented that the plans were submitted by the applicant and the proposed site plan is what would be expected to be constructed as a result of the project. He stated that the plan does show islands with landscaping that would be installed. He stated that several questions were received related to access onto 18th Avenue.

Engineering Services Manager McKenzie commented that access directly from the parking lot onto 18th Avenue would create a new set of problems, as the intersection would be a poorly offset intersection with none of the streets lining up.

Mr. Belous commented that the church does anticipate increased activity on the site as a result of the expansion. He stated that from day one, they have had the same number of services, six days per week, but noted that most people come on Sunday and Wednesday.

Senior Planner Berglund explained that the parking calculation for religious institutions is based on the size of the sanctuary with one stall required per three seats. He stated that typically when the congregation is in the sanctuary there is not a lot of activity in the other spaces, other than children being in other rooms for Sunday school while the parents or grandparents are in the sanctuary. He stated that they could ask the applicant as to whether it would be anticipated to use the multipurpose room for additional seating during services.

Mr. Belous replied that they would not be doing that. He stated that they do broadcast the service for those who want to watch from home.

Engineering Services Manager McKenzie commented that he is not aware of a traffic study being done previously. He stated that if even one had been done ten years ago, that data would not be relevant today because a number of things have changed in that area. He stated that there are routine traffic counts to monitor the area. He commented that the most recent traffic count for 18th Avenue was about 1,300 vehicles per day whereas the capacity is 2,500 to 3,000 vehicles per day, therefore the road does have the capacity for this project.

Senior Planner Berglund commented that the fire department is part of the development review committee and was not aware of any specific complaints. He stated that he will follow up with public safety and fire to determine if there have been any issues, specifically along Magnolia and Kirkwood during service times. He stated that the conditional use permit standards are required to be reviewed as part of the analysis which elaborates more on the issues considered outside of parking.

Commissioner Anderson commented that it appears that everyone needs to step up. He stated that larger churches are using police to manage traffic or using traffic volunteers to minimize the impact on the neighborhood. He stated that if the neighbors wanted parking restrictions, they would need to submit that application. He commented that Magnolia should only allow parking on one side. He stated that the city should then be watching the speed on the road and if fire cannot access the neighborhood, they would need to say so. He stated that there needs to be some resolution on parking and traffic before this moves forward.

Commissioner Wixon stated that he agreed with those comments. He agreed with the use of traffic volunteers to direct people where and where not to park. He respected the opinion of staff that creating an access on 18th would create a new set of problems but still asked that the option be reviewed.

Commissioner Markanda stated that after listening to the staff presentation, information from the applicant, and the opinions of the residents she takes safety very seriously. She stated that she would like to see more data provided before a decision is made to ensure that this would be a win/win situation for everyone. She requested a traffic study to be completed, an evaluation of direct access to 18th Avenue, and the type of ordinances that could or could not, be put into place to ensure that the residents in that area could continue to live in peace.

Commissioner Olson recognized that there are some restrictions based on the fact that the requirements are met by the request, but clearly, the parking is not adequate for the use. She asked if this is happening elsewhere and whether additional parking should be required for other spaces. She provided the example of a church with a school and asked if there are additional parking requirements for that type of use.

Senior Planner Berglund replied that a religious institution with a five-day-per-week school or daycare would have different parking calculations. He stated that this religious institution would not qualify for that type of use.

Planning and Development Manager McGuire explained that the request tonight is a conditional use permit and site plan request and noted that those requests have specific things the city can and cannot evaluate and require. She explained that reasonable conditions can be required related to the conditional use permit. She commented that many issues were raised tonight and

the majority of those were related to the existing situation and not the proposed amendment. She stated that if the commission feels that parking and traffic are an issue on the site, that is related to the site today and not the amendment, therefore she would recommend that the commission direct staff to work on those issues with the applicant. She stated that if there is an existing issue, unrelated to the request, that is something that staff can work on separately. She commented that staff would be happy to do so if that is the direction of the commission. She explained that there are strict things the commission can review related to the conditional use permit amendment and that should be the focus. She stated that two separate motions could be made tonight, one to address the existing condition and the other related to the request at hand. She stated that if the conditional use permit request is denied there would be no improvements made, and nothing would get better. She reviewed the proposed conditions suggested by staff to increase buffers to residents, direction of traffic, and management of litter.

Chair Boo commented that he is aware that this issue is not new to this development or is it something that would be worsened by this development although there is some concern that expansion of the building would grow the congregation. He commented that this plan addresses many of the issues by moving traffic from the street into the parking lot, although most likely not all the parking would be moved off the street. He asked if there were additional conditions the commission would like to add. He agreed that the issue of traffic needs to be addressed as it exists today and needs to be addressed for the safety of the neighborhood, recognizing that the church contributes to that issue during times of service.

Mr. Belous stated that he heard the complaints from the neighbors tonight and regardless of the decision tonight he would like to find out what the church can do to be a better neighbor. He asked that the city provide him with direction on what they need to do and where parking can or should not occur. He agreed that he could have volunteers assist with directing traffic. He noted that he could also find a local business that would rent them space for parking on the weekends and they could shuttle people from there.

Chair Boo commented that this project would include a significant contribution to improving this issue as additional parking would be provided onsite. He asked about the actions that the commission needs to take tonight.

Planning and Development Manager McGuire commented that the commission could choose to table the request tonight, but specific information will need to be requested that the commission would like to know. She believed that the city council may also struggle with this application and reviewed the review timeline, noting that a decision would need to be made by February 7th to meet that deadline. She recommended that the commission take action tonight to allow the city to stay on top of the 60-day rule.

Chair Boo asked about the length of time that would be required for a traffic study and solutions.

Engineering Services Manager McKenzie stated that because the conditions exist today this is more of a public works issue and described that typical path where a solution would be proposed, and the neighborhood could be involved. He stated that he would be willing to do that, noting that would be aside from this request tonight because this is an existing condition and not part of this request.

Planning and Development Manager McGuire explained that because this request would not expand the size of the sanctuary and would provide additional parking, she did not believe the city would have the authority to require a full traffic study to be completed. She stated that she could work with public works to do additional traffic analysis.

Chair Boo asked if the traffic counts that have been done in general times or when the church is active.

Engineering Services Manager McKenzie commented that churches are unique from a traffic standpoint. He stated that if this were a single-family development that would have a much different impact as a church has its highest use when the system has its least use, such as on a Sunday morning. He stated that if this were a larger retailer that would have a much different story as well as the high traffic times for that use is also at the highest use of the system.

Chair Boo noted that this would be different because there is also activity at the church in the evenings when there is also evening traffic on the street.

Commissioner Fowler stated that he is looking at this in the manner of staff, noting that there is clearly an issue, but the requested amendment does not make the issue worse to the point of reaching findings of fact for denial. He commented that he does support the conditions recommended by staff and that perhaps the applicant could work with staff to develop a traffic and parking plan. He was unsure if it is within the jurisdiction of the city to require the applicant to pay for police to direct traffic. He did not believe that the commission could require a traffic study and also did not believe that delaying a decision was going to provide new information.

Commissioner Anderson asked if there could be a condition that parking only be allowed on one side of the street.

Engineering Services Manager McKenzie commented that there are processes and policies in place to implement no parking and therefore he would want that to follow the typical process as it would have impacts on residents in that area as well.

Commissioner Anderson asked if the curbs could be painted to identify areas where parking cannot occur, such as near corners.

Engineering Services Manager McKenzie replied that he would put that in the same category and would prefer to address that through public works so they could be transparent in the process and work with both the applicant and neighbors.

Commissioner Anderson asked if the same would go for painting the curb in front of the hydrants.

Engineering Services Manager McKenzie confirmed that he would follow the same process, noting that the city does not typically block out in front of hydrants and acknowledging that it is illegal to park in front of a hydrant.

Commissioner Anderson asked if there could be a study of access from 18th Avenue added as a condition.

Engineering Services Manager replied that he would not support that condition and does not believe that is a good engineering solution.

Commissioner Anderson asked if there could be a restriction that there is no parking on the streets during services.

Engineering Services Manager McKenzie replied that would be in the same category in that there is a policy and process for that.

Planning and Development Manager McGuire clarified that a specific use cannot be called out for no parking and religious institutions do have protections.

Commissioner Anderson asked if it could be required to have police directing traffic during times of services.

Planning and Development Manager McGuire replied that could be part of the solution, but the city cannot require that the applicant pay city staff to provide that service. She stated that they can work with the applicant on a parking plan and the church could utilize volunteers for that service.

Commissioner Anderson reviewed the proposed conditions suggested by staff and asked if there could be another condition added requiring a parking plan to be developed.

Planning and Development Manager McGuire commented that staff and the applicant could review the parking lot configuration to determine if the parking lot could be angled or perhaps the parking lot islands be removed to provide additional parking stalls onsite.

Chair Boo recognized that there is a separation between the two issues of this application and existing conditions that should be discussed through public works. He stated that the expansion of parking on the site will be an improvement but will not address all the issues therefore there should be a separate action to request the city to work with the applicant and community to minimize the safety issues that were raised. He asked if they could ask the police to regularly monitor parking requirements and after-hours use of the parking lot for inappropriate activities.

Planning and Development Manager McGuire commented that she can follow up with the Public Safety Director related to that information.

Commissioner Fowler stated that he likes the idea for staff and the applicant to review the parking lot configuration to determine if changes could be made to the concept to increase parking onsite.

Commissioner Anderson referenced a right-out-only exit which is implemented on certain sites and stated that perhaps that could be an option for 18th Avenue that would not create that intersection issue.

Engineering Services Manager McKenzie replied that due to the proximity to Magnolia and the private driveway, that would not be a solid engineering decision.

Commissioner Fowler commented that another driveway would also further reduce parking counts.

Commissioner Markanda asked how soon the parking review would be completed and if the commission would be able to see the results.

Planning and Development Manager McGuire commented that if that is added as a condition, staff would work with the applicant prior to the review of the city council, and this would not come back to the commission. She stated that as proposed the commission does not have the authority to deny because of lack of parking onsite because this does meet the parking count threshold. She believed that there are things that can be done to add parking by doing angled parking and perhaps adding compact spaces in some locations. She stated that the applicant seems willing to work with staff.

Motion was made by Anderson, and seconded by Commissioner Olson, to recommend approval of a resolution approving the conditional use permit amendment and site plan amendment for Slavic Church Golgotha for the property located at 12300 18th Avenue with the conditions in the draft resolution and additional condition that staff work with the applicant on a potential reconfiguration of the parking lot to include more parking stalls onsite as well as a traffic plan to manage traffic during peak times. With a vote of 5 – 1 (Markanda opposed), the motion carried.

Chair Boo asked if a second motion should be made to direct staff to determine if there are additional actions necessary to resolve the safety issues described tonight.

Engineering Services Manager McKenzie stated that he would want to ensure a proper time expectation given the timing with the holidays, the involvement of the public that would be necessary, and work increasing for staff with the seasonal snow activity. He stated that nothing would be done in a matter of weeks but more likely in January or February and ready for implementation in the spring.

Chair Boo understood that and believed that it is necessary regardless of this application.

Commissioner Anderson asked if a motion is necessary or whether staff has appropriate direction.

Planning and Development Manager McGuire replied that a motion is not necessary as staff have received the comments tonight and will be working on this.

Chair Boo commented that he believes a motion would be appropriate.

Motion was made by Boo, and seconded by Commissioner Anderson, to request that the public works department look into the parking and striping issues around this site and report back in 2025 with potential solutions.

Further discussion: Commissioner Anderson stated that he would want to ensure that the public is involved in this process.

Engineering Services Manager McKenzie confirmed that would be part of the process, which is part of the reason it would take longer to provide a response.

Commissioner Markanda asked if this could be expedited.

Engineering Services Manager McKenzie replied that they can expedite that, but the public process is methodical in the way it moves. He explained that even mailing letters and providing enough lead time to attend is about four to five weeks.

Chair Boo noted that with the holiday season, they would also want to ensure sufficient time for people to participate.

Commissioner Fowler asked and received confirmation that this review would include pedestrian traffic as well.

With all Commissioners voting in favor, the motion carried.

Senior Planner Berglund commented that this item is scheduled to go before the city council at its December 10, 2024 meeting.

Other

Commissioner Wixon commented on the speed of electric bicycles on the paths near Medicine Lake and asked if something could be done to encourage reduced speeds to avoid conflicts with pedestrians.

Chair Boo commented that perhaps staff add that topic to the 2025 list of issues to respond to, related to the speeds of traffic on pedestrian paths and trails.

Planning and Development Manager McGuire commented that she will review whether that would fall under the scope of the planning department or the parks department but would follow up on that concern.

New Business

Adjournment

Chair Boo adjourned the meeting at 9:07 p.m.

To: Planning Commission

Prepared by: Chloe McGuire, Planning and Development Manager

Reviewed by: Grant Fernelius, Community and Economic Development Director

Item: **Approve land conveyance and purchase for consistency with the city's comprehensive plan**

1. Action Requested:

Motion to adopt the attached resolution.

2. Background:

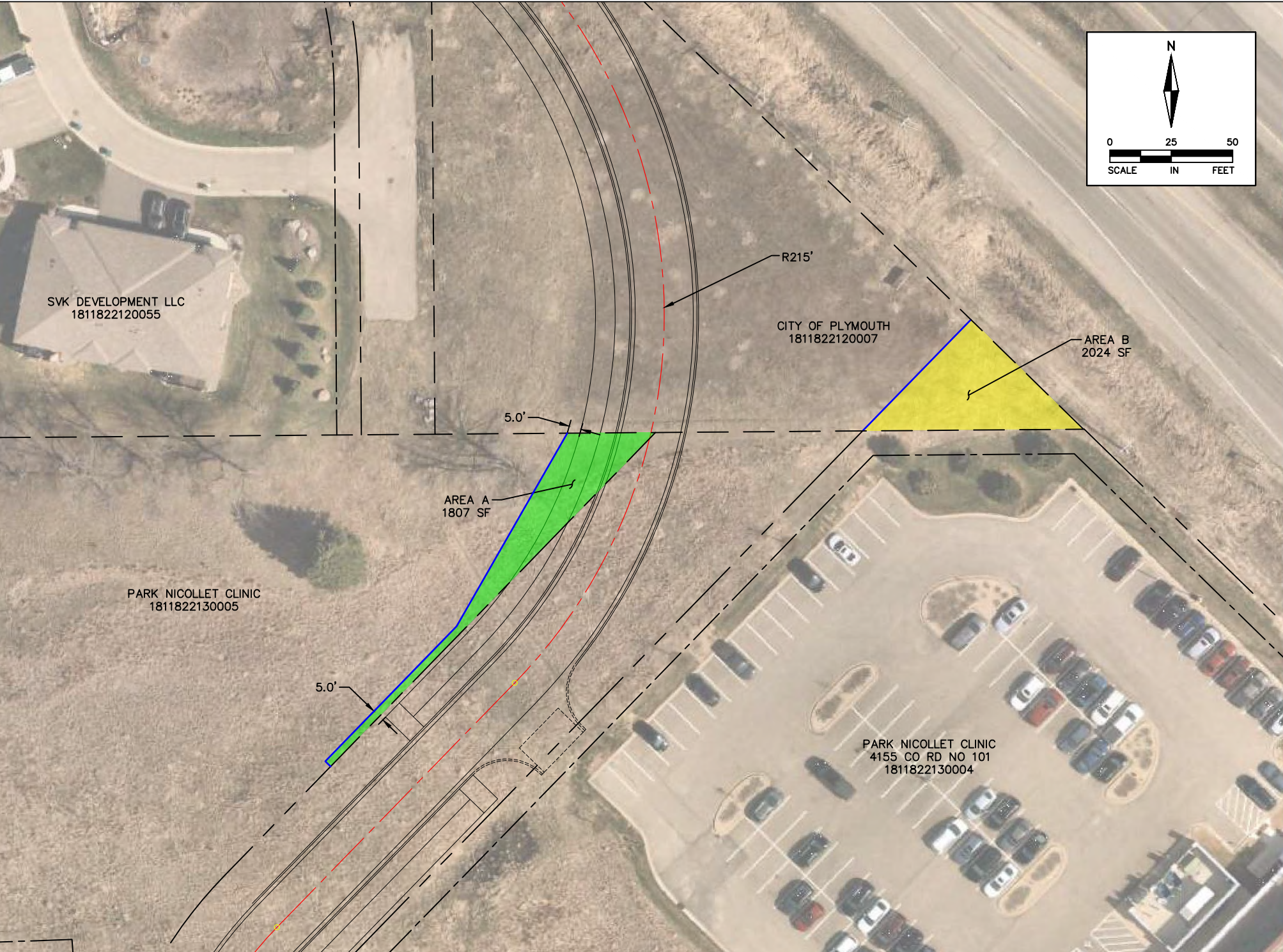
The city purchased the property located at PID 1811822120007 in order to connect the frontage road (County 101 Frontage Road) with Hamel Road south of Highway 55. The city is proposing to purchase an adjacent piece of land and sell a piece of land in order to complete the frontage road realignment. Under statute, the Planning Commission must make findings related to the acquisition and sale of land.

3. Budget Impact:

NA

4. Attachments:

[Land Swap
Resolution](#)



CITY OF PLYMOUTH

PLANNING COMMISSION RESOLUTION No. 2025-

RESOLUTION FINDING THAT THE ACQUISITION AND SALE OF CERTAIN PROPERTY BY THE CITY OF PLYMOUTH IS IN COMPLIANCE WITH THE CITY'S COMPREHENSIVE PLAN

WHEREAS, the City Council of the City of Plymouth ("City" and "Seller") has proposed to acquire and sell certain real property; and

WHEREAS, the City is the fee owner of property legally described as Tract D, Registered Land Survey No. 0187, Hennepin County, Minnesota ("Seller Parcel").

WHEREAS, Park Nicollet Clinic, a Minnesota nonprofit corporation, located at 3800 Park Nicollet Blvd., St. Louis Park, MN 55416 ("Purchaser") is the fee owner of the following real properties located within the City of Plymouth:

- a. Lot 1, Block 1, Park Nicollet Plymouth Addition, Hennepin County, Minnesota, according to the recorded plat thereof ("Purchaser Parcel A"); and
- b. Outlot A, Park Nicollet Plymouth Addition Hennepin County, Minnesota, according to the recorded plat thereof ("Purchaser Parcel B").

WHEREAS, Purchaser desires to purchase a portion of the Seller Parcel as legally described in Exhibit A ("Property"); and

WHEREAS, Seller desires to acquire an easement over a portion of the Purchaser Parcel B as legally described in Exhibit B ("Easement Area").

WHEREAS, Seller will retain the portion of the Seller Property less the Property, as legally described in Exhibit C ("Remnant Parcel").

WHEREAS, the proposed acquisition and sale of the Property has been submitted to the Planning Commission for its review and issuance of a written report of its findings pursuant to Minn. Stat. § 462.356, subd. 2; and

WHEREAS, the Planning Commission has reviewed the proposed acquisition of the Property as it relates to the City's Comprehensive Plan as the acquisition and sale will allow for the extension of the Hamel Road and Highway 55 Frontage Road and complete a missing road network gap.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Plymouth, Minnesota, that acquisition and sale of the Property is found to be consistent with the City's Comprehensive Plan.

ADOPTED this 15 day of January, 2025, by the Planning Commission of the City of Plymouth, Minnesota.

PLYMOUTH PLANNING COMMISSION

By: _____
_____, Chair

EXHIBIT A
Legal Description of Property

That part of Tract D, Registered Land Survey No. 187, Hennepin County, Minnesota, lying southeasterly of the following described line:

Commencing at the southwest corner of said Tract D; thence North 89 degrees 33 minutes 30 seconds East, assumed bearing along the south line of said Tract D, a distance of 174.19 feet to the northwest corner of Lot 1, Block 1, PARK NICOLLET PLYMOUTH ADDITION, according to the recorded plat thereof, said county, and the point of beginning of said line to be described; thence North 44 degrees 12 minutes 54 seconds East along the northeasterly extension of northwest line of said Lot 1, a distance of 63.24 feet to the northeasterly line of said Tract D, and said line there terminating.

EXHIBIT B
Legal Description of Easement Area

That part of Outlot A, PARK NICOLLET PLYMOUTH ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota, described as follows:

Commencing at the most northerly northeast corner of said Outlot A, said corner also being the northwest corner of Lot 1, Block 1, said plat; thence South 89 degrees 33 minutes 30 seconds West, assumed bearing along the north line of said Outlot A, a distance of 84.35 feet to the point of beginning; thence South 44 degrees 12 minutes 54 seconds West, along a line parallel with and 60.00 feet northwesterly of, as measured perpendicular to, the southeast line of said Outlot A, a distance of 189.74 feet; thence North 45 degrees 47 minutes 06 seconds West 3.00 feet; thence North 44 degrees 12 minutes 54 seconds East 76.71 feet; thence North 29 degrees 47 minutes 56 seconds East 90.62 feet to said north line of Outlot A; thence North 89 degrees 33 minutes 30 seconds East 35.94 feet to the point of beginning.

EXHIBIT C
Legal Description of Remnant Parcel

Tract D, REGISTERED LAND SURVEY NO. 187, Hennepin County, Minnesota

EXCEPT that part of said Tract D lying southeasterly of the following described line:

Commencing at the southwest corner of said Tract D; thence North 89 degrees 33 minutes 30 seconds East, assumed bearing along the south line of said Tract D, a distance of 174.19 feet to the northwest corner of Lot 1, Block 1, PARK NICOLLET PLYMOUTH ADDITION, according to the recorded plat thereof, said county, and the point of beginning of said line to be described; thence North 44 degrees 12 minutes 54 seconds East along the northeasterly extension of northwest line of said Lot 1, a distance of 63.24 feet to the northeasterly line of said Tract D, and said line there terminating.

EXHIBIT D
Easement Agreement - Draft

GRANT OF PERMANENT EASEMENT

Park Nicollet Clinic, a Minnesota non profit company hereinafter referred to as "Grantor", in consideration of One Dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, does hereby grant unto the **CITY OF PLYMOUTH**, a municipal corporation organized under the laws of the State of Minnesota, the Grantee, hereinafter referred to as the "City", its successors and assigns, forever, a permanent easement for public roadway and drainage and utility purposes over, on, across, under and through the land situated in the County of Carver, State of Minnesota, legally described on the attached Exhibit "A" and as depicted on the attached Exhibit "B" (the "Easement Premises").

INCLUDING the rights of the City, its contractors, agents, servants, and assigns, to enter upon the Easement Premises at all reasonable times to construct, reconstruct, inspect, repair, and maintain said public roadway and drainage and utility systems over, across, on, under, and through the Easement Premises, together with the right to grade, level, fill, drain, pave, and excavate the Easement Premises, and the further right to remove trees, bushes, undergrowth, and other obstructions interfering with the location, construction, and maintenance of said public roadway and drainage and utility systems.

The above-named Grantor, for itself, successors and assigns, does covenant with the City, its successors and assigns, that it is well seized in fee title of the Easement Premises; that it has the sole right to grant and convey the easement to the City; that there are no unrecorded interests in the Easement Premises; and it will indemnify and hold the City harmless for any breach of the foregoing covenants.

IN TESTIMONY WHEREOF, the Grantor hereto has signed this easement this ____ day of _____, 2025.

**EXHIBIT “A”
TO
GRANT OF PERMANENT EASEMENT**

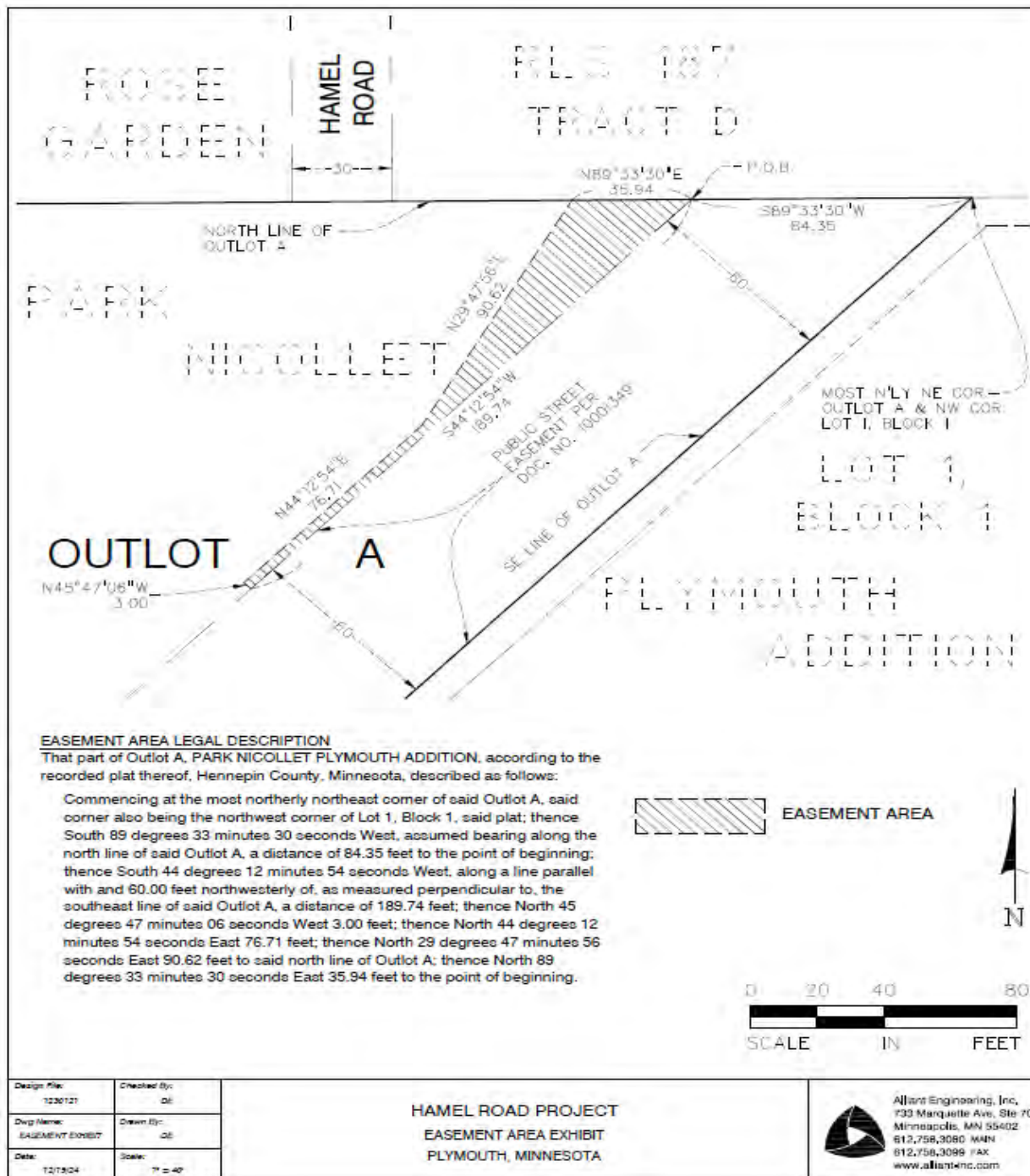
Legal Description

That part of Outlot A, PARK NICOLLET PLYMOUTH ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota, described as follows:

Commencing at the most northerly northeast corner of said Outlot A, said corner also being the northwest corner of Lot 1, Block 1, said plat; thence South 89 degrees 33 minutes 30 seconds West, assumed bearing along the north line of said Outlot A, a distance of 84.35 feet to the point of beginning; thence South 44 degrees 12 minutes 54 seconds West, along a line parallel with and 60.00 feet northwesterly of, as measured perpendicular to, the southeast line of said Outlot A, a distance of 189.74 feet; thence North 45 degrees 47 minutes 06 seconds West 3.00 feet; thence North 44 degrees 12 minutes 54 seconds East 76.71 feet; thence North 29 degrees 47 minutes 56 seconds East 90.62 feet to said north line of Outlot A; thence North 89 degrees 33 minutes 30 seconds East 35.94 feet to the point of beginning.

EXHIBIT "B" TO GRANT OF PERMANENT EASEMENT

Depiction



To: Planning Commission

Prepared by: Sophia Kucera, CED Intern

Reviewed by: Grant Fernelius, Community and Economic Development Director

Item: **Recommend approval of a setback variance request to allow construction of a screened porch addition located at 18805 4th Avenue (Didier - 2024092)**

1. Action Requested:

Motion to recommend approval of the resolution allowing a reduced setback of 14.1 feet where 15 feet is specified and 8.1 feet where 25 feet is specified for the construction of a screened porch addition in the southeast corner of the home.

2. Background:

See attached Planning Commission report.

3. Budget Impact:

NA

4. Attachments:

[Staff Report](#)

[Application](#)

[Location Map](#)

[Nonconforming Lots](#)

[Comment in Opposition of Variance Request for 18805 4th Ave 1-18-24](#)

[Draft Resolution](#)

To: Plymouth Planning Commission

From: Sophia Kucera, Associate Planner (763-509-5285)
Community and Economic Development Department

Subject: Kyle Didier and Denise Didier
Request for a Variance for a porch addition at 18805 4th Avenue North
2024-092

Deadline: March 26, 2025

Summary

The applicant is requesting approval of a major setback variance to allow the construction of a screened porch addition along the southeast corner of the home for the property located at 18805 4th Avenue.

An aerial view of the site is included to the right for reference on the site context.

Recommended Action

Community and Economic Development Department staff recommend approval of the request.



Site Information

Zoning and Land Use

	Zoning	Land Use Designation (2040 Comprehensive Plan)
Subject Property	RSF-1	LA-1
North, South, East, & West	RSF-1	LA-1

School District

The site is in the Wayzata School District (#284).

Natural Characteristics of Site

The site lies in the Minnehaha Creek watershed district. The site is not located within the flood plain or shoreland overlay district. The site does not contain any wetlands.

Previous City Actions Affecting Site

The site is part of the subdivision Ferndale North Third Addition, which was platted in 1978. The single-family home on the subject property was constructed in 1979. Many of the homes and lots in this subdivision do not conform to current zoning regulations; an aerial photo of the neighborhood showing the proportion of lots that have nonconforming lot sizes is attached.

In 1996, the City's current zoning ordinance was adopted. In conjunction with the adoption of that zoning ordinance, all properties in Plymouth were rezoned to fit into the new organization of the ordinance. Properties were placed into the new zoning district that was most similar to the zoning district it replaced. In this case, the subject was rezoned to RSF-1 (Single Family Detached 1). The RSF-1 district maintains a minimum lot area of 18,500 square feet, a minimum lot width of 110 feet, and minimum setbacks of 15 feet in the side yard and 25 feet in the front and rear yards.

Analysis of Variance Request

Summary of Variance: The applicants are requesting a setback variance to allow the construction of a porch addition to their home. The applicants originally proposed an 18' wide by 18' deep screened porch but lowered their request to 15' deep to reduce the setback variance needed. Section 21100.02, Subd, 6 of the zoning ordinance states that lawful non-conforming single-family homes found to be non-conforming only by reason of height, yard setback, or lot area may be expanded upon approval of an administrative permit, provided that the structural non-conformity is not increased, and the expansion complies with all other performance standards for non-conforming buildings, structures, and lots. The minimum required structure setback from lot lines is either the existing setback of the non-conforming structure or the setback specified for the zoning district, whichever is less.

RSF-1 District Standards				
	Required	Existing	Proposed	Complies?
Minimum Lot Area	18,500 sq. ft.	13,671 sq. ft.	-	Nonconforming
Minimum Lot Width	110	100	-	Nonconforming
Maximum Structural Coverage	30%	33.6%	35.6%	Nonconforming
Building Setbacks				
Front (North)	25	35.1	-	Yes
Rear (South)	25	25	8.1	No
Side (East)	15	17.1	14.1	No
Side (West)	15	16.6	-	Yes

The subject lot is located in the RSF-1 zoning district, which requires a minimum lot area of 18,500 square feet, a minimum lot width of 110 feet, and minimum setbacks of 15 feet in the side yard and 25 feet in the front and rear yards. The subject lot was platted in 1978 with a lot width and area less than the current zoning requirements, resulting in the lot becoming lawful non-conforming. Due to the substandard size and unique shape of the lot, the proposed home addition would increase the maximum structural coverage non-conformity and create additional setback non-conformities in the rear and side yard. As a result, the applicants must obtain structural coverage and setback variances prior to construction of a home addition on this non-conforming lot.

To approve a variance, the City Council must make the following findings, per Section 21030 of the Zoning Ordinance. The following findings are written for approval of the variance request. If the Planning Commission recommends denial of the variance, each of the following findings must be made by the Planning Commission for denial.

1. Would the variance, and its resulting construction or project, be in harmony with the general purposes and intent of the Zoning Ordinance, and be consistent with the comprehensive plan?
Finding: Staff finds that the request to expand the living space of the home is in harmony with the RSF-1 Zoning Ordinance, where single family homes are an allowed use, and consistent with the LA-1 Guiding.
2. Is the variance request is based exclusively upon economic considerations?
Finding: Staff finds that the request is not solely based on economic considerations but based upon the unique characteristics of the property, namely its nonconforming lot size, and the request to improve the livability of the home.
3. Would the variance, and its resulting construction or project, be detrimental to the public welfare, or would it be injurious to other land or improvements in the neighborhood?
Finding: Staff finds that the request would not be detrimental to the public welfare and would not be injurious to other land/improvements in the neighborhood. The applicant is requesting the variance to be able to expand a single-family home that fits the character

of the neighborhood. The proposed screened porch would replace an existing paved patio in the same location.

4. Would variance, and its resulting construction or project, impair an adequate supply of light and air to adjacent properties? Or would it substantially increase traffic congestion in public streets, increase the danger of fire, endanger the public safety, or substantially diminish property values within the neighborhood?

Finding: Staff finds that the request would not impair light and air, nor increase traffic, risk of fire, nor endanger the public safety, nor diminish property values in the neighborhood. Staff finds that the variance request is consistent with uses in this zoning district, and that the resulting project will improve the value of the property.

5. Practical Difficulties

- a. Does the applicant propose to use the property in a reasonable manner permitted by this Chapter?

Finding: Staff finds that the request is reasonable, and that the property would be used in a reasonable manner and would result in a living space addition to an existing home in the RSF-1 zoning district.

- b. Is the plight of the landowner due to circumstances unique to the property that were not created by the landowner?

Finding: Staff finds that the variance request is due to lawfully nonconforming property characteristics not created by the landowners as the applicants are not the original owners of the home that they are requesting to expand. The home was built in 1979, and the lot does not conform to current lot size requirements; the lot area is 13,670 sq. ft. which is 74 percent of the current lot area minimum of 18,500 sq. ft.

- c. The variance, if granted, would not alter the essential character of the locality?

Finding: Staff finds that the request would not alter the essential character of the lot or neighborhood as the home and proposed screened porch are in character with the surrounding lots within the subdivision.

6. Is the variance requested is the minimum action required to address or alleviate the practical difficulties?

Finding: Staff finds that the variance is the minimum action required to address the unique site characteristics.

Level of Discretion in Decision-Making

The city's discretion in approving or denying a variance is limited to whether the proposal meets the standards for a variance. The city has a relatively high level of discretion with a variance because the burden of proof is on the applicant to show that they meet the standards for a variance.

Public Notice

Notice of the public hearing was mailed to all property owners within 200 feet of the site. A notification area map is included to the right for reference.

Public Comments Received

On December 18, 2024, staff received a public comment via email voicing concerns that the subject setback variance application would reduce privacy to neighboring properties, increase noise and light nuisances, and could increase flood potential. A copy of the public comments received is attached.





Community and Economic
Development Department
3400 Plymouth Blvd
Plymouth, MN 55447
(763) 509-5450

Planning and Zoning Application Form

Please submit via email to planning@plymouthmn.gov to submit your application.

Applications will be processed once all items are submitted.

Helpful links: [City Fee Schedule](#), [Application Checklists](#), [Zoning Ordinance](#)

Property Location: 18805 4th Ave N Plymouth MN 55447

Legal Description: 31-118 22 32 0062

Property Owner Name: Kyle & Denise Didier

Company Name: _____ Email: kdidier@sheltercorp.com

Address: 18805 4th Ave N

City: Plymouth State: MN Zip Code: 55447

Phone Number: 612 961 5113 Secondary Phone Number: 612 867 4648

Applicant/Contact Person: Kyle Didier

Company Name: _____ Email: kdidier@sheltercorp.com

Address: 18805 4th Ave N

City: Plymouth State: MN Zip Code: 55447

Phone Number: 612 961 5113 Secondary Phone Number: 612 867 4648

Requested Application(s):

☐ Administrative Permit
☐ Comprehensive Plan Amendment
☐ Conditional Use Permit/Interim Use Permit
☐ Final Plat
☐ Home Occupation License
☐ Plan Modification
☐ Preliminary Plat
☐ PUD Amendment

☐ PUD Final Plan
☐ PUD General Plan
☐ Site Plan or Site Plan Amendment
☐ Rezoning
☒ Variance
☐ Wetland-Related
☐ Zoning Ordinance Text Amendment
☐ Other: _____





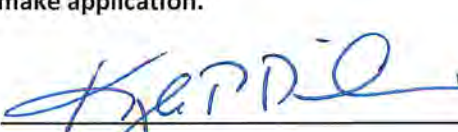
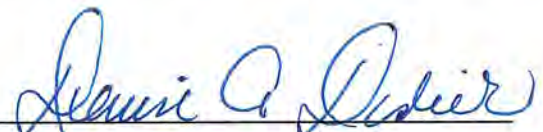
Community and Economic
Development Department
3400 Plymouth Blvd
Plymouth, MN 55447
(763) 509-5450

Brief Description of Request: _____
We would like to construct an 18' (wide) X 15' (deep) screened porch. A variance is
_____ required based on the unique shape of our lot.

I hereby apply for the above consideration and declare that the information and materials submitted with this application are complete and accurate per city code and ordinance requirements. I understand that the city will process the application once the planning division finds that it is complete. I understand and agree that the city may place a sign on my property for purposes of notification that an application is under consideration and enter the property to inspect as it relates to this application.

I agree that the City of Plymouth may transfer my application fee(s) and/or escrow(s) payments provided in this application to a new application if the terms and conditions of this application have been satisfied.

Please note: If the property fee owner is not the applicant, the applicant must provide written authorization from the property fee owner in order to make application.

Property Owner(s) Signature(s):  
Applicant(s) Signature(s): _____
Date: 11/25/2024

For City Use Only

Application Fee: \$ _____
Sign Fee: \$ _____
Wetland-Related Fees: \$ _____
Escrow (400-2800): \$ _____
Total Fees Due: \$ _____

Fees Approved for Deposit By: _____



What is the proposed project? Explain what you're doing and why you need a variance.

We would like to replace a paver patio with a screened porch of similar size. The uniqueness of the lot prevents the construction of the screened porch without a variance. The home was built in the 1970's and the lot does not conform to current lot size requirements. In fact, the lot square footage is 13,670.5 sq ft or 25% smaller than current lot requirements of 18,500 sq feet. If the sizing and configuration of the lot were consistent with other lots in the neighborhood a variance would not be necessary. (See survey and pictures attached).

Would the variance, and its resulting construction or project, be in harmony with the general purposes and intent of the Zoning Ordinance, and consistent with the comprehensive plan? Explain.

The property is located in RSF 1. The purpose of these districts is to preserve and maintain existing larger lot single family neighborhoods while also allowing for directly related, complementary uses. The requested variance is in keeping with this intent. The request is not in conflict with the Plymouth 2040 Comprehensive Plan as such it furthers neighborhood aesthetics and the use of outdoor spaces for residents. Finally the porch is complimentary to the current home design.

Would the variance, and its resulting construction or project, be detrimental to the public welfare, or injurious to other land or improvements in the neighborhood? Explain.

No- the screened porch is replacing a similarly sized paver patio and will not impact public welfare or result in injury to other lands or improvements in the neighborhood. The corner of the patio which requires the variance is 60 feet from the nearest home. (Please see attached photos). In addition, the screened porch will allow for greater neighborhood privacy when in use.

Would the variance, and resulting project, impair an adequate supply of light and air to adjacent properties, substantially increase traffic congestion in public streets, increase the danger of fire, endanger the public safety, or substantially diminish property values within the neighborhood? Explain.

The porch would not cast shadows on the neighboring properties nor impede air from moving freely through the neighborhood. Similar sized porches are located throughout the surrounding neighborhood. The porch will be constructed with high quality materials which will be in keeping with existing finishes for the home. As noted above, the closest home is 60 feet from the corner of the porch requiring the variance. (See attached photos.)

Explain the "practical difficulties" present by answering the following questions:

Is the variance the minimum action required to address or alleviate the practical difficulties? Explain.

Yes. Given the existing structure of the home, the proposed location for the porch is the only option to provide for our enjoyment. (See attached survey). The porch will significantly enhance the aesthetics of the home and will improve backyard privacy for all neighbors. This is the minimum requirement to construct a high quality porch that will improve the property and have no impact to surrounding properties.

Do you plan to use the property in a reasonable manner, permitted by the Zoning Ordinance? Explain.

Our intent is to construct an 18' (Wide) X 15' (deep) screened porch on the property; a reasonable and permitted structure under the zoning code.



Would the variance, if granted, alter the essential character of the locality?

No- the porch would be in keeping with the surrounding locality and is similar in size and scope to other surrounding properties'. We believe the addition of the porch will improve the essential character of the home and neighborhood. As noted above, the uniqueness of the lot shape and size is not consistent in the neighborhood and is causing the need for a variance.

Is the variance request based exclusively upon economic considerations? Explain.

No- the variance is required to allow for a reduced setback and is required to construct a porch given the unique characteristics of the parcel. The setback requirement unduly limits the ability to utilize the backyard in a manner similar to other homeowners. Without the variance, the applicant is unable to construct a proportional sized porch. The porch is valuable for practical use of the outdoor space, and the setback requirement unduly limits the applicant's ability to do so.

Is the difficulty due to circumstances unique to the property and was the issue created by the property owner? Explain.

The home was constructed prior to us purchasing the home. The unique shape and size of our lot is the reason we are requesting a variance to replace our patio with a screened porch. In addition to the unique shape of our lot, the lot size is 25% smaller than the current City requirements. See the attached survey which details the unique characteristics of the property. The odd shape of the parcel is an existing condition applicants' inherited with the property.



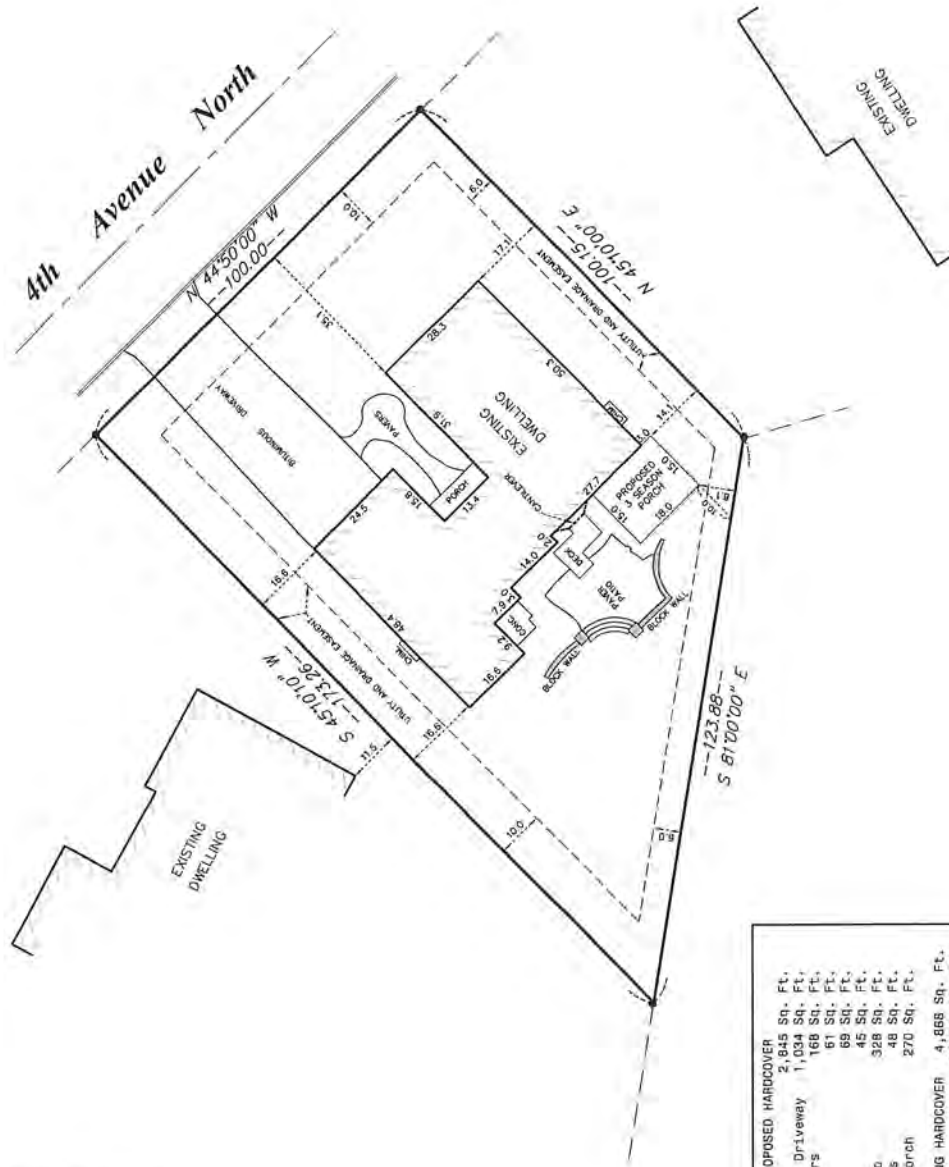
LEGAL DESCRIPTION:
Lot 12, Block 9, BERNDALDE NORTH THIRD ADDITION, Hennepin County, Minnesota.

SCOPE OF WORK & LIMITATIONS:

- Showing the length and direction of boundary lines of the legal description listed above. The scope of our services does not include determining what you own, which is a legal matter. Please check the legal description with your records or consult with competent legal counsel, if necessary, to make sure that it is correct and that any matters of record, such as easements, that you wish to be included on the survey have been shown.
- Showing the location of observed existing improvements we deem necessary for the survey.
- Setting survey markers or verifying existing survey markers to establish the corners of the property.
- Existing building dimensions and setbacks measured to outside of siding or stucco.
- Showing and tabulating impervious surface coverage of the lot for your review and for the review of such governmental agencies that may have jurisdiction over these requirements to verify they are correctly shown before proceeding with construction.
- This survey has been completed without the benefit of a current title commitment. There may be existing easements or other encumbrances that would be revealed by a current title commitment. Therefore, this survey does not purport to show any easements or encumbrances other than the ones shown.
- While we show a proposed location for this home or addition, we are not as familiar with your proposed plans as your architect or the builder are. Review the proposed location of the improvements carefully to verify that they match your plans before construction begins. Also, we are not as familiar with local codes and minimum requirements as the local building and zoning officials in this community are. Be sure to show this survey to said officials or any other officials that may have jurisdiction over the proposed improvements and obtain their approvals before beginning construction or planning improvements to the property.

STANDARD SYMBOLS & CONVENTIONS:

- Denotes iron survey marker, found, unless otherwise noted.



EXISTING HARDWARE		PROPOSED HARDWARE	
House	2,845 Sq. Ft.	House	2,845 Sq. Ft.
Bituminous Driveway	1,034 Sq. Ft.	Bituminous Driveway	1,034 Sq. Ft.
Front Pavers	61 Sq. Ft.	Front Pavers	61 Sq. Ft.
Porch	69 Sq. Ft.	Porch	69 Sq. Ft.
Deck	45 Sq. Ft.	Deck	45 Sq. Ft.
Concrete	328 Sq. Ft.	Concrete	328 Sq. Ft.
Paver Patio	48 Sq. Ft.	Paver Patio	48 Sq. Ft.
Block Walls	48 Sq. Ft.	Block Walls	48 Sq. Ft.
3 Season Porch	270 Sq. Ft.	3 Season Porch	270 Sq. Ft.
TOTAL EXISTING HARDWARE	4,598 Sq. Ft.	TOTAL EXISTING HARDWARE	4,598 Sq. Ft.
AREA OF LOT	13,671 Sq. Ft.	AREA OF LOT	13,671 Sq. Ft.
PERCENTAGE OF HARDWARE TO LOT	33.6%	PERCENTAGE OF HARDWARE TO LOT	33.6%

DATE: 11-5-24
REVISION DESCRIPTION: MOVED PROPOSED PORCH

DWG ORIENTATION: SCALE: 1" = 40'

CUSTOMER ADDRESS: KYLE DIDIER
18805 4TH AVE N
PLYMOUTH, MN

Advance
Surveying & Engineering, Co.
18810 Lynden Ave. N
Minneapolis, Minnesota 55455
Phone (612) 474-7844
Email: info@advancemn.com

DESIGNED BY: Wayne P. Smith
CHECKED BY: Wayne P. Smith
DATE: OCTOBER 28, 2024

DATE SURVEYED: OCTOBER 21, 2024

SHEET TITLE: PROPOSED SURVEY

SHEET SIZE: 17 X 22

DRAWING NUMBER: 241565 BH

SHEET NO. S1







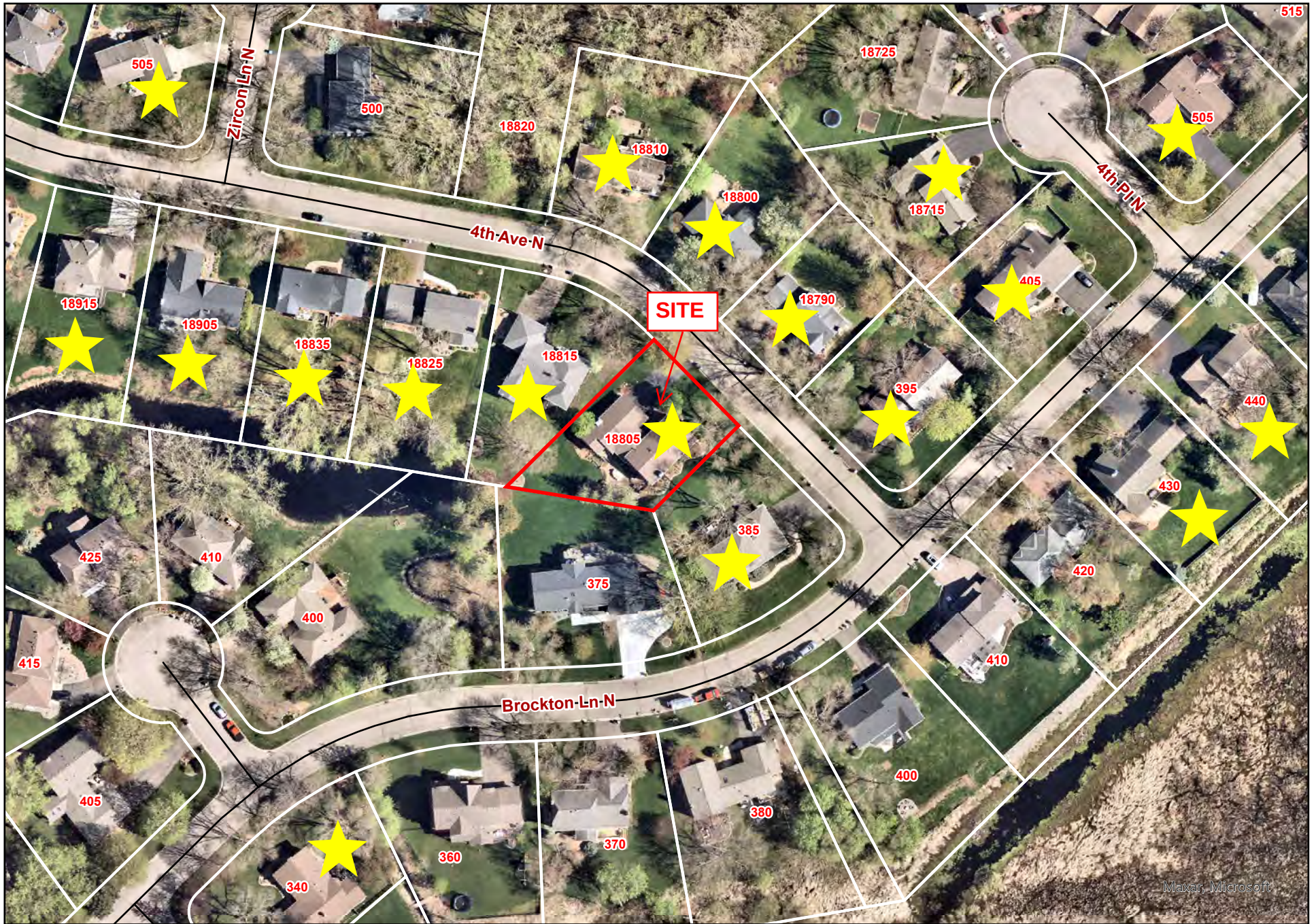


2024092

Kyle & Denise Didier

18805 4th Avenue North

Request for a Variance



★ Denotes properties with nonconforming lot size less than current minimum requirement (RSF-1: 18,500 sq. ft.)

One more – from Chair Boo:

Shawn B. Drill, AICP | Senior Planner

City of Plymouth, Minnesota

3400 Plymouth Boulevard

Plymouth, MN 55447

Phone: (763) 509-5456

From: Michael Boo <mjboo@comcast.net>

Sent: Wednesday, December 18, 2024 9:20 AM

To: 'George Hansen' <gmhansen375@gmail.com>; Michael Boo <mboo@plymouthmn.gov>

Cc: 'Marit Hansen' <marithansen14@gmail.com>; Shawn Drill <sdrill@plymouthmn.gov>

Subject: RE: Meeting Request - Hansen Property Inquiry - Thank You

Thanks, George. I am sure Mr. Drill will make sure this information is in our packets when this is brought forward to the Commission but I will also check on it.

Best,
Mike

Michael Boo
17925 2nd Ave N
Plymouth, MN 55447
612-810-1285
mjboo@comcast.net

From: George Hansen <gmhansen375@gmail.com>

Sent: Tuesday, December 17, 2024 1:41 PM

To: 'Michael Boo' <mjboo@comcast.net>; mboo@plymouthmn.gov

Cc: 'Marit Hansen' <marithansen14@gmail.com>; sdrill@plymouthmn.gov; 'George Hansen' <gmhansen375@gmail.com>

Subject: Meeting Request - Hansen Property Inquiry - Thank You

Hi Michael,

Than you for taking time to speak with me last week. I enjoyed our conversation and my wife, Marit and I both, appreciate you taking time to hear our concerns about the Didier variance request.

Attached is the variance application as FYI, and below is the follow up email I sent to Julie after our meeting with her. My comments in the email directly address the important points of Didier's application, and the reasons we feel the city should deny their request, all of which we discussed in our call. Additionally, I have attached a picture of one of the flooding instances I highlighted in our conversation.

I am still waiting for notification of the January planning commission meeting, as well as process for submitting our formal reply and supporting material. Added Sean Drill as FYI, who I originally corresponded with. Welcome updated application if there are any amendments as well.

Thank you for your service to the city and hearing our concerns. Standing by for next steps.
George and Marit Hansen

George Hansen
GMHansen375@gmail.com
952-649-9193 cell

From: George Hansen <gmhansen375@gmail.com>

Sent: Wednesday, December 4, 2024 2:16 PM

To: 'Julie Peterson' <jpeterson@plymouthmn.gov>
Cc: 'Marit Hansen' <marithansen14@gmail.com>; 'George Hansen' <gmhansen375@gmail.com>
Subject: RE: Meeting Request - Hansen Property Inquiry - Thank You

Hi Julie,

Thank you for stopping by over the weekend. It was great to meet in person and we sincerely appreciate your attentiveness to our inquiry. As mentioned we are in opposition to the variance request from the Didier's for the reasons we discussed. I have captured those and other comments in reply to their application, which I have attached as reference. Thank you for your support of Plymouth and our area – please let us know if you have any questions or comments as we go forward.

Variance Request - Kyle and Denise Diddier - 18805 4th Ave North – 55447

Hansen Comments:

We oppose the variance request as it will significantly negatively impact the value of our property for the following reasons:

1. New addition would occupy 17' of required 25' setback at the closest portion of our properties and homes, which infringes on city ordinances by materially encroaching on current set back regulation
2. Materially reduce our privacy with the new proposed addition creating a living area 8' from our property line
3. Increase impact from noise, light, and outdoor activities which would be literally on our property line

We have strong concerns over increased flooding potential due to the large amount of new hard cover from the proposed addition, and the impact it would have on water flow toward our house:

4. We have significant flooding from time to time – **see attached pic**
5. We have large presence of drainage easements and numerous wetlands surrounding our home designed to address the high flood potential of our neighborhood, including the drainage easement on our adjoining property line, which the new addition would encroach upon. (see survey)
6. The new addition will create more water in our back yard due to increased hard cover and proposed improvements to the back yard that would accompany the new addition, further increasing flood potential.

A few comments about the application:

1. Didier's claim that they should be awarded a variance due to the small nature of their lot is flawed. In fact, the limits of their lot support denying an expansion of their current home with this addition – not expanding it, as it already occupies a large portion of the lot as it is. It makes no sense to make their home larger on an already constrained lot by awarding a material variance of 18', which is (75%) of the 25' backyard setback.
2. Didier's claim there would be no injury to other land – which we strongly dispute. We have had our home listed for sale in the past and the #1 complaint from prospective buyers was lack of privacy due to Didier's home. Their proposed addition would bring great injury to our home by increasing flood potential, reducing privacy, and encroaching on our property rights as guaranteed by Plymouth City ordinances, specifically back yard dwelling setback.
3. Didier's make several claims that stretch the truth or are supported by irrelevant data:
 - a. The notion the addition would create greater privacy – this is simply false.
 - b. They reference the distance between our home and the new addition which is incorrect, as well as their lot size compared to current lot sizes, both of which are immaterial.
 - c. They claim the setback "...unduly limits the ability to utilize the backyard in manner similar to other homeowners." This is also false. They have a 30'x20' stone patio, with a grill, fire pit, and (2) sitting areas with 6 chairs. They roll out a TV to watch football, and have hosted birthdays, showers, and other events. They also have a sizable lawn. They are not restricted in utilizing their back yard in any way.

- d. They bought the home knowing the lot size and restrictions. This is not a new hardship that has just come upon them now.

Summary:

The location and scale of the Didier's request will undoubtedly negatively impact the value of our property. We ask that you support denial of their request per the current city ordinances.

Thank you –

George and Marit

George Hansen

GMHansen375@gmail.com

952-649-9193 cell

From: Julie Peterson jpeterson@plymouthmn.gov

Sent: Wednesday, November 27, 2024 9:41 PM

To: George Hansen gmhansen375@gmail.com

Cc: Marit Hansen <marithansen14@gmail.com>

Subject: Re: Meeting Request - Hansen Property Inquiry

George,

How about 11a on Sunday?

**Julie Peterson | City Council Member Ward 2
City of Plymouth**

3400 Plymouth Boulevard

Plymouth, MN 55447

Phone: 763.509.5002

www.plymouthmn.gov

Plymouth, Minnesota | Adding Quality to Life

On Nov 27, 2024, at 5:59 PM, George Hansen <gmhansen375@gmail.com> wrote:

You don't often get email from gmhansen375@gmail.com. [Learn why this is important](#)

Thanks for your reply Julie.

I have a memorial service early Saturday afternoon I am planning to attend. So we can do Saturday morning - 8 am to noon. Or Sunday we are wide open. Suggest we try meet during daylight if possible to allow for best evaluation of Didier's ask and our concerns.

Let me know what works best for you - happy to hop in a quick call as needed.

Thanks -

George

George Hansen

GMHansen375@gmail.com

952-649-9193

On Nov 27, 2024, at 3:41 PM, Julie Peterson
<jpeterson@plymouthmn.gov> wrote:

George and Marit,

Thank you for your email. I'm happy to come by to learn more about your concerns. I have a good deal of availability this weekend (Sat or Sun). Is there a time that would work for you?

Julie Peterson | City Council Member Ward 2
City of Plymouth

3400 Plymouth Boulevard

Plymouth, MN 55447

Phone: 763.509.5002

www.plymouthmn.gov

Plymouth, Minnesota | Adding Quality to Life

On Nov 27, 2024, at 1:23 PM, George Hansen
<gmhansen375@gmail.com> wrote:

[Some people who received this message don't often get email from gmhansen375@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Michael and Julie,

Hello, George and Marit Hansen here. I am reaching out as you are our representatives in Plymouth. Marit and I live in Ferndale North with our family - ward 2.

The purpose of my email is to seek your assistance with a variance request from our neighbors - Kyle and Denise Diddier - 18805 4th Ave North - 55447.

Specifically, we have significant concerns with their variance request and the significant negative impact it will have on the value of our property. We would like to request a meeting with you to detail our concerns in advance of pending planning commission and council review. Welcome the chance to host a conversation at our home at 375 Brockton Lane, 55447 and give you a chance to see things first hand.

Standing by for your reply - thank you in advance for your consideration.

George & Marit

George Hansen
GMHansen375@gmail.com
952-649-9193

CITY OF PLYMOUTH

RESOLUTION No. 2025 -

RESOLUTION APPROVING A MAJOR VARIANCE FOR KYLE AND DENISE DIDIER TO ALLOW THE CONSTRUCTION OF AN ADDITION FOR PROPERTY LOCATED AT 18805 4TH AVENUE NORTH (2024094)

WHEREAS, Kyle and Denise Didier have requested approval of a side and rear yard setback variance for a porch addition; and

WHEREAS, the subject property is legally described as: Lot 12, Block 9, Ferndale North Third Addition, Hennepin County, Minnesota; and

WHEREAS, the Ferndale North Third Addition was approved in 1978, prior to the adoption of current zoning code standards, thus resulting in the subject property being considered lawfully non-conforming in regard to lot size, impervious coverage, and setbacks; and

WHEREAS, the Planning Commission has reviewed said request at a duly called public meeting.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that it should and hereby does approve request by Kyle and Denise Didier for a side and rear yard setback variance for a porch addition to the home located at 18805 4th Avenue North, subject to the following findings and conditions:

1. The requested variance is hereby approved to allow construction of a 15-foot by 18-foot home addition. The proposed screened porch addition would be built on the southeast side of the home located at 18805 4th Avenue North. The home addition would be set back feet 14.1 feet from the east side lot line where 15 is required, and 8.1 feet from the south rear lot line where 25 is required, in accordance with the applications and plans received by the city on November 26, 2024, except as may be amended by this resolution.
2. The requested setback variance is approved with the finding that the applicable variance standards would be met, as follows:
 - a. The variance, and its resulting construction, would be in harmony with the general purposes and intent of this Chapter, and would be consistent with the comprehensive plan.
 - b. The variance applicant has sufficiently established that there are practical difficulties in complying with this Chapter. "practical difficulties" means that: 1) the applicant proposes to use the property in a reasonable manner not prohibited by this Chapter; 2) the circumstances related to the original placement of the home were not created by the applicant; and 3) the variance, if granted, would not alter the essential character of the locality.

- c. The variance request is not based exclusively upon economic considerations, but rather, to improve the livability of the home.
 - d. The variance, and its resulting project, would not be detrimental to the public welfare, nor would it be injurious to other land or improvements in the neighborhood.
 - e. The variance, and its resulting project, would not impair an adequate supply of light and air to adjacent properties, nor would it substantially increase traffic congestion in public streets, increase the danger of fire. Endanger the public safety, or substantially diminish property values within the neighborhood.
 - f. The variance is the minimum action required to eliminate the hardship.
3. The home addition shall match the architecture of the existing home.
4. A separate building permit is required prior to construction of the home addition.
5. The variance shall expire one year after the date of approval, unless the property owner or applicants have commenced the authorized improvement or use, or unless the applicants, with the consent of the property owners, have received prior approval from the City to extend the expiration date for up to one additional year, as regulated under section 21030.06 of the Zoning Ordinance.

ADOPTED by the City Council on this ___th day of January, 2025.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on January , 2025, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the city this _____ day of _____, _____.

City Clerk

To: Planning Commission

Prepared by: Chloe McGuire, Planning and Development Manager

Reviewed by: Grant Fernelius, Community and Economic Development Director

Item: **Approve 2025 Work Plan**

1. Action Requested:

Motion to adopt the work plan.

2. Background:

The Planning Commission met on December 18, 2024 to discuss their 2025 Work Plan. After the Planning Commission approves the Work Plan, staff will forward the plan to the City Council, who will need to approve the plan as well.

3. Budget Impact:

NA

4. Attachments:

[Work Plan](#)

Commission Purpose

1. To prepare a Comprehensive Plan for the future development of the city to be submitted to the Council for implementation and to recommend amendments of the Plan to the Council periodically as may be necessary or desirable.
2. To initiate, direct, and review, from time to time, a study of the provisions of the Zoning Ordinance and the subdivision regulations and to report to the Council its advice and recommendations with respect thereto.
3. To study applications and proposals for amendments to the Zoning Ordinance and applications for special permits and to advise the Council of its recommendations thereon.
4. To study preliminary plats and to advise the Council of its recommendations thereof.
5. To act in an advisory capacity to the Council in all matters wherein powers are assigned to the Council by the Charter or state law, concerning comprehensive planning, zoning, platting, changes in streets, and other matters of a general planning nature.

	GOALS/PLANNING	Strategic Priorities
ON-GOING	- Review applications, hold public hearings and make recommendations to the City Council. - Educational opportunities (e.g. SLUC lunches) sent to PC.	☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ N/A
FIRST QUARTER	- Appoint Commission Chair & Vice Chair - Annual City Code Updates - Annual Report (CED) Routed as Informational - City Attorney training and work session	☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ N/A ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ N/A ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ N/A
SECOND QUARTER	- Educational Topic – Housing Summit – Joint Work Session with PC + HRA, City Attorney focusing on what we can impact, homeownership options, and PC roles related to Housing. Information on Missing Middle Housing provided. - Educational Topic – Economic Development 101 – educational session with Ehlers	☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ N/A
THIRD QUARTER	Educational Topic #2 (Staff Presentation) – Comprehensive Plan 101	☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ N/A
FOURTH QUARTER	Educational Topic/Potential Code Amendment #3 - Architectural Standards (research + code amendments), including TOD, walkability/sidewalks. Make sure we get ahead of any potential changes at the state level.	☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ N/A

City Council Strategic Themes

1. City Center 2.0 - Reimagining Plymouth City Center – the city’s central area – remains a top priority for City Council. Known as City Center 2.0, the city's long-term vision involves exploring land uses and improving infrastructure to encourage redevelopment that will draw people to the area and support commerce, art, recreation, inclusion and community vitality.
2. Redevelopment Vision - The primary objective of this theme is to consider how Plymouth can articulate its vision for long-range redevelopment citywide. The city will work to establish clear expectations for projects while partnering with developers to meet the desired outcomes.

3. Environment - Plymouth's environmental efforts remain a priority, and the city will examine its impact and commitment to stewardship.
4. City of Choice - City Council determined that the city must build on its strengths in order to remain a city of choice for residents, businesses, organizations, visitors and events.

To: Planning Commission

Prepared by: Lori Sommers, Senior Planner

Reviewed by: Grant Fernelius, Community and Economic Development Director

Item: **Comprehensive Plan Reguiding and Transportation Plan Amendment for the Hamel Lumber property located at 18710, 18800, and 18810 State Highway 55 (North Shore Development Partners - 2024085)**

1. Action Requested:

Review submitted information and make recommendation for a Comprehensive Plan Reguiding and Transportation Plan Amendment for the property located at 18710, 18800, and 18810 State Highway 55.

2. Background:

North Shore Development Partners submitted Comprehensive Plan Amendments in anticipation of a formal application for site plan and rezoning for a 48-unit townhome development. A neighborhood meeting was held on December 18, 2024.

3. Budget Impact:

N/A

4. Attachments:

[Planning Commission Report](#)
[Applicant Narrative](#)
[Resident Comments](#)
[Traffic Study](#)
[Neighborhood Meeting Presentation 12-18-24](#)
[Resolution Reguiding](#)

To: Plymouth Planning Commission

From: Lori Sommers, AICP, LEED AP, Senior Planner (763-509-5457)
Community and Economic Development Department

Subject: North Shore Development Partners
Land use guide plan amendment, for property located at 18710, 18800, and
18810 State Highway 55
2024085

Deadline: February 21, 2025 – 60-days

Summary

1. Comprehensive Plan Amendment to reguide the site from LA-2 (living area 2) which allows 3-6 dwelling units per acre to LA-3 (living area 3) which allows 6-12 dwelling units per acre.
2. Amend transportation plan to remove a future major collector roadway connection envisioned through the site.

An aerial view of the site is included to the right for reference on the site context.

Recommended Action

Community and Economic Development Department Staff recommends approval of the Comprehensive Plan guide amendments subject to the conditions listed in the resolution.



Site Information

The property is zoned FRD (future restricted development), P-I (public/institutional) and guided LA-2 (living area 2) which allows housing at 3-6 dwelling units per acre.

Zoning and Land Use

	Zoning	Land Use Designation (2040 Comprehensive Plan)
Subject Properties	FRD, P-I	LA-2, proposed LA-3
North (across railroad) Wayzata High School	FRD, P-I	P-I, LA-2
East	RSF-4	LA-2
South (across Hwy 55)	RSF-3	LA-2
West (across Hwy 55)	FRD	C

School District

The site is in the Wayzata school district (#284).

Natural Characteristics of Site

This site is in the Elm Creek Drainage District. It does not contain any land within the Shoreland Overlay District, nor does it contain any wetlands. Portions of the subject property lie within Flood Zone A (areas that do not have a delineated floodway). The Floodplain is located on the western portion of the site.

Previous City Actions Affecting Site

The homes were built in 1930 and 1940.

Hamel Lumber opened for business in 1958.

In April 1984 the property was rezoned from I-1 (planned industrial) to FRD because the property was not serviced with utilities.

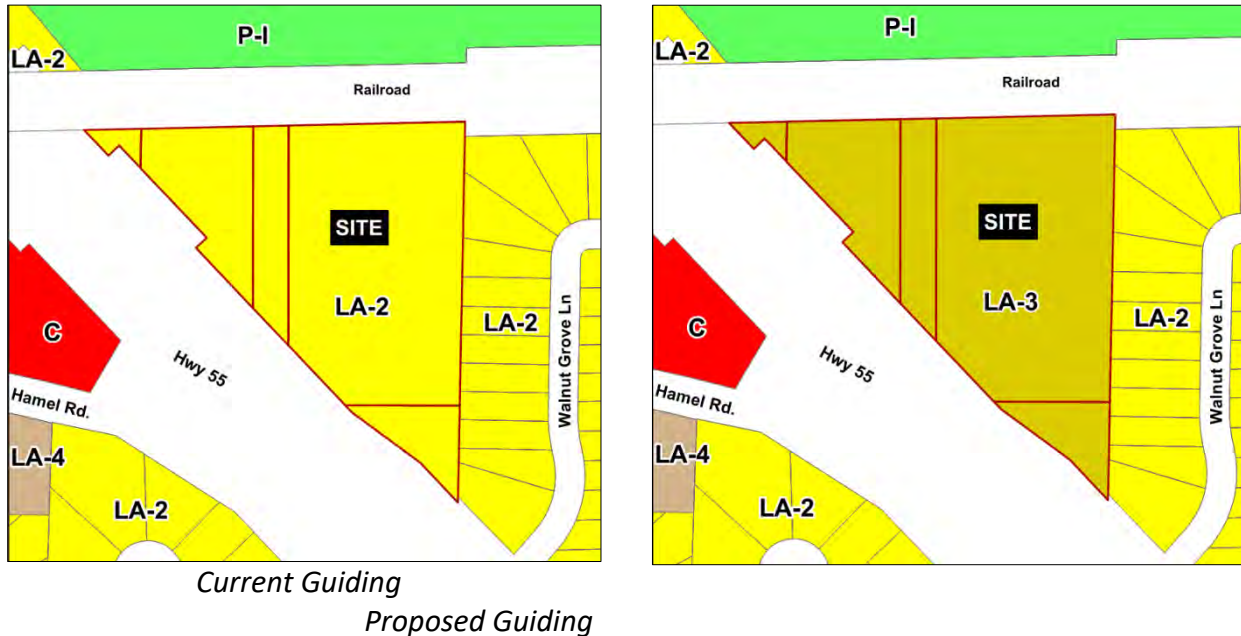
September 1987, the city approved a variance to allow the construction of a storage building.

July 1989, the city approved a site plan and conditional use permit for Hamel Lumber.

Analysis of Requests

Comprehensive Plan Amendments

The applicant is proposing to reguide the site to LA-3 and a transportation plan amendment to accommodate a future townhome development.



Density

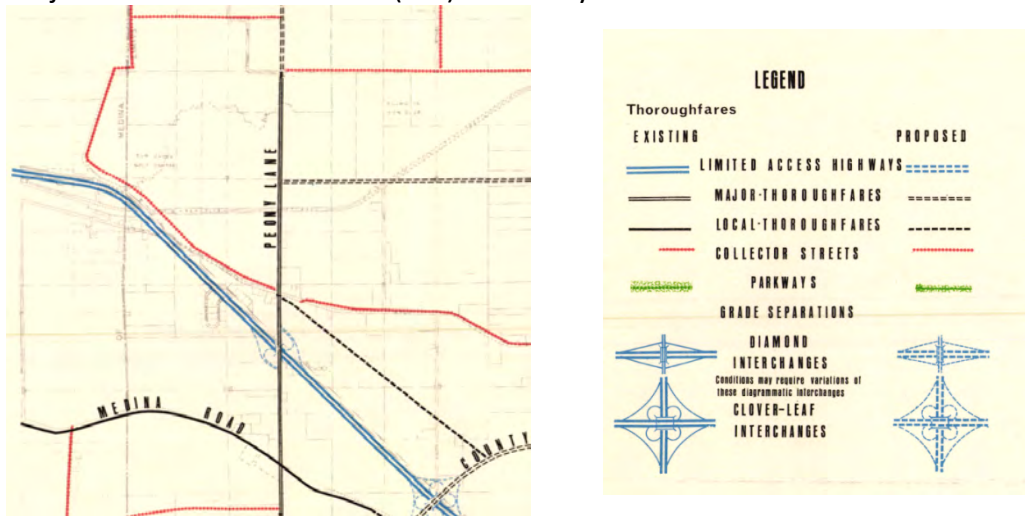
The site is currently guided LA-2 (living area 2) on the City's Comprehensive Land Use Guide Plan. The LA-2 guidance allows for a residential density range between 3 and 6 dwelling units per acre. The applicant is requesting a comprehensive land use guide plan amendment to reguide the property from LA-2 to LA-3 (living area 3) which allows for a residential density range between 6 and 12 dwelling units per acre.

The overall site contains approximately 4.8-net acres. Based on 4.8 net acres, the site could accommodate up to 28-units under the existing LA-2 guiding. Under the requested LA-3 guiding the site could accommodate up to 57-units. The proposed development plan for this site includes 48 townhomes.

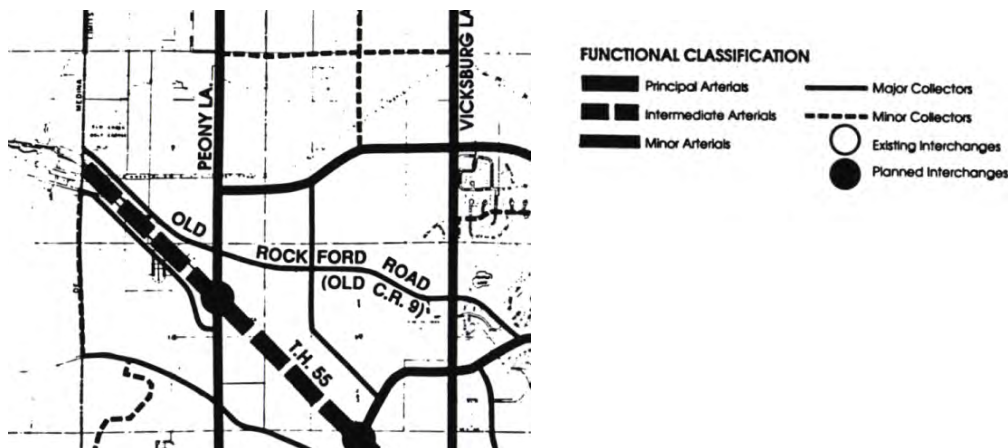
Transportation Plan

The Functional Classification map in the City's 2040 Comprehensive Plan shows a future major collector roadway connecting Old Rockford Road to the north side of the railroad tracks. This future roadway has remained in place, waiting for development at this site to specifically address the need for the roadway. The Comprehensive Plan from 1973 first shows that a collector street was to go through the site and connect to County Road 101. In the 1980 Comprehensive Plan the roadway was classified as a major collector. See individual maps below. The applicant does not need, nor does the proposed development require a roadway through this site, therefore an amendment to the transportation plan is requested to remove the future major collector roadway connection envisioned through the site.

1973 Comprehensive Plan – Thoroughfares map
Project site – Collector Street (red) to County Road 101



1980 Comprehensive Plan – Thoroughfare map
Project site – Major collector to County Road 101



2040 Comprehensive Plan – Functional Classification Map
Project site – Future Major collector



Transportation Study

A traffic study was completed as part of the project, commissioned by the city, and reimbursed by the applicant. The traffic study compared the existing and proposed land uses from a trip generation perspective, evaluate potential traffic impacts, and identify any improvements or considerations to ensure safe and efficient operations for all users. The traffic study concluded that no improvements are needed to the existing road system to accommodate the project from a capacity perspective. The traffic study offered the following recommendations to address and improve safety:

- Review proposed signage and landscaping to avoid creating any sight distance issues and help minimize any wrong-way maneuvers (e.g., “Dead End” or “No Outlet”).
- Confirm truck (i.e., garbage / recycling, delivery / moving, and emergency services) maneuverability to ensure adequate circulation is provided.
- Provide a sidewalk connection to the existing trail facility along the north side of Old Rockford Road, including connections to existing facilities within the Cascades residential development, if possible.

Findings

To approve comprehensive plan amendments, the City Council must make the following findings. The following findings are written for approval of the request. If the Planning Commission recommends denial, each of the following findings must be made by the Planning Commission for denial.

To deny or approve the comprehensive plan amendments, the City Council must make the appropriate findings.

1. Location Criteria

Finding: Staff finds that the request would meet the specified location criteria for the LA-3 guiding. The project site abuts or have reasonably direct access to major collectors (Old Rockford Road) or minor arterials. The site is near parks, the nearest public park is at Wayzata High School and is not connected by trails or sidewalks. However, the concept plan for the site shows a club room and pool area that would serve as a play area.

Additional trails and sidewalks to connect the proposed neighborhood as well as the existing neighborhood to the east are needed. Minnesota Department of Transportation has a planned 2029 Highway 55 project which could include a regional trail, improving the railroad bridge over Highway 55 and improving overall connections in the area. The Three Rivers Park District is also interested in a regional trail and improving overall connections in this area.

2. Re-Examination of the Comprehensive Plan and Current Guiding

Finding: Staff finds that the request does merit re-examination of the 2040 plan. The proposed changes would increase housing opportunities in the city.

3. Impact on Land Supply and Demand

Finding: Staff finds that the request would have impact and effect on land supply and demand. Staff finds that there is an impact on land supply and demand, but that the overall impact is positive, and staff is generally supportive of this change.

4. Merit of the Amendment

Finding: Staff finds that the request does have merit beyond the interests of the applicant, the older homes and commercial space onsite are reaching the end of their lifespan and the land could be used more efficiently. Additionally, there is a shortage of housing in the area, and this would provide additional housing opportunities.

5. Impacts on other Comprehensive Plan Elements

a. Transportation

Finding: Staff finds that the request would not have a negative effect on transportation as a Traffic Study has been completed.

b. Housing

Finding: Staff finds that the request would not have a negative effect on housing as it is proposing additional housing where a shortage currently exists. Additionally, this proposal could have positive implications on providing “Missing Middle” type housing, which has been pushed for by housing advocates. This type of housing provides housing between large, single-family homes and apartments.

c. Sewers and Water

Finding: Staff finds that the request would not have a negative effect on sewer.

d. Surface Water

Finding: Staff finds that the request would not have a negative effect on surface water.

e. Parks

Finding: Staff finds that the request would not have a negative effect on parks. The concept plan for the site shows a club room, pool area, and could include a small outside play area. The nearest public park is at Wayzata High School and is not currently connected by trails or sidewalks. The Three Rivers Park District and Minnesota Department of Transportation are currently reviewing options for a regional trail along Highway 55 and improving overall connections in this area.

f. Capital Improvement Program (CIP)

Finding: Staff finds that the request would not have a negative effect on the capital improvement program.

6. Fiscal Impacts on the City

Finding: Staff finds that the request would not have negative fiscal impacts on the city.

Neighborhood Meeting

An optional neighborhood meeting was held December 18, 2024, via zoom. The applicant provided an overview of their application and project. A copy of the neighborhood meeting presentation is attached. A total of 28 people attended the event and provided three main areas of concern/feedback:

- 1) Providing rental housing verses owner occupied.
- 2) Buffering or landscaping between the existing homes and the new ones.
- 3) Traffic, access, and parking.

The applicant has taken in their comments and would incorporate some changes to the site plan should they be successful in the comprehensive plan amendment. The applicant also stated that they would hold another neighborhood meeting after those changes are incorporated to keep the neighborhood apprised of the project's status and with the most affected homeowners to further mitigate the impact of the proposed project.

It should be noted that the city cannot dictate rental vs. owner-occupied housing.

Next Steps

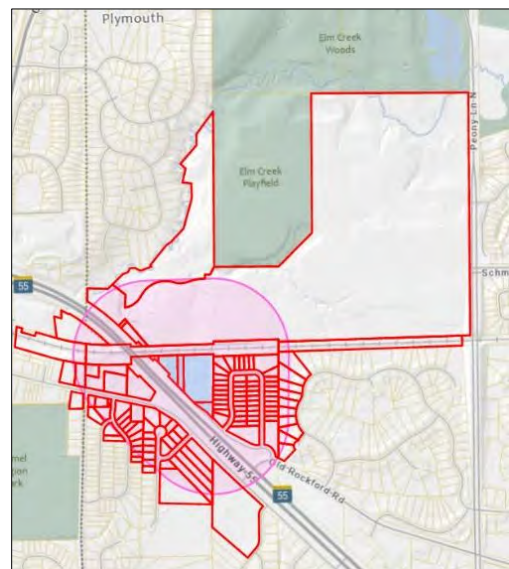
If the applicant is successful with the land use changes, then their next step would be to submit for a rezoning and preliminary plat applications for review by Planning Commission and City Council.

Level of Discretion in Decision-Making

The City has a high level of discretion in approving or denying an application to reguide property in the City's Comprehensive Plan. This is because the guiding of land is a "quasi-legislative" action (enactment of policy). The land use guide plan is the City's long-range planning tool that indicates what type of development should occur on all land within the city. In other words, it is the City's plan for how it wants to direct future development and growth. The City Council may guide property as it deems necessary to protect and promote the health, safety, and general welfare of the community. Under state law, the city may not put a reguiding into effect until the Metropolitan Council has reviewed and responded to the proposed reguiding.

Public Notice

Notice of the public hearing was mailed to all property owners within 750 feet of the site. Staff also placed signage on the site which included notice of the application.



City of Plymouth
C/O Chloe McGuire, AICP
3400 Plymouth Blvd
Plymouth, MN 55447

RE: Hamel Lumber Comprehensive Plan Amendment Request

Ms. McGuire,

North Shore Development is pleased to present an application for a Comprehensive Land Use Change Application request for a property located at 18710 State Highway 55.

This memorandum and attachments provide supporting information, consistent with the published checklist.

We look forward to working with the City of Plymouth through this process.

Regards,

Matt Alexander

Principal

North Shore Development Partners

Nature of Request:

The request is a change from the existing guidance of LA-2 to LA-3.

Additionally, there is a need to amend the transportation section of the 2040 comprehensive plan to remove an extension of Old Rockford road shown on in the comprehensive plan as crossing the railroad tracks and connecting to Wayzata High School Road west of the existing sports fields.

Please describe the extent to which the location criteria of applicable existing or proposed land use guide plan classifications are satisfied:

The proposed land use abuts a major collector, and is in close proximity to jobs, and is located near permanent open spaces as identified in the LA-3 location criteria.

If the amendment affects a particular site, describe whether or not the change is needed to allow reasonable development of the site:

This site currently has a noncompliant use for the Comprehensive Plan guidance.

This site is challenged in two principal ways. First, the access size and location limits the potential uses for this site. While good visibility exists for the current use to Highway 55, the redevelopment of this site with a similar or more intense use would face challenges due to traffic and access restrictions. A residential use is appropriate for this site, as identified by the comprehensive plan.

Second, there is floodplain which encumbers the western portion of the project which limits the ability for the entire site to be utilized.

The current guidance would allow 6 units per acre, or up to 29 Units of housing. Unfortunately, the value of the land is not supported by that low of a density on this site.

The extension of Old Rockford Road would bisect the site. From an engineering standpoint this road connection would prove difficult, and would be further exacerbate the site development issues indicated above. Further, an extension Old Rockford Road would require a bridge, tunnel, or surface crossing of the existing railroad track, a difficult prospect to plan around given the time and complexity of doing so.

Please describe the relationship of the proposed amendment to the supply and demand for particular land uses within the city and the immediate vicinity of the site:

New townhomes and other medium density developments have been less common than either market rate multifamily buildings or single family developments since the 2040 comprehensive plan was approved.

The townhome market is currently driven by two major constituencies.

First, millennials who have been renting may be looking to start a family and need additional space. In many cases, they may be saving up for a downpayment of a home while meeting the need for increased space.

Second, many seniors are looking for an opportunity to downsize from their larger homes due to maintenance and cost considerations. They may also have a home in another part of the country and utilize this type of housing on a part time basis. Seniors downsizing from their large homes presents an opportunity for a new family to move into an established neighborhood, extending the life cycle of housing within the community.

Please demonstrate the reason(s) that the comprehensive plan should be changed, including but not limited to: whether new information has become available since the comprehensive plan was adopted that supports re-examination of the plan, or that existing or proposed development offer new opportunities or constraints that were not previously considered by the plan.

North Shore Development believes the subject property could be better utilized with the proposed change. As mentioned earlier in this document, the access restrictions and floodplain make this site difficult to develop without the increased density to support development costs.

The proposed development contributes to numerous stated goals within the comprehensive plan, but the most applicable is to support redevelopment of underutilized areas while providing a mix of housing options for residents.

The townhome development would utilize grading and existing and proposed vegetative screening to provide a buffer to the adjacent twin home development. Should this amendment be approved we look forward to meeting with the residents of that community as this project progresses.

Please demonstrate that the application has merits beyond the interests of the applicant:

This site is a non-conforming use, with an owner who no longer wishes to operate the facility. The site is guided for housing, but at a density that is not feasible to invest funds to become housing. Additionally, as previously mentioned above, the introduction of a product type not found in the area is a benefit to the health of the housing stock in the City of Plymouth.

Please describe the possible impacts on these specific elements of the comprehensive plan, including:

Transportation

Our engineer has completed some preliminary calculations that indicate the the peak traffic counts from the proposed project would essentially match that of the existing Hamel Lumber business. This amendment would remove an extension of Old Rockford Road, shown bisecting the site.

Sanitary Sewer

The increase in unit totals allowed between the LA-2 guidance and the LA-3 guidance is not anticipated to have adverse impacts on the sanitary sewer capacity in this area.

Housing

This re-development provides a product type that allows for additional flexibility in housing products in the City, facilitating a transition between apartment living and single family home ownership.

Surface Water

The project will improve water quality in the area through the installation of water treatment facilities as required by City, state and federal regulations. This would improve the surface water quality, as those measures are not currently in place.

Water Supply

The increase in unit totals allowed between the LA-2 guidance and the LA-3 guidance is not anticipated to have adverse impacts on the water supply.

Parks and Open Space

There are numerous parks nearby. The development will pay an increased amount of park dedication fees when compared to a development with a lower density.

Capital Improvement Program (CIP)

The proposed project would provide additional tax dollars than a lower land use guidance. Additionally, any required off-site improvements to facilitate the development would be paid for by the developer.



LAND USE SUMMARY

ATTACHED TOWNHOMES	48 UNITS
--------------------	----------

DEVELOPMENT SUMMARY

TOTAL SITE AREA:	4.80 ACRES
LESS ROW DEDICATION:	0.26 ACRES
NET DEVELOPABLE AREA:	4.54 ACRES

CURRENT GUIDANCE:	LA-2 (3-6 UNITS/ AC)
PROPOSED GUIDANCE:	LA-3 (6-12 UNITS/ AC)
PROPOSED DENSITY:	10.57 UNITS/ AC

SITE SUMMARY

PROPOSED SETBACKS:

FRONT:	25'
SIDE:	25'
REAR:	25'
PARKING:	20'

PARKING:

PROPOSED PARKING:	208 STALLS
PROPOSED PARKING RATIO:	4.33 STALLS/ UNIT

DRAWING KEY

- 1 ENTRANCE MONUMENT
- 2 CLUBHOUSE & POOL DECK
- 3 STORMWATER MANAGEMENT PONDS
- 4 ENHANCED BUFFER



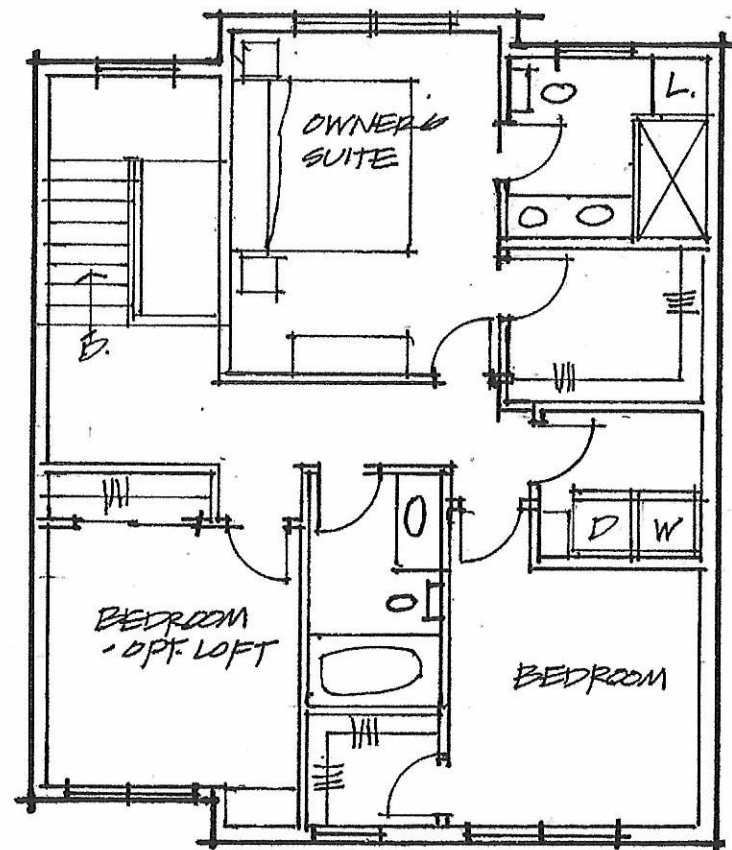
WHITTEN
ASSOCIATES, INC.

measure

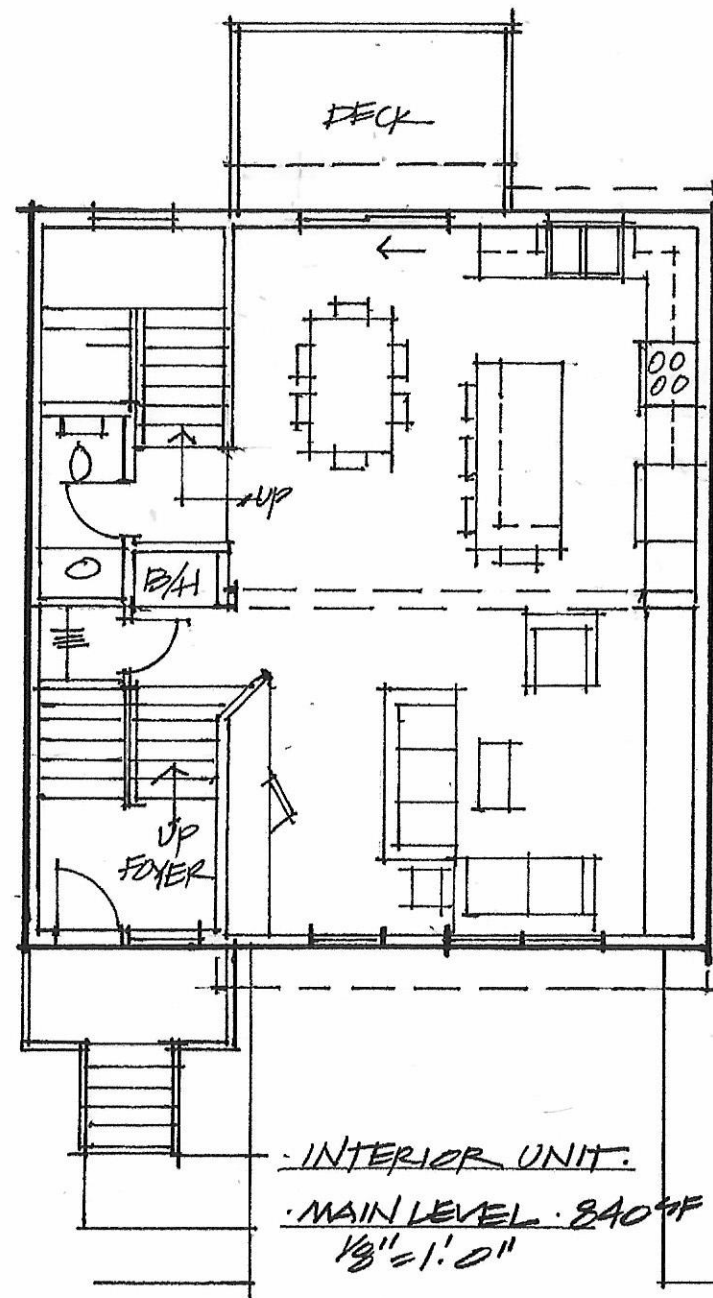
HAMEL LUMBER SITE
REDEVELOPMENT PLAN
CONCEPTUAL LAYOUT
PLYMOUTH, MINNESOTA

OCTOBER 28, 2024

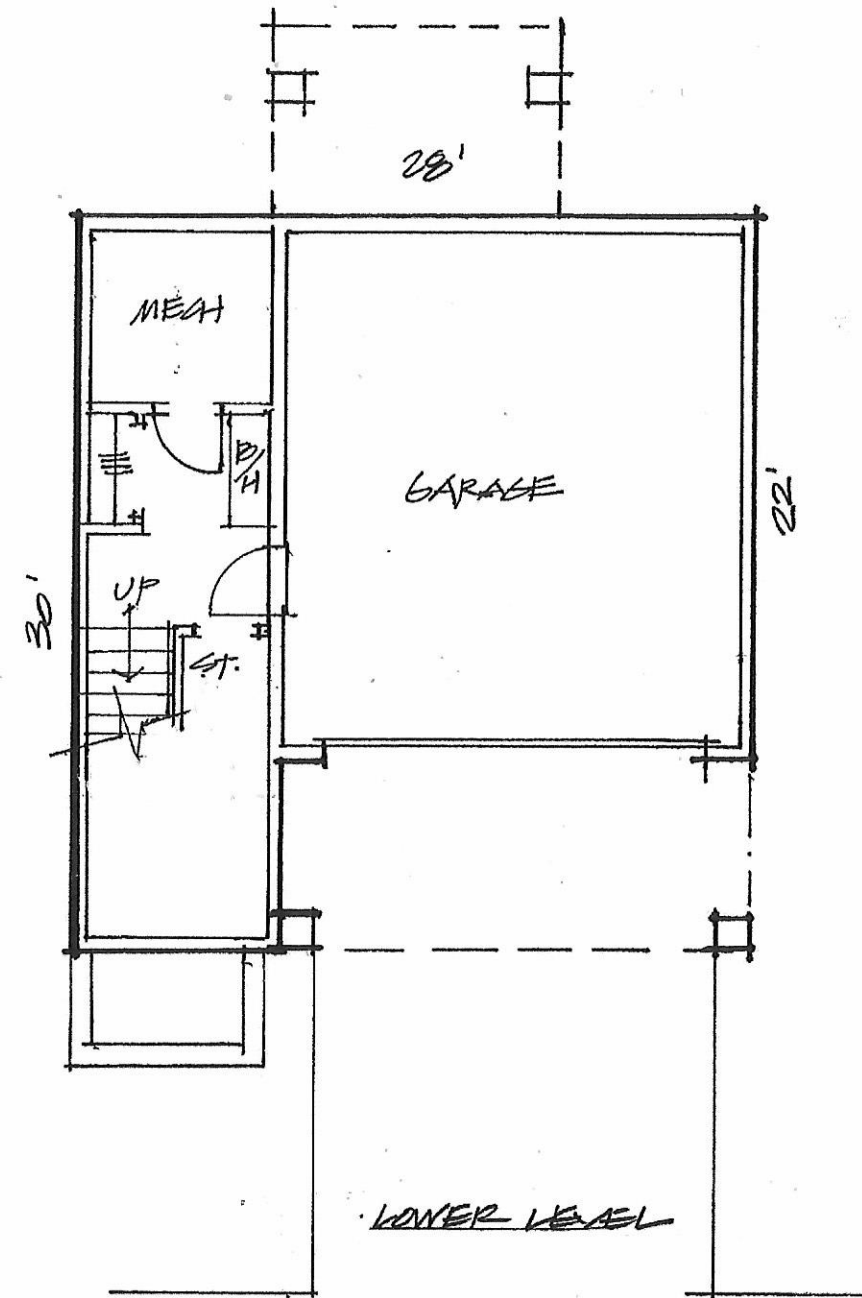




UPPER LEVEL - 900 SF



INTERIOR UNIT:
MAIN LEVEL - 840 SF
1/8" = 1' 0"



LOWER LEVEL

3 STORY TOWNHOME - 28' WIDE

8.22.24

ALTA/NSPS LAND TITLE SURVEY FOR:
North Shore Development Partners

LEGAL DESCRIPTION:

Parcel 1

That part of the Southwest 1/4 of the Southwest 1/4 lying Northeasterly of State Highway Number 55, in Section 7, Township 118, Range 22, according to the United States Government Survey thereof, Hennepin County, Minnesota.

Abstract Property

Parcel 2

All that part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, Range 22 described as follows: Beginning at the Southeast corner of the said Northwest Quarter of the Southwest Quarter of said Section 7, Township 118, Range 22, thence West along the South line thereof 370 feet, thence at right angles North 469.5 feet to the right-of-way of the Minneapolis St. Paul & Sault Ste. Marie Railway, thence Easterly along said right-of-way 370 feet more or less to the Easterly line of said Northwest Quarter of said Southwest Quarter of said Section, Township and Range, thence South along the East line thereof 474 feet to the place of beginning except that part thereof lying West of the following described line: commencing at a point in the South line of said Northwest Quarter of the Southwest Quarter distant 290 feet West of the Southeast corner thereof thence Northerly to a point 298.86 feet Westerly along the Northerly boundary of said property from the Easterly line thereof.

Being Registered land as is evidenced by Certificate of Title No. 557491.

Parcel 3

Par 1: All that part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, Range 22 described as follows: Beginning at the Southeast corner of the said Northwest Quarter of the Southwest Quarter of said Section 7, Township 118, Range 22, thence West along the South line thereof 370 feet, thence at right angles North 469.5 feet to the right-of-way of the Minneapolis, St. Paul & Sault Ste. Marie Railway, thence Easterly along said right-of-way 370 feet more or less to the Easterly line of said Northwest Quarter of said Southwest Quarter of said Section, Township and Range, thence South along the East line thereof 474 feet to the place of beginning except the West 60 feet thereof lying West of the following described line: Commencing at a point in the South line of said Northwest Quarter of the Southwest Quarter distant 290 feet West of the Southeast corner thereof, thence Northerly to a point 298.86 feet Westerly along the Northerly boundary of said property from the Easterly line thereof.

Par 2: The West 60 feet of all that part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, Range 22 described as follows: Beginning at the Southeast corner of the said Northwest Quarter of the Southwest Quarter of said Section 7, Township 118, Range 22, thence West along the South line thereof 370 feet, thence at right angles North 469.5 feet to the right-of-way of the Minneapolis, St. Paul & Sault Ste. Marie Railway, thence Easterly along said right-of-way 370 feet more or less to the Easterly line of said Northwest Quarter of said Southwest Quarter of said Section, Township, Range, thence South along the East line thereof 474 feet to the place of beginning except that part lying West of the following described line: Commencing at a point in the South line of said Northwest Quarter of the Southwest Quarter distant 350 feet Westerly of the Southeast corner of the said Northwest Quarter of the Southwest Quarter, thence Northerly to a point 358.9 feet Westerly along the Northerly boundary of said property from the Easterly line thereof.

Being Registered land as is evidenced by Certificate of Title No. 1301711.

Parcel 4

Par 1: That part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, North, Range 22 West of the Fifth Principal Meridian, described as follows: Beginning at a point of the South line of the Right of Way of the Minneapolis, St. Paul and Sault Ste Marie railway, which point is 370 feet West of the East line of said Northwest Quarter of Southwest quarter measured parallel with the South line of said Northwest quarter of Southwest quarter, thence West along the South line of said Right of Way of said Railway 178 feet, thence South and parallel with the East line of said Northwest quarter of Southwest quarter to the North line of State Highway Number 55, thence Southeasterly along the North line of said State Highway No. 55 to a point, which point is 370 feet West of the East line of said Northwest quarter of Southwest quarter measured parallel with the South line of said Northwest quarter of Southwest quarter, thence North to point of beginning.

Par 2: All that part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, Range 22 described as follows: Beginning at the Southeast corner of the said Northwest Quarter of the Southwest Quarter of said Section 7, Township 118, Range 22 thence West along the South line thereof 370 feet, thence at right angles North 469.5 feet to the right-of-way of the Minneapolis, St. Paul & Sault Ste. Marie Railway, thence Easterly along said right-of-way 370 feet more or less to the Easterly line of said Northwest Quarter of said Southwest Quarter of said Section, Township and Range thence South along the East line thereof 474 feet to the place of beginning lying Westerly of the following described line: commencing at a point in the South line of said Northwest Quarter of the Southwest Quarter distant 350 feet Westerly of the Southeast corner of the said Northwest Quarter of the Southwest Quarter thence Northerly to a point 358.9 feet Westerly along the Northerly boundary of said property from the Easterly line thereof.

Being Registered land as is evidenced by Certificate of Title No. 1170202.

Parcel 5

Outlot A, Creekside Hills, according to the recorded plat thereof, Hennepin County, Minnesota.

Being Registered land as is evidenced by Certificate of Title No. 1555164.

OPTIONAL TABLE A ITEMS:

- Monuments have been placed at all major corners of the surveyed property described hereon, unless already marked or referenced by existing monuments or witnesses in close proximity to the corner.
- The addresses of the property described hereon are 18710, 18800, 18810 State Highway 55 Plymouth, Minnesota 55446.
- The property described hereon lies within Flood Zone "X" (areas of minimal flood hazard) and Zone "A" (areas without Base Flood Elevations per Federal Insurance Rate Map No. 27053C 0167 F, dated November 4, 2016 The delineation lines between flood zones depicted hereon are subject to map scale uncertainty.
- The total area of the property described hereon is 225,324 square feet or 5.17273 acres. The area of the property hereon described less areas used for right-of-way purposes is 209,289 square feet or 4.80461 acres.
- No zoning report or letter was received from the insurer pursuant to Optional Table A Item 6(a), as set forth in the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys.
- Exterior building dimensions are depicted hereon.
- The exterior building footprint areas at ground level are depicted hereon.
- The measured building heights are depicted hereon.
- Substantial features observed in the process of conducting the fieldwork are depicted hereon.
- As of the date of this survey the property described hereon contains no stripped parking spaces.
- Existing utilities, services and underground structures shown hereon were located either physically, from existing records made available to us, by resident testimony, or by locations provided by Gopher State One Call, per Ticket No. 242613447. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Other utilities and services may be present and verification and location of all utilities and services should be obtained from the owners of the respective utilities prior to any design, planning or excavation.
- The names of adjoining owners according to current tax records are depicted hereon.
- As of the date of this survey there is no observable evidence of current earth moving work, building construction or building additions on the property described hereon.
- The surveyor is unaware of any completed or proposed changes in street right-of-way lines. As of the date of this survey there is no observable evidence of recent street or sidewalk construction or repairs that affect the property described hereon.
- The plottable offsite easements or servitudes disclosed in documents provided to the surveyor are depicted hereon.

SURVEY ITEMS PER SCHEDULE B:

- ITEM 7: Highway easement and rights incidental thereto, over part of the Land in favor of the State of Minnesota created by Highway Easement dated November 25, 1939, filed December 30, 1939 as Document No. T153626 and filed January 2, 1940 as Document No. A2006091. (Parcels 1, 2,3 and 4)
- Part of the land taken for the easement above was conveyed to the City of Plymouth by Quit Claim Deed dated November 24, 1981, filed November 18, 1982 as Document No. T1490180 and filed May 11, 1982 as Document No. A4715684.
- Said easement affects the surveyed property, and is depicted hereon.
- ITEM 8: Highway easement and rights incidental thereto, over part of the Land in favor of the State of Minnesota created by Highway Easement dated October 2, 1940, filed December 3, 1940 as Document No. A2065563 and Final Certificate filed May 3, 1943 as Document No. A2181233. (Parcel 1)
- Said easement affects the surveyed property, and is depicted hereon.
- ITEM 9: Telecommunication easement(s) over part of the Land in favor of Northwestern Bell Telephone Company, as created in Document No. T2130737. (Parcel 5)
- Said easement does not affect the surveyed property and is not depicted hereon.
- ITEM 10: Telecommunication easement(s) over part of the Land in favor of Northwestern Bell Telephone Company, as created in Document No. T2130738. (Parcel 5)
- Said easement does not affect the surveyed property and is not depicted hereon.
- ITEM 11: Terms and conditions of City of Plymouth Resolution No. 2002-501, granting conditional use permit, filed November 12, 5200 as Document No. T3636125. (Parcel 5)
- Said terms and conditions affect the described portion of Parcel 5, but the work mentioned in said document does not affect the surveyed property. No plottable items to depict.
- ITEM 12: Terms and conditions of City of Plymouth Resolution No. 2002-502, granting conditional use permit, approval of site plan and variance, filed November 12, 5200 as Document No. T3636126. (Parcel 5)
- Said terms and conditions affect the described portion of Parcel 5, but the work mentioned in said document does not affect the surveyed property. No plottable items to depict.

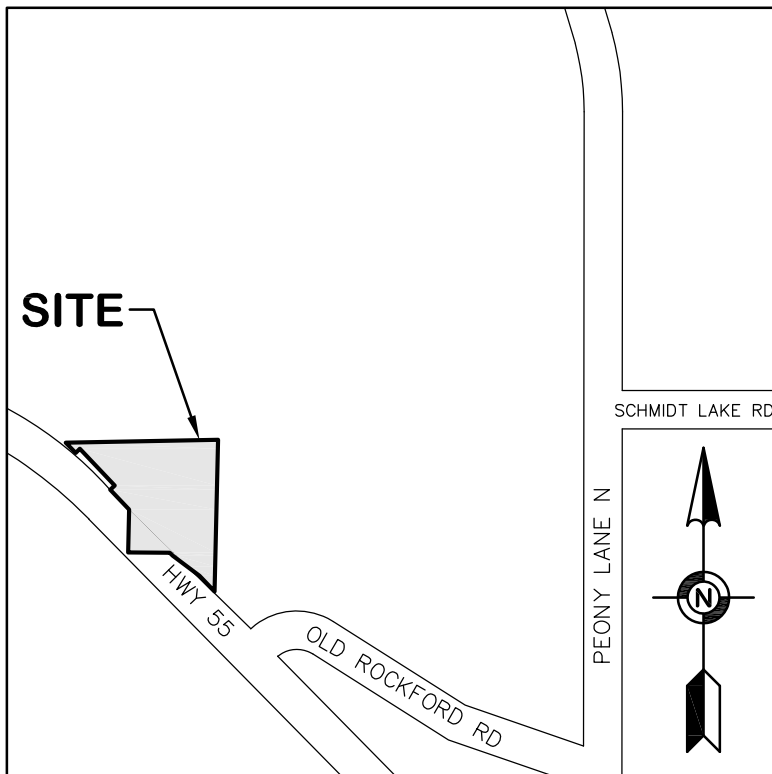
GENERAL SURVEY NOTES:

- The orientation of this bearing system is based on the Hennepin County coordinate grid (NAD 83-2011 Adj.).
- The legal description and easement information used in the preparation of this survey is based on the Commitment for Title Insurance prepared by Guaranty Commercial Title, Inc., Commitment No. 67933 dated March 13, 2024, 8:00 AM.
- The surveyed property has direct access to Old Rockford Road, a public right of way.
- No evidence of cemeteries, burial grounds or gravesites was observed in the process of conducting the fieldwork.

GOPHER STATE ONE CALL NOTE:

List of utilities notified per Gopher State One Call Ticket No. 242613447.

ARVIG	CENTER POINT ENERGY
COMCAST	MEDIACOM
ROGERS COMMUNICATIONS	MNDOT
CITY OF PLYMOUTH	SPRINT / COGENT COMMUNICATIONS
HENNEPIN COUNTY PUBLIC WORKS	WAYZATA PUBLIC SCHOOLS
METROPOLITAN COUNCIL (MCES)	XCEL ENERGY
	ZAYO BANDWIDTH



VICINITY MAP
NOT TO SCALE

CERTIFICATION:

To North Shore Development Partners LLC, a Minnesota limited liability company;Hamel Lumber and Supply, Inc., a Minnesota corporation as to Parcels 1 and 2 Steven Joseph Bouley and Kurt Allen Bouley as to Parcel 3 Steven J. Bouley and Kurt A. Bouley as to Parcels 4 and 5; and Guaranty Commercial Title, Inc.:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 7(a), 7(b)(1), 7(c), 8, 9, 11(a), 13, 16, 17 and 18 of Table A thereof. The fieldwork was completed on October 10, 2024.

Date of Plat or Map: October 14, 2024


Christopher A. Terwedo
Minnesota License No: 53536
cterwedo@efnsurvey.com

FIELD BOOK	PAGE	FIELDWORK CHIEF:	REVISIONS		
		TV	NO.	DATE	DESCRIPTION
		DRAWN BY:			
		DAV			
DRAWING NAME:		CHECKED BY:			
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FILE NO. 4793					

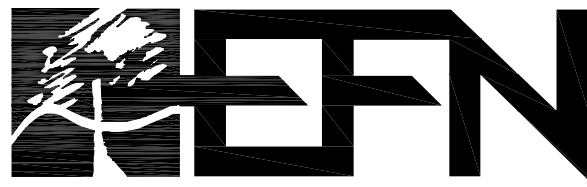
ALTA/NSPS
LAND TITLE SURVEY

SURVEY FOR:

North Shore Development Partners

PROPERTY ADDRESS:

18710, 18800, 18810 State Highway 55
Plymouth, Minnesota 55446



Egan, Field & Nowak, Inc. 475 Old Highway 8 NW, Suite 200
New Brighton, Minnesota 55112
PHONE: (612) 466-3300
WWW.EFNSURVEY.COM
land surveyors since 1872

ALTA/NSPS LAND TITLE SURVEY FOR:
North Shore Development Partners

LEGAL DESCRIPTION:

Parcel 1

That part of the Southwest 1/4 of the Southwest 1/4 lying Northeasterly of State Highway Number 55, in Section 7, Township 118, Range 22, according to the United States Government Survey thereof, Hennepin County, Minnesota.

Abstract Property

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Being Registered land as is evidenced by Certificate of Title No. 557491.

Parcel 3

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Being Registered land as is evidenced by Certificate of Title No. 1170202.

Parcel 5

Outlot A, Creekside Hills, according to the recorded plat thereof, Hennepin County, Minnesota.

Being Registered land as is evidenced by Certificate of Title No. 1555164.

SURVEY ITEMS PER SCHEDULE B:

ITEM 7: Highway easement and rights incidental thereto, over part of the Land in favor of the State of Minnesota created by Highway Easement dated November 25, 1939, filed December 30, 1939 as Document No. T153626 and filed January 2, 1940 as Document No. A2006091. (Parcels 1, 2,3 and 4)

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ITEM 10: Telecommunication easement(s) over part of the Land in favor of Northwestern Bell Telephone Company, as created in Document No. T2130738. (Parcel 5)

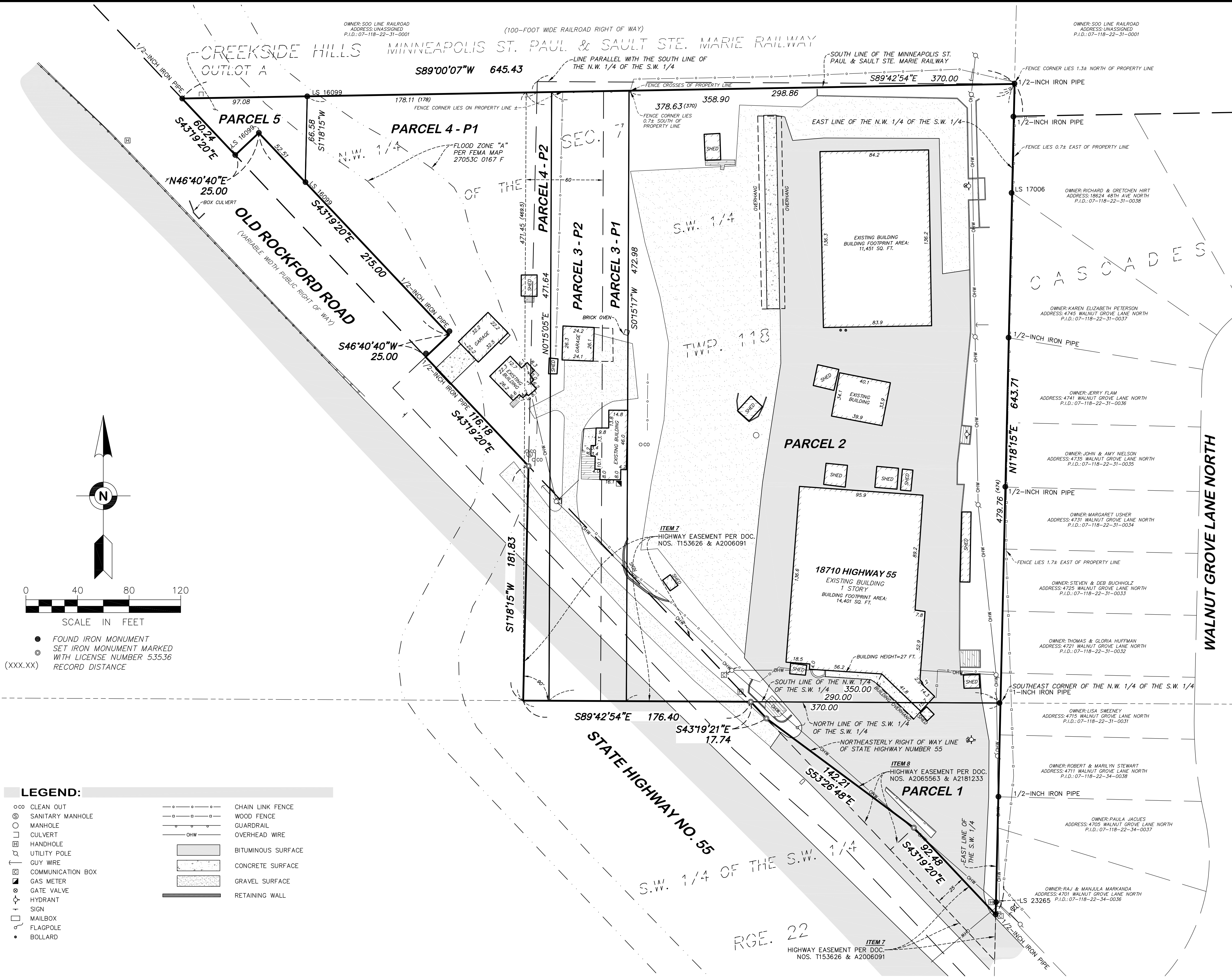
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ITEM 11: Terms and conditions of City of Plymouth Resolution No. 2002-501, granting conditional use permit, filed November 12, 5200 as Document No. T3636125. (Parcel 5)

Said terms and conditions affect the described portion of Parcel 5, but the work mentioned in said document does not affect the surveyed property. No plottable items to depict.

ITEM 12: Terms and conditions of City of Plymouth Resolution No. 2002-502, granting conditional use permit, approval of site plan and variance, filed November 12, 5200 as Document No. T3636126. (Parcel 5)

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FIELD BOOK	PAGE	FIELDWORK CHIEF:	REVISIONS		
		TV	NO.	DATE	DESCRIPTION
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		CHECKED BY:			
		FILE NO. 4793			
		CAT			

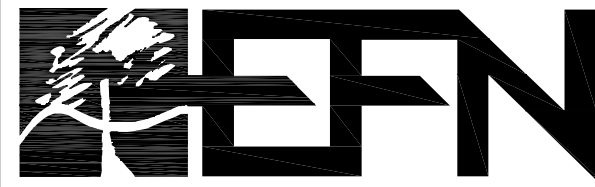
ALTA/NSPS
LAND TITLE SURVEY

SURVEY FOR:

North Shore Development Partners

PROPERTY ADDRESS:

18710, 18800, 18810 State Highway 55
Plymouth, Minnesota 55446



475 Old Highway 8 NW, Suite 200
New Brighton, Minnesota 55112
PHONE: (612) 466-3300
WWW.EFNSURVEY.COM
Egan, Field & Nowak, Inc. COPYRIGHT © 2024 By EGAN, FIELD & NOWAK, INC.
land surveyors since 1872

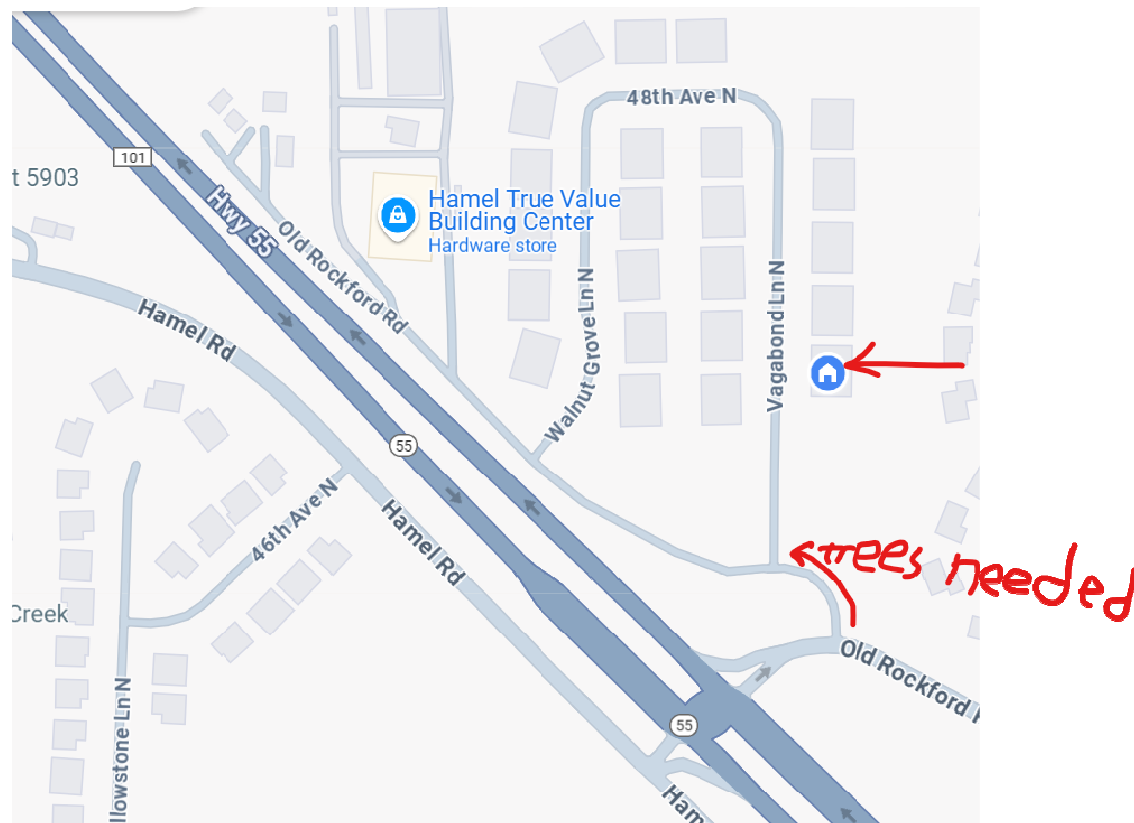
From: Judy Kramer <kramer.jude@gmail.com>
Sent: Tuesday, December 3, 2024 11:43 AM
To: Lori Sommers
Cc: Judy Kramer
Subject: Fwd: City of Plymouth Letter
Attachments: [North Shore Development Application.pdf](#); [Plymouth Letter.pdf](#)

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from kramer.jude@gmail.com. [Learn why this is important](#)

Lori,

I live at 4700 Vagabond Ln N, Plymouth, MN 55446. We are an end unit and the lights from the cars shine into our home in the winter as people take a right turn to follow Old Rockford to the Hamel hardware store. To date, the traffic has not been bad as our association doesn't have many units in it and the hardware store is not open at night. However if 48 more units are put in, the residential traffic will more than double. I would ask that the developer or the city to put in some pine trees along Old Rockford to block the headlights. I've attached a map to show this visually. The top arrow is our home. The bottom arrow shows where trees are needed.



Thanks,

Judy

----- Forwarded message -----

From: **Cascades Board** <hoa.cascades.board@gmail.com>

Date: Mon, Nov 25, 2024 at 7:38 PM

Subject: City of Plymouth Letter

To: Cascades Board <hoa.cascades.board@gmail.com>

Cascades Residents,

Recently we all received a letter from the City of Plymouth (Copy Attached) with the subject "Request for Comprehensive Plan Amendments for the Site located at 18710, 18800 and 18810 State Highway 55 (2024085)"

Item 1 in the letter is a request to change the site from LA-2 (3-6 homes per acre) to LA-3 (6-12 homes per acre).

Item 2 is to remove from the city development plan a future major collector roadway connection. This is a long-standing planned roadway that would effectively extend Old Rockford Road as a frontage road to Highway quarters to 55 and connect it to Trojan Lane which is the first road on the right past the railroad bridge underpass. We were told that this extension would probably never get built anyway.

This letter is only a disclosure to us of the application.

After a visit to the city planning department, we found that this is a request to develop the site that is currently the Hamel Building Center.

Attached is what was explained to us as a "sketch" of what the developer would expect to build on that site. The term sketch means that it could change and the final plans would still need to be approved at a later date. In addition, there is currently a traffic study being conducted that needs to be added to the application.

When the application is complete, there will be a second letter from the city announcing a public hearing on this matter.

If this would get approved and the developer proceeded with the plan that is "sketched", it would be a community like ours with 48 townhomes, in rows of 4 and 6 connected homes. This would add as much as 96 autos (2 per residence) to the traffic in and out of Old Rockford Road near our monument as there would not be any other exit.

Please take some time to consider what impact this will have on our neighborhood. When the notice of the public hearing comes out, if you have any concerns, take the opportunity to bring them to the city to have them addressed during the meeting.

Cascades Board of Directors

Dick Locketz

Mary Lou Carlson

Rich Benson

To: Chris McKenzie, PE, Engineering Services Manager
City of Plymouth

From: Matt Pacyna, PE, Principal
Transportation Collaborative & Consultants, LLC

Date: December 14, 2024

Subject: Hamel Lumber Redevelopment Traffic Review

INTRODUCTION

TC2 conducted a traffic review of the proposed Hamel Lumber redevelopment in the City of Plymouth. The proposed redevelopment is generally northwest of the Highway 55 and Old Rockford Road intersection and immediately west of the Cascades residential development. As planned, the Hamel Lumber site would be redeveloped into a 48-unit townhome development. The purpose of this traffic review is to compare the existing and proposed land uses from a trip generation perspective, evaluate potential traffic impacts, and identify any improvements or considerations to ensure safe and efficient operations for all users. The following information provides an overview of the traffic review findings.

PROJECT DETAILS

The proposed project is a 48-unit townhome residential development that would replace the existing Hamel Lumber and two (2) single-family homes. Hamel Lumber has multiple buildings / storage areas totaling approximately 25,000 square feet and is open Monday-Friday from 7 a.m. to 5:30 p.m. For purposes of this review, only the 14,500 square foot retail component was used for trip generation purposes. Access to the site would continue to be provided via Old Rockford Road. Jurisdiction of the roadways within the proposed redevelopment will be determined through further discussions with City staff; the jurisdiction of the roadway would not change the traffic review findings.

TRIP GENERATION

To quantify the expected trip generation of the proposed redevelopment, an estimate was developed using the *ITE Trip Generation Manual, 11th Edition*, which includes trips for typical weekday a.m. and p.m. peak hours, as well as daily. A trip generation estimate for the existing Hamel Lumber site was also developed to illustrate the change in site trips as compared to the proposed land use. The existing Hamel Lumber site generates approximately 25 a.m. peak hour, 35 p.m. peak hour, and 267 daily trips; these daily trips mostly occur during the business hours of operation (i.e., 7 a.m. to 5:30 p.m.).

The trip generation summary, shown in [Table 1](#), indicates that the proposed redevelopment is expected to generate 23 a.m. peak hour, 27 p.m. peak hour, and 346 daily trips. The proposed redevelopment generates trips at a similar rate or less than the existing Hamel Lumber site during the peak periods, and generates approximately 80 more daily trips (40 in / 40 out). With residential developments, approximately 70 percent of the daily traffic (i.e., 245 daily trips) occurs between 6 a.m. and 6 p.m., which is similar to the level of trip generation of the existing Hamel Lumber site. About 100 trips would occur outside of the 6 a.m. to 6 p.m. time period, with most occurring between 6 p.m. and 10 p.m.

Table 1 Trip Generation Summary

Land Use Type (ITE Code)	Size	AM Peak Hour		PM Peak Hour		Daily
		In	Out	In	Out	
Existing - Hamel Lumber (812)	14,500 SF	14	9	15	18	248
Existing - Single-Family Homes (210)	2 Homes	1	1	1	1	19
Existing Hamel Lumber Site		15	10	16	19	267
Proposed - Townhomes (215)	48 units	6	17	16	11	346
Change in Trips (+ / -)		- 9	+ 7	+/- 0	- 8	+ 79

TRAFFIC IMPACTS

Based on data provided by MnDOT, existing average daily traffic (ADT) volumes along Old Rockford Road between Highway 55 and Peony Lane range from approximately 2,300 to 3,400 vehicles per day. The ADT volume along Old Rockford Road immediately east of Vagabond Lane is estimated to be 500 vehicles per day. As a 2-lane roadway, Old Rockford Road has a planning level roadway capacity of 8,000 to 10,000 vehicles per day. The existing volumes, along with the potential for about 80 additional vehicles per day associated with the proposed redevelopment, indicates that the adjacent roadway network has sufficient reserve capacity to accommodate the proposed redevelopment.

The primary traffic volume difference between the existing and proposed land uses would occur during the evening period (i.e., 6 p.m. to 10 p.m.). The magnitude of this change during the evening period (i.e., 15 to 20 additional vehicles per hour or an additional vehicle every three (3) to four (4) minutes) is not anticipated to result in any traffic capacity issues. Thus, minimal change to area traffic operations is expected because of the proposed redevelopment.

SITE PLAN REVIEW

A preliminary review of the proposed site plan does not indicate any significant issues with respect to access, circulation, or parking. However, the following items are offered for consideration:

- 1) Review proposed signage and landscaping to avoid creating any sight distance issues and help minimize any wrong-way maneuvers (e.g., "Dead End" or "No Outlet").
- 2) Confirm truck (i.e., garbage / recycling, delivery / moving, and emergency services) maneuverability to ensure adequate circulation is provided.
- 3) Provide a sidewalk connection to the existing trail facility along the north side of Old Rockford Road, including connections to existing facilities within the Cascades residential development, if possible.

Hamel Lumber Re-Development



NORTH SHORE
DEVELOPMENT PARTNERS

**Neighborhood Informational Meeting
December 18, 2024**

Project Team

Applicants

North Shore Development Partners
Matt Alexander
Wayzata, MN



Development Consultant

Josh McKinney, PLA
Measure Group
Plymouth, MN



Architect

Tim Whitten
Whitten Associates
Minnetonka, MN



Project Timeline

Comprehensive Plan Amendment Application – November 2024

Optional Neighborhood Meeting – December 2024

Planning Commission Meeting – January 2025

City Council Meeting – January 2025

---IF COMPREHENSIVE PLAN IS AMENDED---

Refined Site Design & Engineering – February/March 2025

Optional Neighborhood Meeting – Late March 2025

Planning Commission Meeting – April/May 2025

City Council Meeting – May / June 2025

Construction Begins – September/October 2025

Construction Complete – October 2026



Comprehensive Plan

Why the desire to change the comprehensive Plan?

The Comprehensive Plan is currently guided LA-2, short for Living Area 2. This designation would allow for 3-6 Units Per Acre.

In our view, this density is inconsistent with the both the constraints of the property and the market value of the property.

Separately, the City's transportation plan would need to be amended, as there was/is a planned road connection extending Old Rockford Road to the north across the railroad tracks. Our plan would remove that connection and also the traffic that would use that connection.

Our proposal would adjust the guidance to LA-3, which allows for 6-12 units an acre. Our proposed project is approximately 10 units per acre.

Why can't a new retailer use the Hamel Lumber Buildings?

The current use of the building is non-conforming to the comprehensive plan. A new retail user would also need a comprehensive plan in order to operate.

With changes in the way this property is accessed, the prospect of finding a new retail or commercial tenant for this space is not feasible due to market conditions.

Proposed Project Fact Sheet

What North Shore Development Proposes:

Our current proposal, subject to change during detailed site design is 48 market rate rental townhomes.

What would the rents be?:

The proposed project would consist of 3 BR Townhomes, each 1,850 SF. These units would rent for approximately \$3,450 per month.

Security and Application Process:

Each rental will be screened for a criminal background check. Common spaces will be monitored by cameras.

Parking:

Each unit would have 2 stalls enclosed in the garage, with two additional parking spots in the driveway. Additional guest parking stalls would be located throughout the property.

Traffic:

The City has completed a traffic study. This study projects that the proposed project would increase trips to the site by 79 trips per day, but those trips would be spread out throughout the day. The proposed project shows reduced trips during the peak AM and PM Hours.



LAND USE SUMMARY

ATTACHED TOWNHOMES	48 UNITS
--------------------	----------

DEVELOPMENT SUMMARY

TOTAL SITE AREA:	4.80 ACRES
LESS ROW DEDICATION:	0.26 ACRES
NET DEVELOPABLE AREA:	4.54 ACRES

CURRENT GUIDANCE:	LA-2 (3-6 UNITS/ AC)
PROPOSED GUIDANCE:	LA-3 (6-12 UNITS/ AC)
PROPOSED DENSITY:	10.57 UNITS/ AC

SITE SUMMARY

PROPOSED SETBACKS:

FRONT: 25'
SIDE: 25'
REAR: 25'
PARKING: 20'

PARKING:

PROPOSED PARKING: 208 STALLS
PROPOSED PARKING RATIO: 4.33 STALLS/ UNIT

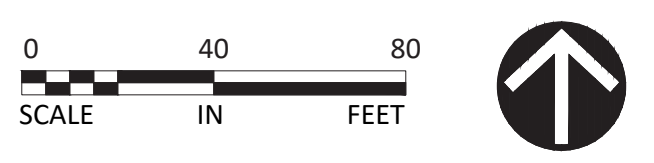
DRAWING KEY

- 1 ENTRANCE MONUMENT
- 2 CLUBHOUSE & POOL DECK
- 3 STORMWATER MANAGEMENT PONDS
- 4 ENHANCED BUFFER



**HAMEL LUMBER SITE
REDEVELOPMENT PLAN
CONCEPTUAL LAYOUT
PLYMOUTH, MINNESOTA**

OCTOBER 28, 2024





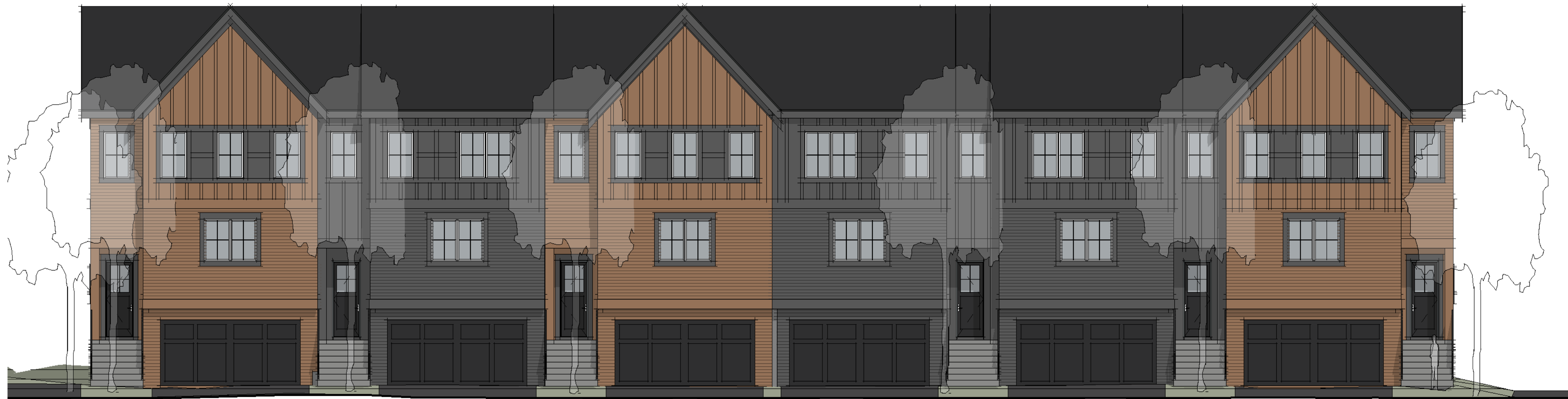
STREET VIEW
NO SCALE

12.5.24

WHITTEN ASSOCIATES, INC.

TOWNHOMES

© WHITTEN ASSOCIATES, INC.

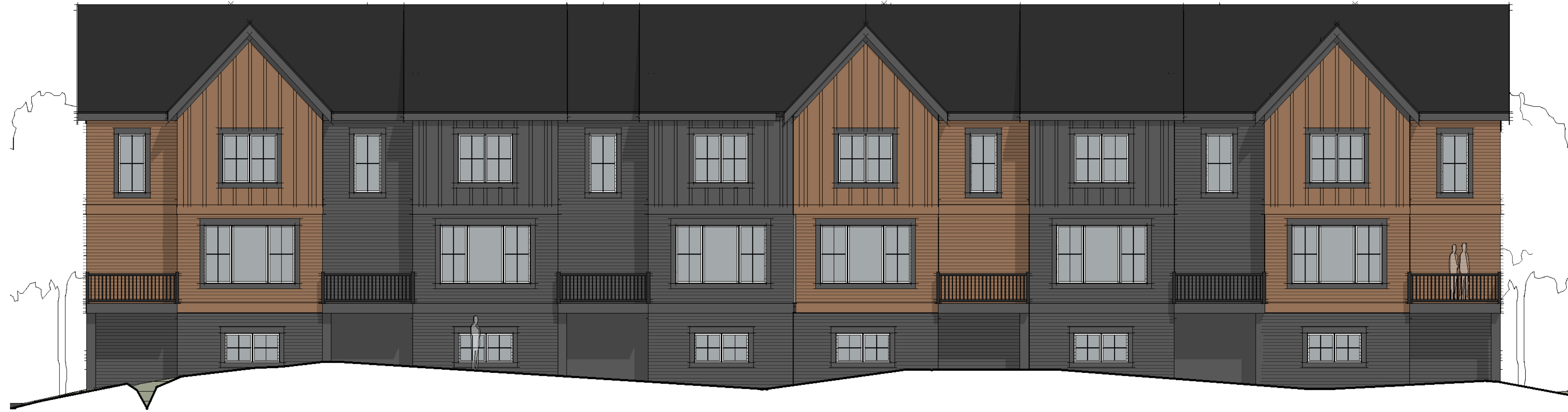


THREE STORY TOWNHOME FRONT STREETSCAPE
SCALE: 1/16" = 1'-0"



THREE STORY TOWNHOME FRONT STREETSCAPE
SCALE: 1/16" = 1'-0"

12.5.24



THREE STORY TOWNHOME REAR STREETSCAPE
SCALE: 1/16" = 1'-0"



THREE STORY TOWNHOME REAR STREETSCAPE
SCALE: 1/16" = 1'-0"

12.5.24

Q & A – Feedback

North Shore Development Partners
Matt Alexander
Wayzata, MN

malexander@northshoredp.com



Josh McKinney, PLA
Measure Group
Plymouth, MN

jmckinney@measuregrp.com



CITY OF PLYMOUTH

RESOLUTION No. 2025-

RESOLUTION APPROVING A COMPREHENSIVE PLAN AMENDMENT TO REGUIDE ROUGHLY 4.8-ACRES FROM LA-2 TO LA-3 AND TRANSPORTATION PLAN AMENDMENT (2024085)

WHEREAS, North Shore Development Partners has requested a comprehensive plan amendment to reguide roughly 4.8-acres of land and a transportation plan amendment located at 18710, 18800, and 18810 State Highway 55 from LA-2 (living area 2) to LA-3 (living area 3); and

WHEREAS, the land affected by the reguiding is presently legally described as follows:

Parcel 1: That part of the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ lying Northeasterly of State Highway Number 55, in Section 7, Township 118, Range 22, according to the United States Government Survey thereof, Hennepin County, Minnesota.

Abstract Property

Parcel 2: All that part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, Range 22 described as follows: Beginning at the Southeast corner of the said Northwest Quarter of the Southwest Quarter of said Section 7, Township 118, Range 22, thence West along the South line thereof 370 feet, thence at right angles North 469.5 feet to the right-of-way of the Minneapolis St. Paul & Sault Ste. Marie Railway, thence Easterly along said right-of-way 370 feet more or less to the Easterly line of said Northwest Quarter of said Southwest Quarter of said Section, Township and Range, thence South along the East line thereof 474 feet to the place of beginning except that part thereof lying West of the following described line: commencing at a point in the South line of said Northwest Quarter of the Southwest Quarter distant 290 feet West of the Southeast corner thereof thence Northerly to a point 298.86 feet Westerly along the Northerly boundary of said property from the Easterly line thereof.

Being Registered land as is evidenced by Certificate of Title No. 557491.

Parcel 3: Par 1: All that part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, Range 22 described as follows: Beginning at the Southeast corner of the said Northwest Quarter of the Southwest Quarter of said Section 7, Township 118, Range 22, thence West along the South line thereof 370 feet, thence at right angles North 469.5 feet to the right-of-way of the Minneapolis, St. Paul & Sault Ste. Marie Railway, thence Easterly along said right-of-way 370 feet more or less to the Easterly line of said Northwest Quarter of said Southwest Quarter of said Section, Township and Range; thence South along the East line thereof 474 feet to the place of beginning except the West 60 feet thereof lying West of the following described line: Commencing at a point in the South line of said Northwest Quarter of the Southwest Quarter distant 290 feet West of the Southeast corner thereof, thence Northerly to a point 298.86 feet Westerly along the Northerly boundary of said property from the Easterly line thereof.

Par 2: The West 60 feet of all that part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, Range 22 described as follows: Beginning at the Southeast corner of the said Northwest Quarter of the Southwest Quarter of said Section 7, Township 118, Range 22, thence West along the South line thereof 370 feet, thence at right angles North 469.5 feet to the right-of-way of the Minneapolis, St. Paul & Sault Ste. Marie Railway, thence Easterly along said right-of-way 370 feet more or less to the Easterly line of said Northwest Quarter of said Southwest Quarter of said Section, Township, Range, thence South along the East line thereof 474 feet to the place of beginning except that part lying West of the following described line: Commencing at a point in the South line of said Northwest Quarter of the Southwest Quarter distant 350 feet Westerly of the Southeast corner of the said Northwest Quarter of the Southwest Quarter, thence Northerly to a point 358.9 feet Westerly along the Northerly boundary of said property from the Easterly line thereof.

Being Registered land as is evidenced by Certificate of Title No. 1301711.

Parcel 4: Par 1: that part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, North, Range 22 West of the Fifth Principal Meridian, described as follows: Beginning at a point of the South line of the Right of Way of the Minneapolis, St. Paul and Sault Ste Marie railway, which point is 370 feet West of the East line of said Northwest Quarter of Southwest quarter measured parallel with the South line of said Northwest quarter of Southwest quarter, thence West along the South line of said Right of Way of said railway 178 feet, thence South and parallel with the East line of said Northwest quarter of Southwest quarter to the North line of State Highway Number 55, thence Southeasterly along the North of said State Highway No. 55 to a point, which point is 370 feet West of the East line of said Northwest quarter of Southwest quarter measured parallel with the South line of said Northwest quarter of Southwest quarter, thence North to point of beginning.

Par 2: All that part of the Northwest Quarter of the Southwest Quarter of Section 7, Township 118, Range 22 described as follows: Beginning at the Southeast corner of the said Northwest Quarter of the Southwest Quarter of said Section 7, Township 118, Range 22 thence West along the South line thereof 370 feet, thence at right angles North 469.5 feet to the right-of-way of the Minneapolis, St. Paul & Sault Ste. Marie Railway, thence Easterly along said right-of-way 370 feet more or less to the Easterly line of said Northwest Quarter of said Southwest Quarter of said Section, Township and Range thence South along the East line thereof 474 feet to the place of beginning lying Westerly of the following described line: commencing at a point in the South line of said Northwest Quarter of the Southwest Quarter distant 350 feet Westerly of the Southeast corner of the said Northwest Quarter of the Southwest Quarter thence Northerly to a point 358.9 feet Westerly along the Northerly boundary of said property from the Easterly line thereof.

Being Registered land as is evidenced by Certificate of Title No. 1170202.

Parcel 5

Outlot A, Creekside Hills, according to the recorded plat thereof, Hennepin County, Minnesota.

Being Registered land as is evidenced by Certificate of Title No. 1555164; and

WHEREAS, the Planning Commission has reviewed said request at a duly called public hearing and recommends approval.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that it should and hereby does approve amendments to the comprehensive plan to reguide roughly 4.8-acres of land and amend the transportation plan located at 18710, 18800, and 18810 State Highway 55 from LA-2 (living area 2) to LA-3 (living area 3).

FURTHER, to incorporate the changes, the city will modify Figure 3-2, 2040 Land Use Plan in Chapter 3 of the Plymouth Comprehensive Plan; and

FURTHER, to incorporate the changes, the city will modify Figure 6-1, 2040 Land Use Plan in Chapter 6 of the Plymouth Comprehensive Plan; and

FURTHER, approval of the comprehensive plan amendment is contingent upon, and subject to, the required review and response by the Metropolitan Council.

APPROVED by the City Council on this ____th day of _____, 2025.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on _____, 2025, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the City this _____ day of _____, _____.

City Clerk

To: Planning Commission

Prepared by: Shawn Drill, Senior Planner

Reviewed by: Grant Fernelius, Community and Economic Development Director

Item: **PUD amendment to allow accessory fuel sales at the planned Coborn's Grocery Store, 6130 Sycamore Lane (Rice Companies -- 2024097)**

1. Action Requested:

Conduct the public hearing and move to recommend approval of the requested PUD amendment, subject to the findings and conditions listed in the attached ordinance and resolutions.

2. Background:

See attached Planning Commission report.

3. Budget Impact:

N/A

4. Attachments:

[Planning Commission Report](#)
[Location Map](#)
[Aerial Map](#)
[Coborn's Planned Site Plan & Building Renderings](#)
[Fuel Canopy Details](#)
[Applicant's Narrative](#)
[Ordinance](#)
[Resolution - Amendment](#)
[Resolution - Findings](#)

To: Plymouth Planning Commission

From: Shawn Drill, Senior Planner (763-509-5456)
Community and Economic Development Department

Subject: Rice Companies – PUD amendment to allow accessory fuel sales at the planned Coborn's Grocery Store to be located at 6130 Sycamore Lane within The Boulevard (City File No. 2024-097)

Deadline: March 27, 2025

SUMMARY

The applicant is requesting approval of a PUD amendment to allow accessory fuel sales related to the planned Coborn's Grocery Store for property located at 6130 Sycamore Lane. Under the plan, four double-sided pumps (eight total pumping stations) would be located under a fuel canopy in the southwest portion of the planned Coborn's Grocery Store site.

RECOMMENDED ACTION

Community and Economic Development Department staff is recommending approval of the request, subject to the findings and conditions listed in the attached ordinance and resolutions. If new information is brought forward at the public hearing, staff may alter or reconsider its recommendation.



SITE INFORMATION

Zoning and Land Use

The site is located within “The Boulevard” – a mixed-use redevelopment of the 75-acre former Prudential Insurance Campus site. The Boulevard site is zoned PUD (planned unit development) which is a customized zoning district – and is guided MXD (mixed use) on the city’s comprehensive plan.

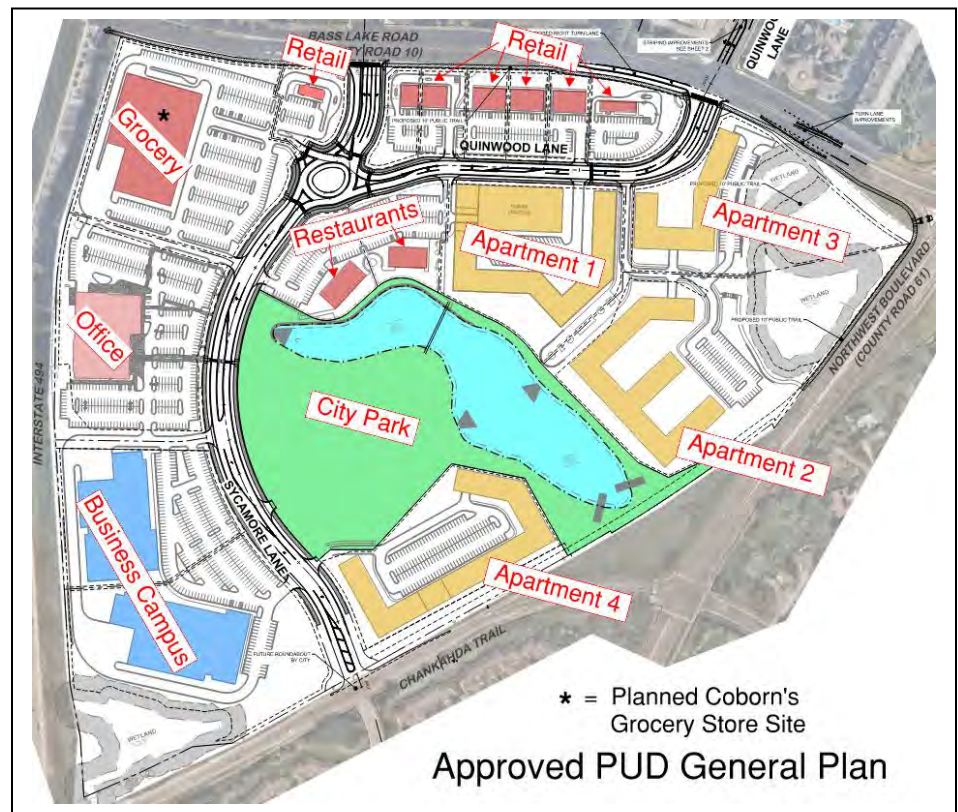
	Use	Zoning	Land Use Designation (2040 Comprehensive Plan)
Subject Property	Being developed as “The Boulevard”	PUD	MXD
North of Co. Rd. 10	<u>In Maple Grove:</u> Childcare center, bank with drive-thru teller service, & strip retail center	--	--
	<u>In Plymouth:</u> Holiday Gas Station with car wash, and Culver’s with drive thru.	C (commercial)	C-4 (community commercial)
	----- The Quinn Apartments	----- LA-4 (living area 4)	----- RMF-4 (multi-family 4)
East of Co. Rd. 61	Single-family homes	LA-1 (living area 1)	RSF-1 (single-family 1)
South of Chankahda Trail	Bass Lake Hills Rental Townhomes	LA-3 (living area 3)	RMF-4
West of I-494	Lake Camelot Villa Condominiums (townhomes)	LA-2 (living area 2)	RMF-3 (multi-family 3)

Site Characteristics

The planned Coborn’s Grocery Store site contains roughly 6.3 acres and is located in the northwest portion of the overall PUD. The subject site: 1) lies in the Shingle Creek drainage district; 2) is not located within the flood plain or shoreland overlay district; and 3) does not contain any wetlands.

Previous City Actions Affecting Property

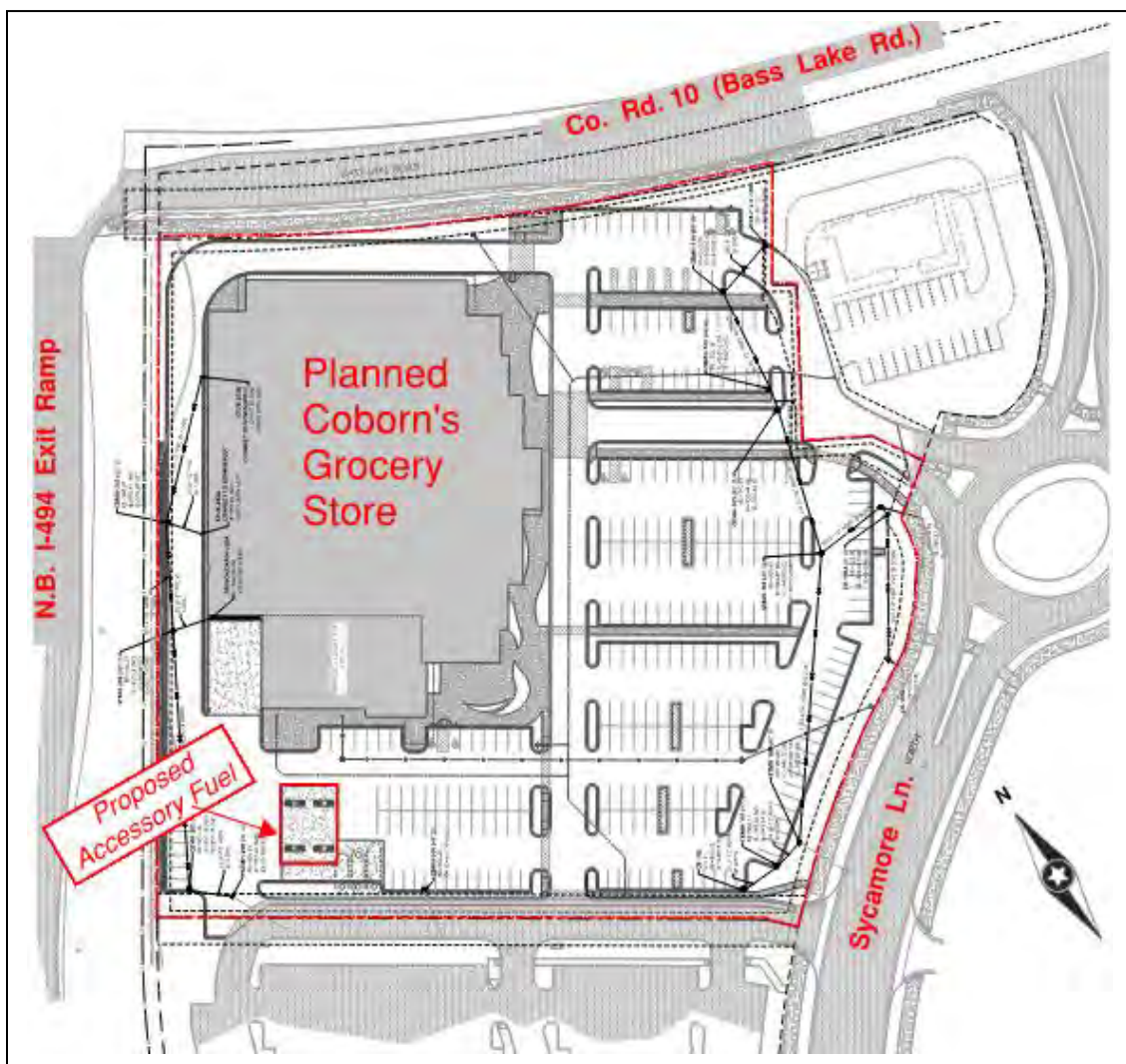
- The 4-story, 450,000-square-foot former Prudential Insurance office building and related parking areas (built in the northerly portion of the site in 1980) have been removed.
- In 2022 / 2023, the applicant requested a review of sketch layouts for redevelopment of the property. Both the Planning Commission and City Council have previously reviewed the sketch layouts and provided their informal comments to the applicant.
- In July 2023, the City Council adopted an Alternative Urban Areawide Review (AUAR) for the site, based on the highest amount of mixed-use development the site could support. An AUAR is a scoping document that identifies potential environmental concerns and develops a mitigation plan to address any such concerns. The mitigation plan has been incorporated into the redevelopment plans.
- In September 2023, the City Council approved the applicant's request to reguide the site from CO (commercial office) to MXD (mixed use) to accommodate the planned mixed-use redevelopment plan.
- In March 2024, the City Council approved the PUD general plan and preliminary plat. The PUD general plan approved a roughly 65,000 sq. ft. grocery store on the subject site. See the approved PUD general plan on this page.
- In July 2024, the City Council approved the final plat and development contract.
- In August 2024, the building permit was issued for Summit Orthopedics (6050 Sycamore Lane – directly south of the planned Coborn's site). The Summit Orthopedics Building is presently under construction.



ANALYSIS

The applicant is requesting a PUD amendment to allow accessory fuel sales at the planned Coborn's Grocery Store site (a copy of the proposed site plan and building renderings for Coborn's is attached). Because accessory fuel sales were not contemplated or listed as a named use when the PUD general plan was reviewed/approved, a PUD amendment is required to allow the accessory use in conjunction with the grocery store.

Under the plan, four double-sided pumps (eight total pumping stations) would be located under a fuel canopy in the southwest portion of the planned Coborn's Grocery Store site (see plan below).



Other than the fuel canopy, the accessory fuel sales would not include any other buildings or structures. The accessory fuel sales would be "unmanned" – meaning customers would pay-at-the-pump by credit card. None of Coborn's staff would be devoted solely to operation of the accessory fuel sales.

The accessory fuel sales would be provided and designed to serve Coborn's Grocery Store customers via Coborn's MORE Rewards program, whereby grocery store customers could earn credits for discounted fuel prices.

Canopy Design

The fuel canopy would be designed to match the design and incorporate the colors and materials to be used on the grocery store building (see fuel canopy rendering below). The canopy would have a clear height of 17 feet.



Setback

The proposed canopy location would comply with setback regulations, as it would be set back 19.1 feet from the nearest (south/side) property line, where the PUD specifies a minimum setback of 5 feet.

Traffic

The proposed accessory fuel sales would not affect the previous traffic study that was conducted for The Boulevard development. Most of trips that would be generated by the accessory fuel sales would already be on the site while using the grocery store. Access to the fuel area would come through the Coborn's parking lot or via the shared access drive aisle (also serving Summit Orthopedics) directly south of the fuel area.

Lighting

The lighting for the area under the fuel canopy would comply with the city's lighting regulations based on allowable lighting levels (lumens) per fueling bay. The light fixtures would be inset into the underside of the fuel canopy roof in a manner that prevents off-site glare.

Outdoor Sales/Display

There would be no outdoor sales or display of merchandise (e.g., windshield wiper fluid, water softener salt, firewood, etc.) under the fuel canopy or related to the accessory fuel sales area. The attached resolution addressed this matter.

LEVEL OF DISCRETION IN DECISION-MAKING

The city has a relatively high level of discretion in approving PUD amendments. A PUD amendment must be consistent with the city's comprehensive plan. The city may impose reasonable requirements in a PUD as deemed necessary to protect and promote the general health, safety, and welfare of the community.

FINDINGS AND CONCLUSION

A PUD is a customized zoning district that provides for flexibility and variations to the strict application of the city's land use regulations in order to improve site design and operations. No PUD flexibility or variations are requested in conjunction with the proposal. The proposed PUD amendment would allow accessory fuel sales for the grocer within the PUD.

In review of the requested PUD amendment, the Planning Commission should consider the following in making its recommendation to City Council:

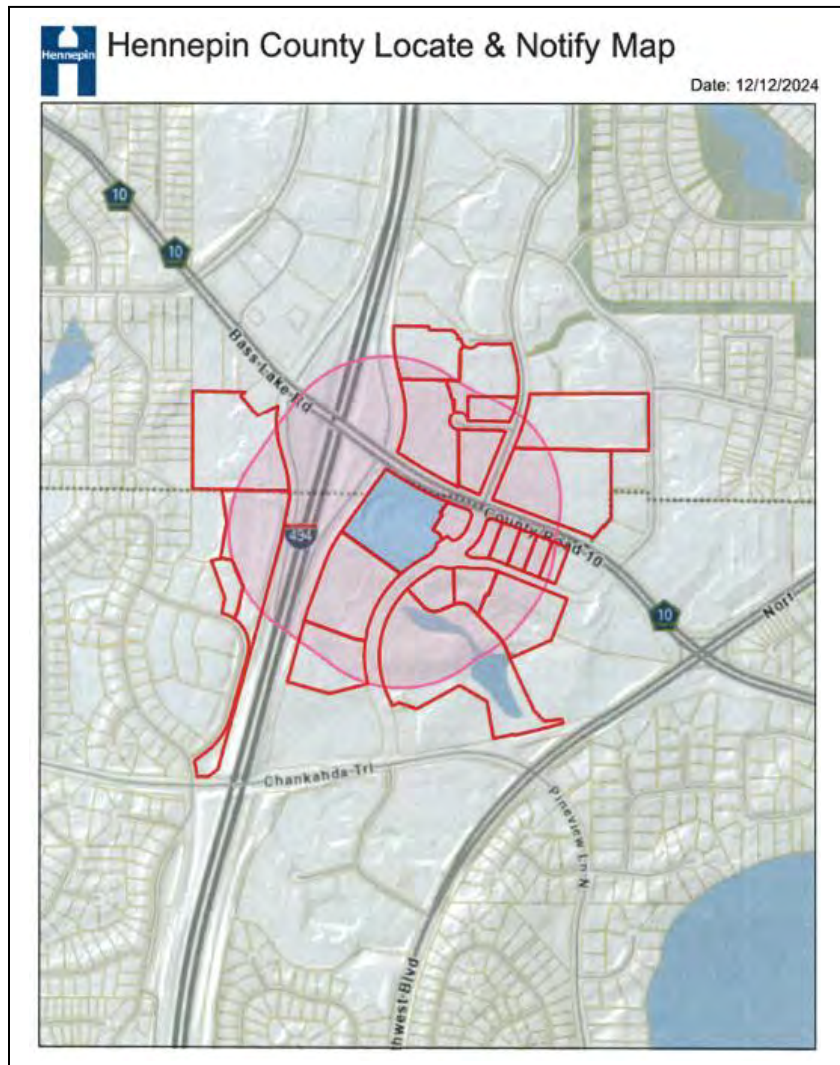
- Would the requested PUD amendment be consistent with the goals of the comprehensive plan and with the MXD (mixed use) guiding of the site?
- Would the requested PUD amendment affect the purposes or intent of the PUD?

Staff finds that the proposal would be consistent with the comprehensive plan's MXD guiding designation for the site, and that the requested accessory fuel sales would fit in with the overall purposes and intent of the PUD.

Staff concludes that the proposal is consistent with the comprehensive plan, zoning regulations, and previously approved PUD.

PUBLIC NOTICE

Notice of the public hearing was published in the city's official newspaper. Two mailed notices were sent out to all property owners within 750 feet of the site. One notice was sent upon receipt of the application, and another notice was sent 12 days prior to the public hearing. Development signage has also been posted on the site. The map to the right shows a 750-foot radius around the Coborn's site.



Plymouth / Maple Grove Border



2024-097
Rice Companies
6130 Sycamore Lane
PUD Amendment

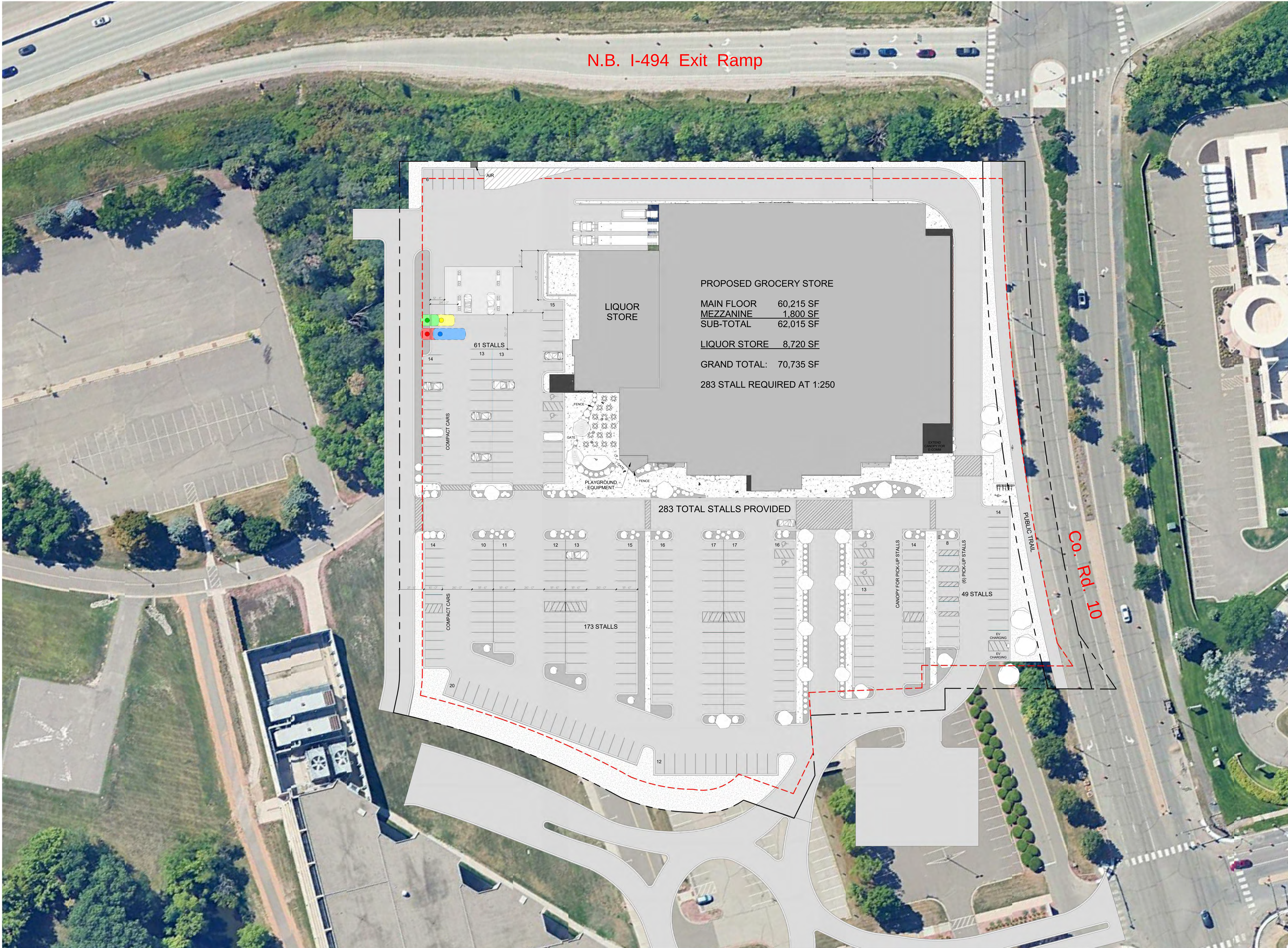




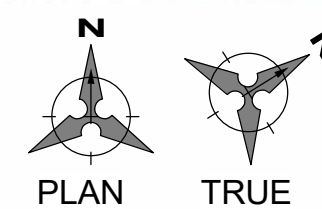
2024-097-- Aerial Map



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SP/CA/080
Autodesk Docs | Project Mayflower | Project Mayflower.rvt



1 SITE PLAN
1" = 30'-0"



REVISIONS	
NUMBER	DATE

NOTICE: This document ("Plan of Service") was prepared by Rice Companies, Inc. ("RCI") specifically for the referenced project and is not intended for any other use. RCI retains all rights, including copyright. This document, its contents, and any other material contained herein shall not be used in other projects, for additions to this project or for completion of this project by others without RCI's prior written consent. Any unauthorized use of this instrument of Service shall be prohibited.





THIS DRAWING REPRESENTS DESIGN INTENT & CONCEPT ONLY. ALL 3D RENDERINGS ARE FOR PERSPECTIVE VIEW PER PROJECT SCOPE OF WORK. ACTUAL COLOR & TEXTURE OF MATERIALS CAN VARY & ARE BASED ON PHYSICAL SAMPLES ONLY.

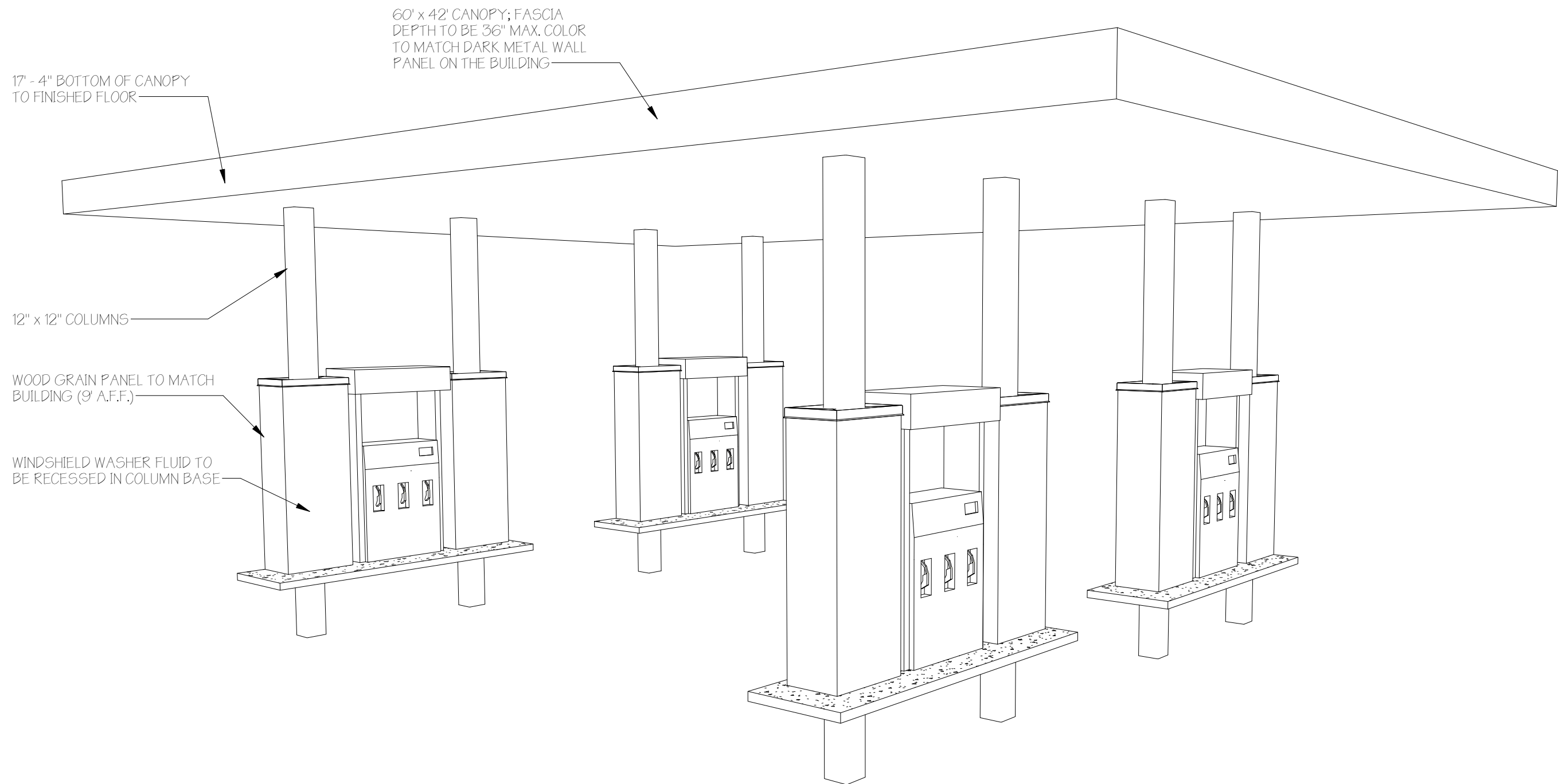
PROJECT MAYFLOWER

NEW BUILDING



A615

AKP
12.31.24



1

GAS CANOPY

THIS DRAWING REPRESENTS DESIGN INTENT & CONCEPT ONLY. ALL 3D RENDERINGS ARE FOR PERSPECTIVE VIEW PER PROJECT SCOPE OF WORK. ACTUAL COLOR & TEXTURE OF MATERIALS CAN VARY & ARE BASED ON PHYSICAL SAMPLES ONLY.

PROJECT MAYFLOWER
NEW BUILDING

R RICE
COMPANIES

A610

AKP/DL

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Coborn's Grocery Store PUD Amendment Application to Add Fuel Offering

The Boulevard, Plymouth



Why Fuel is an Integral Component of Coborn's Offering at the Boulevard

- Coborn's offers a MORE Rewards program which offers our Guests value and promotional excitement in areas throughout our grocery store.
- The MORE Rewards program is our number one way to facilitate meaningful interaction with our Guests, providing them the prices and personalized offers they desire in their grocery store.
- Coborn's launched MORE Fuel Rewards in January of 2017, rewarding guests with cents off fuel when they purchase items across the store that are marked with a fuel reward.
- Each week there are thousands of items in our store that carry opportunities for our Guests to receive fuel rewards.
- Guests can accumulate their Rewards and see meaningful impacts when they fill up their vehicles at the pump.
- We hear routinely from our Guests how excited they are about these Rewards and that it encourages them to shop at our Grocery Store.
- 94% of our surveyed MORE Rewards members indicated they find the Fuel Rewards "Valuable" and those same Guests ranked Fuel as the Number One reward of the MORE Rewards Program.

Coborn's Fuel Offering & Community Engagement



**Coborn's
Panther Pump in
Glencoe, MN**

- Architecturally in alignment with the Grocery Store design.
- Proposed Plan is for 4 fuel pumps.
- This is not a convenience store and is not intended to draw a convenience store customer.
- The target customer is the Coborn's Guest or members of the neighborhood looking for a fuel offering that supports their community.
- Coborn's would like to partner with the city of Plymouth to put our pumps to good use as a part of our Partner Pump program. We would donate \$.02/gallon at one of the pumps to the designated cause. One idea we had was for the funds to benefit the park at The Boulevard.
- In Glencoe, where a similar program has been launched, we are donating approximately \$1,500 per month to the local school.

What our Plymouth Guests are Saying:



We conducted Consumer Research in the Plymouth community during the summer of 2024 with an eye towards bringing the people who live, work and play here a store that they would love.



They indicated they wanted a grocery store that felt Local, that felt Family-Friendly, that could offer meal solutions, and a store that met their perception of Value.



The community members we spoke with regularly indicated they found value in fuel rewards programs at grocery stores.

Thank You for your Consideration

We are grateful for your consideration of the addition of fuel to this development. We truly do believe it is an offering that will only enhance this development and bring to the community another element they find important.

Coborn's is so excited to be joining the Plymouth community as a part of The Boulevard. Our plans for this store's offerings are well underway and we look forward to engaging more with the neighborhood as the site begins to take shape.

CITY OF PLYMOUTH
HENNEPIN COUNTY, MINNESOTA

ORDINANCE No. 2025-

ORDINANCE AMENDING CHAPTER 21 (ZONING ORDINANCE) OF THE CITY CODE TO
AMEND THE SPRC LAND VENTURES PUD TO ALLOW ACCESSORY FUEL SALES
RELATED TO THE GROCERY STORE AT 6130 SYCAMORE LANE (2024097)

THE CITY OF PLYMOUTH ORDAINS:

Section 1. Amendment of City Code. Section 21655.79, Subd. 2 of the City Code is hereby amended as follows:

Subd. 2. Incorporated herein by reference are the SPRC Land Ventures Plymouth PUD plans received by the City on February 1, 2024 with revisions received on February 9, 2024, except as may be amended by City Council Resolution 2024-101, on file in the office of the Zoning Administrator under File 2023082; together with the PUD amendment plans allowing accessory fuel sales at 6130 Sycamore Lane as approved by City Council Resolution 2025-*** on file in the Office of the Zoning Administrator under File 2024097.

Section 2. Amendment of City Code. Section 21655.79, Subd. 3 (c) of the City Code is hereby amended as follows:

- (c) *Lot 3, Block 1 (as shown on the preliminary plat):* Grocery supermarket, grocery superstore, hotel, or indoor commercial recreation use (as defined in the Plymouth Zoning Ordinance) containing up to 65,000 sq. ft., and retail or coffee shop building containing up to 3,000 sq. ft. that may include drive-through or drive-up window service. Accessory fuel sales may be provided in conjunction with a grocery store for the property located at 6130 Sycamore Lane.

Section 3. Effective Date. This amendment shall take effect immediately upon its passage.

ADOPTED by the City Council this ** day of ***, 2025.

Jeffry Wosje, Mayor

ATTEST:

Jodi M. Gallup, City Clerk

CITY OF PLYMOUTH

RESOLUTION No. 2025-

RESOLUTION APPROVING PUD AMENDMENT TO ALLOW ACCESSORY FUEL SALES AT COBORN’S, 6130 SYCAMORE LANE (2024097)

WHEREAS, Rice Companies has requested approval of a PUD (planned unit development) amendment to allow accessory fuel sales at the planned Coborn’s Grocery Store to be located at 6130 Sycamore Lane, legally described as Lot 4, Block 1, The Boulevard, Hennepin County, Minnesota; and,

WHEREAS, the Planning Commission has reviewed said request at a duly called public hearing and recommends approval.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that it should and hereby does approve the request by Rice Companies for a PUD amendment to allow accessory fuel sales at Coborn’s, 6130 Sycamore Lane, subject to the following conditions:

1. A PUD amendment is approved to allow accessory fuel sales including construction of a fuel canopy, in accordance with plans received by the City on November 27, 2024 and January 7, 2025, except as may be amended by this resolution.
2. **Prior to commencement of the project**, the applicant shall obtain City approval of final construction plans.
3. There shall be no outside storage or display of merchandise (e.g., windshield wiper fluid, water softener salt, firewood, etc.) under the fuel canopy or related to the accessory fuel sales area.
4. Standard Conditions:
 - a. Compliance with the city’s lighting regulations.
 - b. Any subsequent phases or expansions are subject to required reviews and approvals per ordinance provisions.

APPROVED by the City Council this ** day of ****, 2025.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on _____, 2025, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the city this _____ day of _____, _____.

City Clerk

CITY OF PLYMOUTH

RESOLUTION No. 2025-

RESOLUTION APPROVING FINDINGS OF FACT FOR AMENDING ZONING ORDINANCE SECTION 21655 (2024097)

WHEREAS, Rice Companies has requested approval of a PUD (planned unit development) amendment to allow accessory fuel sales at Coborn's Grocery Store, 6130 Sycamore Lane, legally described as Lot 4, Block 1, The Boulevard, Hennepin County, Minnesota; and,

WHEREAS, the Planning Commission has reviewed said request at a duly called public hearing and recommends approval; and

WHEREAS, the City Council has adopted an ordinance amending the zoning ordinance text.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that it should and hereby does approve the request by Rice Companies for an amendment to 21655.79 entitled "SPRC Land Ventures PUD" to add accessory fuel sales as an allowable use on the grocery store site within the PUD – located at 6130 Sycamore Lane, based on the following findings:

1. The proposal is consistent with the MXD (mixed use) land use guiding designation of the site, and the accessory fuel sales would fit in with the overall purposes and intent of the PUD.
2. The proposal would be consistent with the comprehensive plan, zoning regulations, and previously approved PUD for this site.

APPROVED by the City Council this ** day of ***, 2025.

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

The undersigned, being the duly qualified and appointed City Clerk of the City of Plymouth, Minnesota, certifies that I compared the foregoing resolution adopted at a meeting of the Plymouth City Council on _____, 2025, with the original thereof on file in my office, and the same is a correct transcription thereof.

WITNESS my hand officially as such City Clerk and the Corporate seal of the City this _____ day of _____, _____.

City Clerk

To: Planning Commission

Prepared by: Grant Fernelius, Community and Economic Development Director

Reviewed by: Grant Fernelius, Community and Economic Development Director

Item: **Staffing Update**

- 1. Action Requested:**
Receive update on staffing changes. No formal action is needed at this time.
- 2. Background:**
Attached is a memo providing an update on staffing changes in the Community and Economic Development Department.
- 3. Budget Impact:**
N/A
- 4. Attachments:**
[Memo on Staffing Changes](#)

MEMORANDUM

DATE: January 10, 2025

TO: Chair Boo and Planning Commission Members

FROM: Grant Fernelius, CED Director

SUBJECT: Resignation of Chloe McGuire, PED Manager

I wanted to share the news that Chloe McGuire, Planning and Development Manager has submitted her resignation and accepted a new job opportunity with the City of Golden Valley as their Deputy Community Development Director. Chloe has been a real asset to the city and will be greatly missed by our organization.

Chloe arrived in early 2022 and during her tenure she helped our community navigate several high-profile and controversial development projects with professionalism, patience and kindness. She was one of the first people I met when I was a candidate for this role. That interaction made a lasting impression. This week I met with the planning team to talk about the transition and the needs for our next PED Manager. Not surprisingly, what they described embodied the qualities we have come to know and appreciate about Chloe. On behalf of the entire CED team and broader organization, I want to thank Chloe for her service and dedication to the city. We wish her all the best in the next chapter of a rising career.

We do plan to start the recruitment process soon and are open to any feedback you might have on our next PED Manager. More information will be provided in the weeks ahead. Chloe's last day is January 17th, so next week will be her last Planning Commission meeting. Please reach out with any questions and of course you can contact Chloe too.

