

**CITY OF PLYMOUTH
AGENDA
Special City Council
Medicine Lake Room
3400 Plymouth Boulevard, Plymouth, MN
April 13, 2026, 5:00 PM**

1. CALL TO ORDER

2. TOPICS

2.1 Review transportation planning and update on Plymouth Metrolink

1. Presentation - Transportation
2. Presentation - Metrolink

2.2 Review Park Dedication and Park Replacement Funds

1. Presentation

2.3 Set future study sessions and agenda topics

1. Calendar
2. City Council Study Session Topic Proposal Form

3. ADJOURNMENT

To: Dave Callister, City Manager

Prepared by: Michael Payne, City Engineer/Deputy Public Works Director

Reviewed by: Michael Thompson, Public Works Director

Item: **Review transportation planning and update on Plymouth Metrolink**

1. Action Requested:

Receive a presentation regarding transportation planning and an update on Plymouth Metrolink.

2. Background:

Staff will present and discuss transportation planning in the city. The last several years' worth of projects have brought transformative change to the city's transportation network. Key improvements will be reviewed and discussed as staff looks to continue these improvements recommended through a Complete Streets Policy approach, 2050 Comprehensive Plan and updated 10-year Capital Improvement Plan.

Staff will provide a Plymouth Metrolink transit update, including the status of the service and recent transit projects and improvements. They will also present a brief summary of the Highway 55 Bus Rapid Transit (BRT) Study findings and highlight recent legislative activity.

3. Budget Impact:

N/A

4. Attachments:

1. Presentation - Transportation
2. Presentation - Metrolink



Transportation Planning Work Session

April 13, 2026



Overview

- County Road 101 Wayzata/Plymouth Traffic Safety Initiatives Update
- Long Range Transportation Initiatives

County Road 101 Wayzata/Plymouth Traffic Safety Initiatives Update

- Hennepin County, MnDOT and the cities of Plymouth and Wayzata are collaborating to improve the experience for all who travel through the area.
- Technical advisory committee started by Hennepin County recently that now meets quarterly to advocate for short- and long-term improvements in the corridor
- Rose to spotlight with Plymouth Plaza Development (CR101 and CR6) and identified as City Council priority in 2018
 - Identified 41 crashes in study area in 5 years.
 - Intersections operate within normal crash rates of similar intersections.

County Road 101 Wayzata/Plymouth Traffic Safety Initiatives Update

Added “Do Not Block Intersection” signage



Hennepin County has enhanced the visibility of school speed zones and crossings and added signage to increase visibility and accessibility at Hollybrook.

County Road 101 Wayzata/Plymouth Traffic Safety Initiatives Update

New flashing light for speed limit sign



Hennepin County collaborated with the Gleason Lake Elementary for flashing light timing and scheduling to indicate when speed zone speed limit is in effect.

Transportation Initiatives



Evaluate Council Views on:

Roundabouts
4-3 Lane
Conversions
(road diets)



Feeds into

Complete Streets
Policy
CIP Planning
2050
Comprehensive
Plan



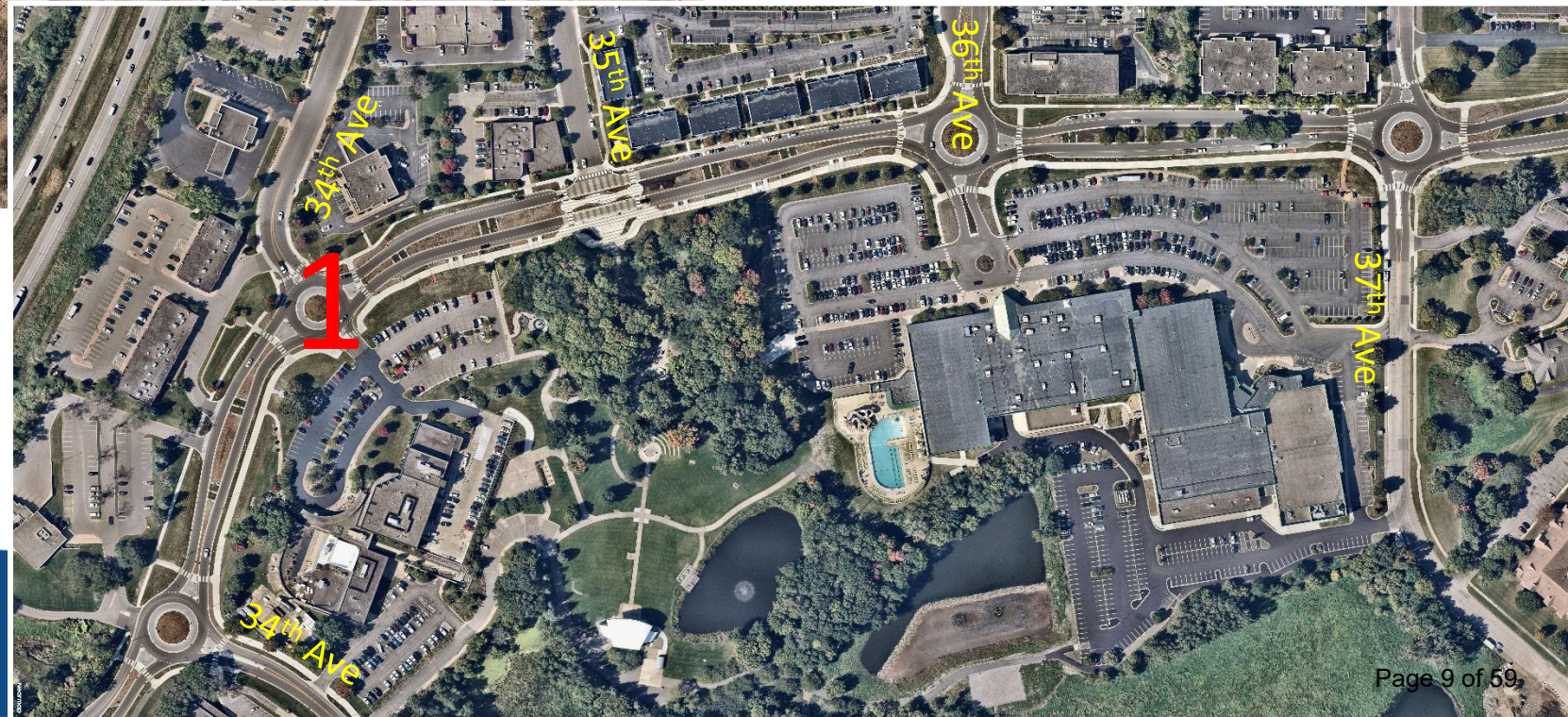
Realizing traffic is
complex and
politically
challenging.

Transportation Initiatives - Roundabouts improve safety



- Plymouth Blvd—Pre Project
 - 5-Year crash data
 - 2018-2022
 - 19 crashes

- Plymouth Blvd-Post Project
 - 1 crash 12/1/24 - now
 - Single vehicle distracted driver

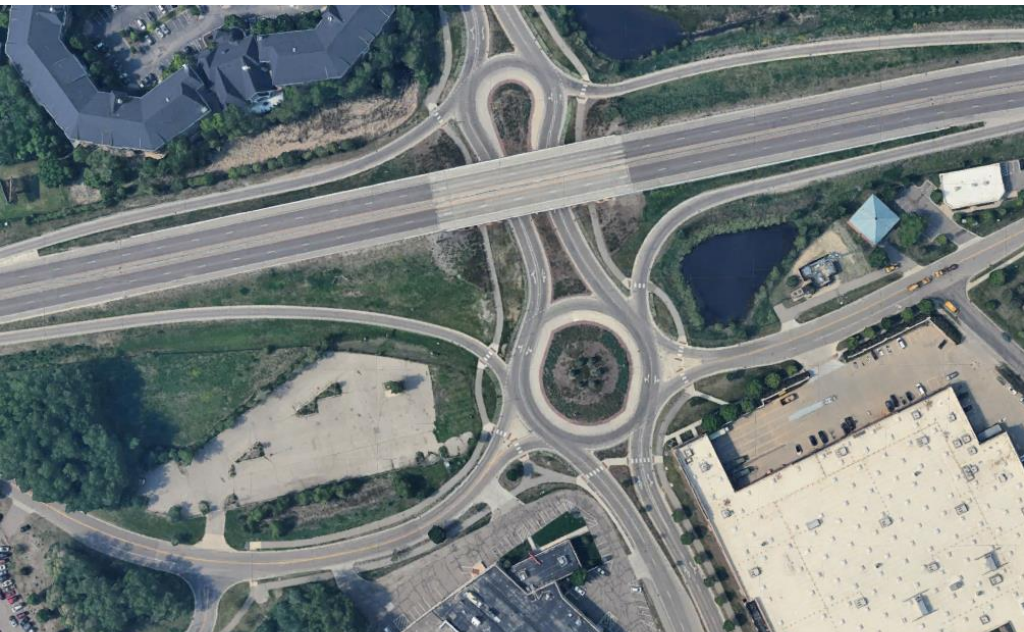


Transportation Initiatives - Roundabouts

- Initial Construction Costs comparable to signal system
 - Less if pavement to be replaced during the project
 - Right of Way availability
- Long term cost and safety benefits
- Roundabouts have fewer crashes and less severe crashes than other intersection controls (signals, stop signs)
- Roundabouts virtually eliminate high-speed, right angle and head-on crashes
- Roundabouts lower traffic speeds, allow for quicker reaction
- Significant pedestrian safety benefits
- Moderately High Traffic Volumes work well

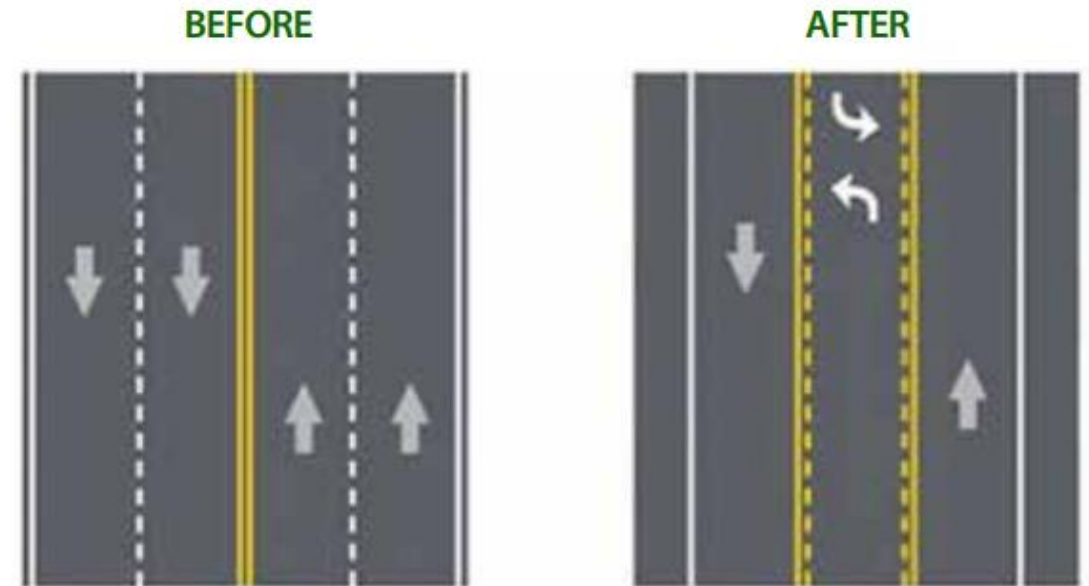
Transportation Initiatives - Roundabouts

- 9 completed roundabouts by the end of 2026
- Proposed roundabout in 2027 on Vinewood Ln
- Potential Location Examples:
 - 27th Ave & Fernbrook Ln
 - Highway 169 Corridor
 - 24th Ave & CSAH 61 (Xenium Ln)



Transportation Initiatives - 4-3 Lane Conversions

- Inexpensive traffic calming and safety improvements
- Recent Examples:
 - Vicksburg Lane between Old Rockford Road and Chankahda Trail
 - Reduced crashes from 13 to 1 year over year!
 - Controversial immediately after implementation but complaints dissipate within 6 months



Typical Road Diet Basic Design

Transportation Initiatives - 4-3 Lane Conversion Vicksburg

- Potential New Location:
 - Vicksburg Lane between Hwy 55 (Medina Road) and County Road 6
 - Last 4 lane undivided segment of Vicksburg Ln in Plymouth
 - Approximately 90 crashes in last 10 years
 - 1 Fatal and 5 Serious Injury
 - Engineering study to be performed
- Other locations are evaluated and considered with street improvement projects

Questions or Comments?



Plymouth Metrolink-Overview

- Plymouth Metrolink is a community-oriented public transit service offered by the City of Plymouth.
- Plymouth Metrolink was established in 1984 by the City of Plymouth.
- Our goal is to provide Plymouth residents and those who work and visit the City of Plymouth, high quality transit service that is linked to the rest of the regional transit system.



Plymouth Metrolink

City of Plymouth





Plymouth Metrolink

- Plymouth Metrolink Services includes;
 - Express Fixed Route
 - Express routes to downtown Minneapolis
 - Reverse commute routes to employment in Plymouth
 - Local Micro-Transit Service
 - Small Bus service that serves within in City of Plymouth and some selected locations in our neighboring cities

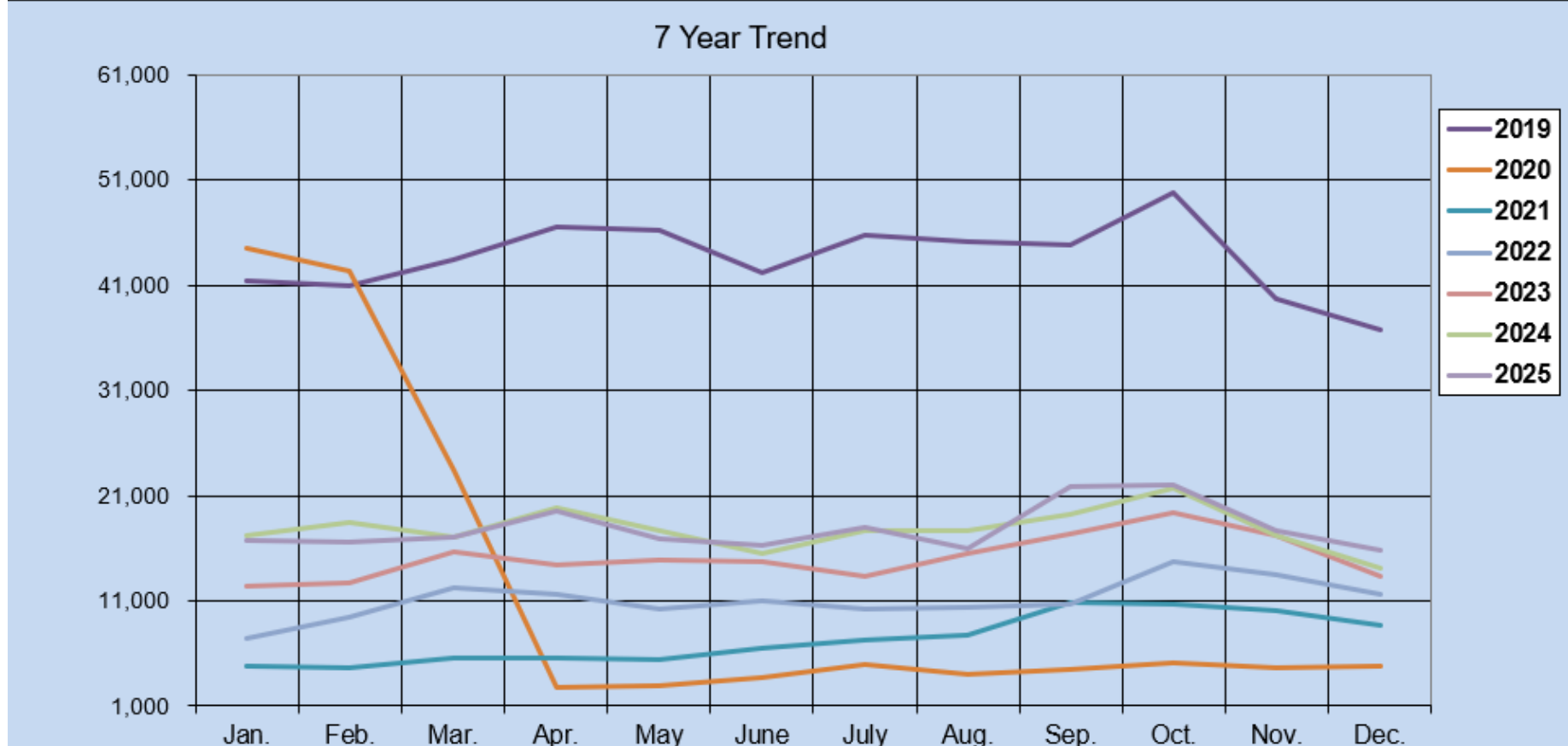
System-Wide 2019-2025 Ridership



Plymouth Metrolink

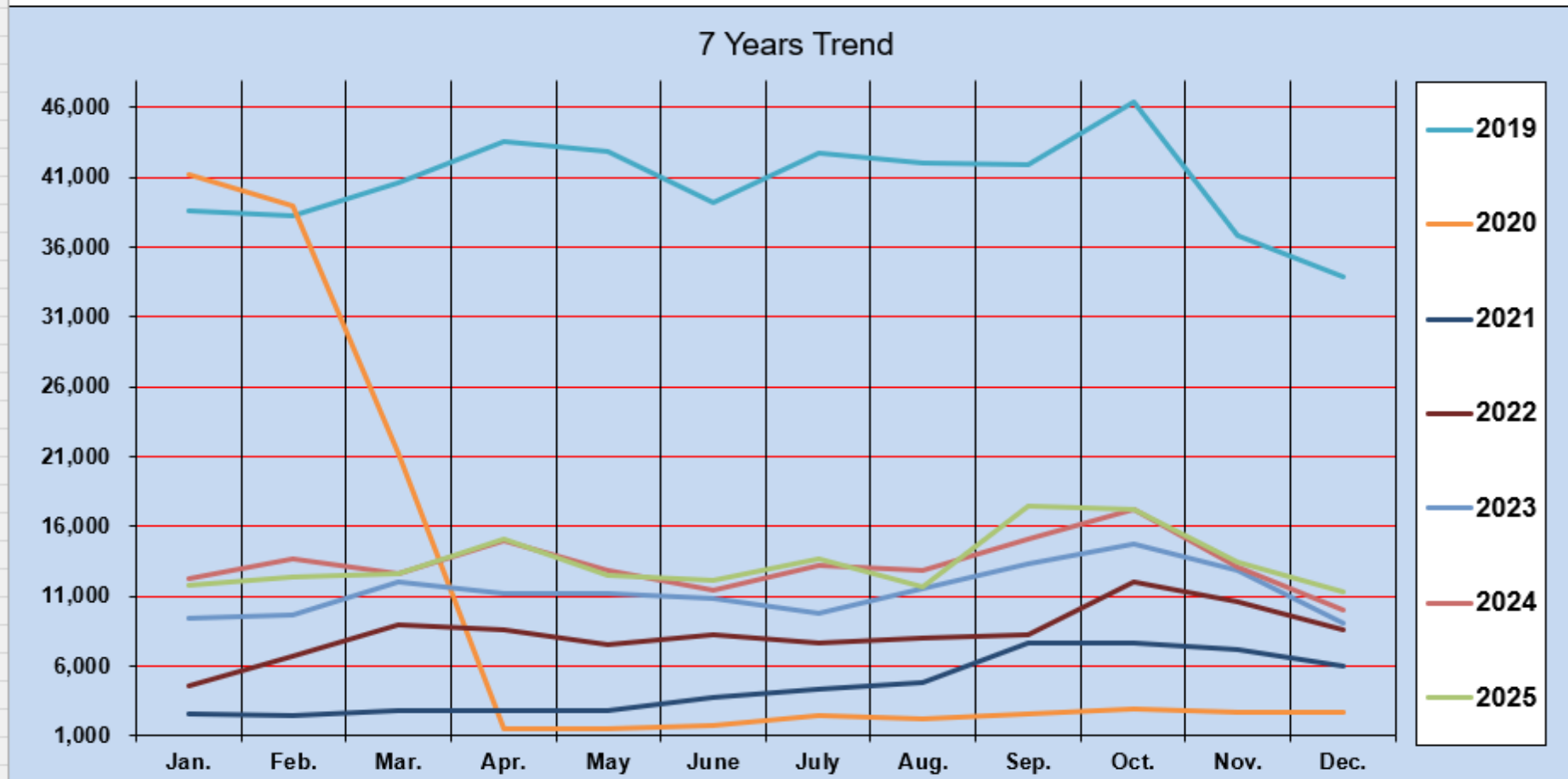
SYSTEM RIDERSHIP 2019- 2025

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total	Avg/Mo
2019	41,417	40,938	43,497	46,595	46,230	42,137	45,728	45,123	44,787	49,875	39,684	36,713	522,724	43,560
2020	44,582	42,304	23,365	2,771	2,909	3,734	5,021	4,076	4,484	5,097	4,693	4,799	147,835	12,320
2021	4,770	4,711	5,560	5,570	5,436	6,509	7,222	7,782	10,843	10,724	10,045	8,707	87,879	7,323
2022	7,443	9,488	12,232	11,692	10,225	11,006	10,159	10,411	10,737	14,719	13,514	11,640	133,266	11,106
2023	12,379	12,690	15,659	14,397	14,853	14,787	13,326	15,505	17,350	19,324	17,238	13,366	180,874	15,073
2024	17,220	18,413	17,091	19,791	17,644	15,532	17,657	17,694	19,199	21,784	17,172	14,083	213,280	17,773
2025	16,674	16,541	17,014	19,577	16,944	16,318	17,943	15,938	21,823	22,099	17,639	15,753	214,263	18,046



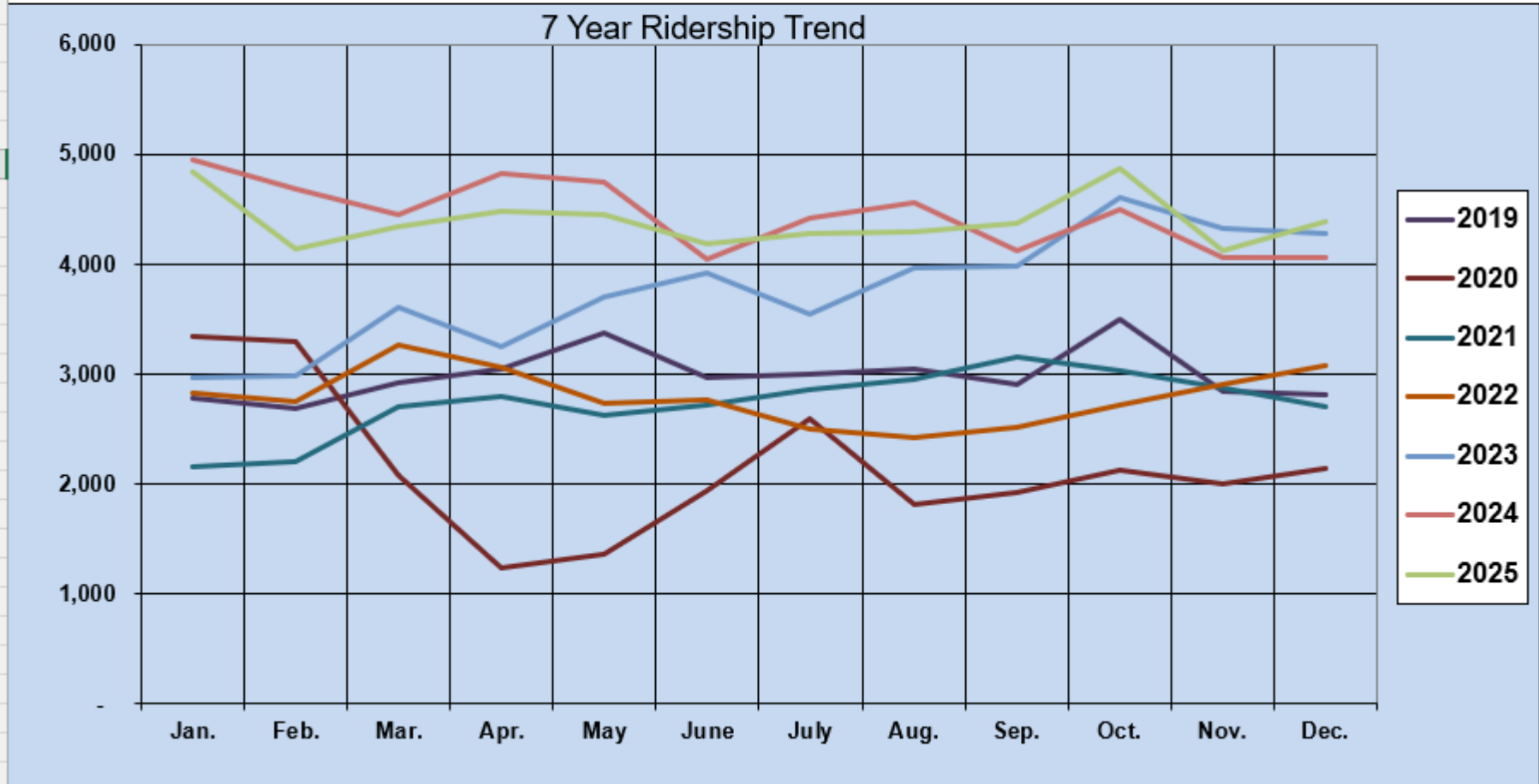
Fixed Route 2019-2025 Ridership

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total	Avg/Mo
2019	38,636	38,253	40,569	43,550	42,854	39,167	42,729	42,070	41,874	46,379	36,845	33,896	486,822	40,569
2020	41,235	39,011	21,281	1,539	1,540	1,799	2,432	2,256	2,567	2,968	2,691	2,656	121,975	10,165
2021	2,608	2,511	2,858	2,775	2,807	3,788	4,356	4,836	7,683	7,687	7,169	6,003	55,081	4,590
2022	4,608	6,739	8,968	8,635	7,487	8,240	7,660	7,994	8,225	11,994	10,600	8,562	99,712	8,309
2023	9,412	9,706	12,050	11,149	11,151	10,871	9,787	11,530	13,368	14,723	12,911	9,084	135,742	11,312
2024	12,275	13,728	12,641	14,968	12,894	11,484	13,231	12,822	15,077	17,279	13,118	10,027	159,544	13,592
2025	11,833	12,400	12,677	15,098	12,486	12,131	13,661	11,638	17,449	17,229	13,508	11,372	161,482	13,646



Click and Ride (CAR) 2019-2025 Ridership

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total	Avg/Mo
2019	2,781	2,685	2,928	3,045	3,376	2,970	2,999	3,053	2,913	3,496	2,839	2,817	35,902	2,992
2020	3,347	3,293	2,084	1,232	1,369	1,935	2,589	1,820	1,917	2,129	2,002	2,143	25,860	2,155
2021	2,162	2,200	2,702	2,795	2,629	2,721	2,866	2,946	3,160	3,037	2,876	2,704	32,798	2,733
2022	2,835	2,749	3,264	3,057	2,738	2,766	2,499	2,417	2,512	2,725	2,914	3,078	33,554	2,792
2023	2,967	2,984	3,609	3,248	3,702	3,916	3,539	3,975	3,982	4,601	4,327	4,282	45,132	3,761
2024	4,945	4,685	4,450	4,823	4,750	4,048	4,426	4,561	4,122	4,505	4,054	4,056	53,425	4,488
2025	4,841	4,141	4,337	4,479	4,458	4,187	4,282	4,300	4,374	4,870	4,131	4,381	52,781	4,400



Plymouth Metrolink Transit Update

Fixed-Route Service

Plymouth Metrolink fixed-route ridership trends demonstrate strong growth followed by stabilization in recent years.

For example, ridership increased by **36% from 2022 to 2023**, followed by an additional **18% increase from 2023 to 2024**.

In 2025, ridership increased by **1.21%**. This pattern reflects steady demand but stabilized growth.

Plymouth Metrolink Transit Update

Click and Ride

Plymouth Click & Ride ridership trends demonstrate strong initial growth followed by stabilization in recent years.

Ridership increased by **35% from 2022 to 2023**, followed by an additional **11% increase from 2023 to 2024**.

In 2025, ridership decreased by ~ **1%**, reflecting stable demand.

This pattern indicates that the service has transitioned from a high-growth phase into a new normal.

Plymouth Click & Ride continues to provide excellent public transit service to Plymouth residents and businesses through flexible, curb-to-curb transportation. This service distinguishes itself from traditional fixed-route bus service by enhancing accessibility, convenience, and responsiveness to rider needs, particularly for residential communities, local businesses, and transit connections.

Click & Ride maintains an average daily ridership of approximately **180 trips**. Service reliability remains high, achieving **88% on-time pickups** and **93% on-time drop-offs**. The average trip duration is approximately **15 minutes**, supporting efficient local travel. Customer satisfaction remains exceptionally strong, reflected in an average **4.9-star rider rating**, demonstrating consistently high-quality service and positive rider experience.



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Plymouth Metrolink Transit Update

Click and Ride March 2026 Top 23 Locations

Locations	Location_Count	
Apartment	11	47.83%
Grocery Store	3	13.04%
Library	1	4.35%
Local Eatery	1	4.35%
Local Hotel	2	8.70%
Pharmacy	1	4.35%
School	2	8.70%
Transit Station	2	8.70%
Grand Total	23	



Plymouth Metrolink

Plymouth Metrolink Transit Update

Fixed-Route Service

Why No Changes Were Made in 2025

- Ongoing Station 73 TRIP project construction detours have impacted service reliability
- The Highway 55 BRT study remained in progress.
- Implementing service adjustments at this time may risk ridership loss amid continued disruptions

Why No Changes Recommended in 2026

- Station 73 TRIP project resumed in March 2026 with major impact around station 73 Park and ride
- Metro Transit's Pilot Route 757, a result of the BRT study, is scheduled for implementation in Q4 2027 (planning of this route is underway)
- The future Route 757 will require route adjustments and/or service eliminations
- Given this anticipated changes, implementing major service changes in 2026 could lead to misalignment with the upcoming system redesign

For these reasons, maintaining current service levels through 2026 is recommended.



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Plymouth Metrolink Transit Update

Infrastructure Improvements:

- To improve passenger safety, upgraded Station 73 Park and Ride security camera
- Added Private Security patrol hours
- Improved Station 73 and the Reserve buildings
- Major rehab of Station 73 facility in planning/design phase (2026/27 Project)
- Expanded park-and-ride access with the addition of a new facility in the northwest quadrant of the city; an area previously lacking adequate transit infrastructure by adding the Greenway Park and Ride, Plymouth's newest park-and-ride facility, completed in January 2026



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Northwest Greenway Park and Ride



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City of Plymouth



Northwest Greenway Park and Ride



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Northwest Greenway Park and Ride



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Plymouth/Maple Grove Transit Study

Key Recommendations

- **Better Coordination:** Align services and schedules between Plymouth and Maple Grove
- **Less Waiting:** More frequent express service with coordinated microtransit
- **More Flexibility:** All-day express trips and expanded microtransit hours
- **Smarter Solutions:** Data-driven planning and improved technology coordination

Steps Toward Study Recommendations

- Review and validate study findings
- Assess legislative and political risk factors
- Confirm service feasibility across both cities
- Define implementation timeline and milestones
- Proceed with coordinated deployment of both services



Highway 55 Bus Rapid Transit (BRT) Study Update



**TH 55 Transit Study
Policy Advisory Committee Meeting #4**

December 2025



City of Plymouth

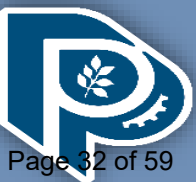


Agenda

- Welcome and Introductions
- Alternatives Review
- Evaluation Results by Alternative
- Costs, Ridership, Subsidy, and Productivity
- Recommendation, Resolution, and Next Steps



Plymouth Metrolink



Meeting Participants

Policy Advisory Committee

Judy Johnson	Metropolitan Council
Anjuli Cameron	Metropolitan Council
Yassin Osman	Metropolitan Council
Irene Fernando	Hennepin County
Kevin Anderson	Hennepin County
Jeremiah Ellison	City of Minneapolis
Gillian Rosenquist	City of Golden Valley
Roslyn Harmon	City of Golden Valley
Jeffry Wosje	City of Plymouth
Todd Albers	City of Medina
Ryan Wilson	MnDOT

Project Management Team

Ryan Heath (Metro Transit)
Max Wilson (Hennepin County)
SRF Consulting Group
Kimley-Horn and Associates
Rani Engineering



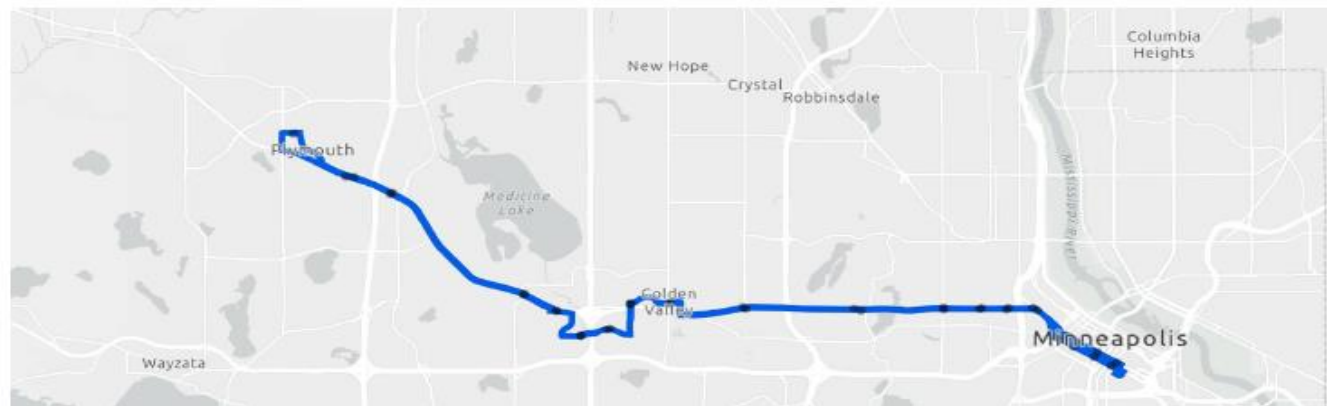
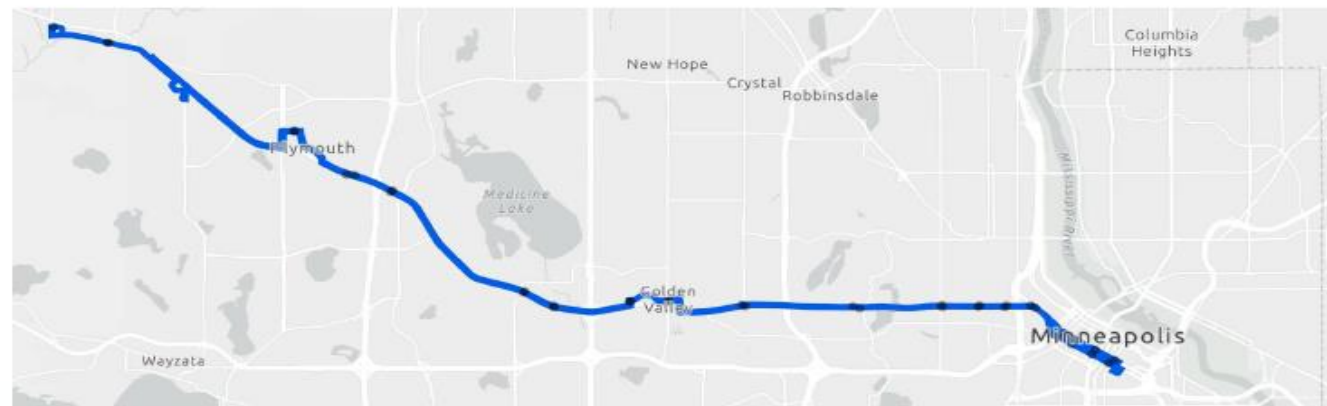
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Alternatives

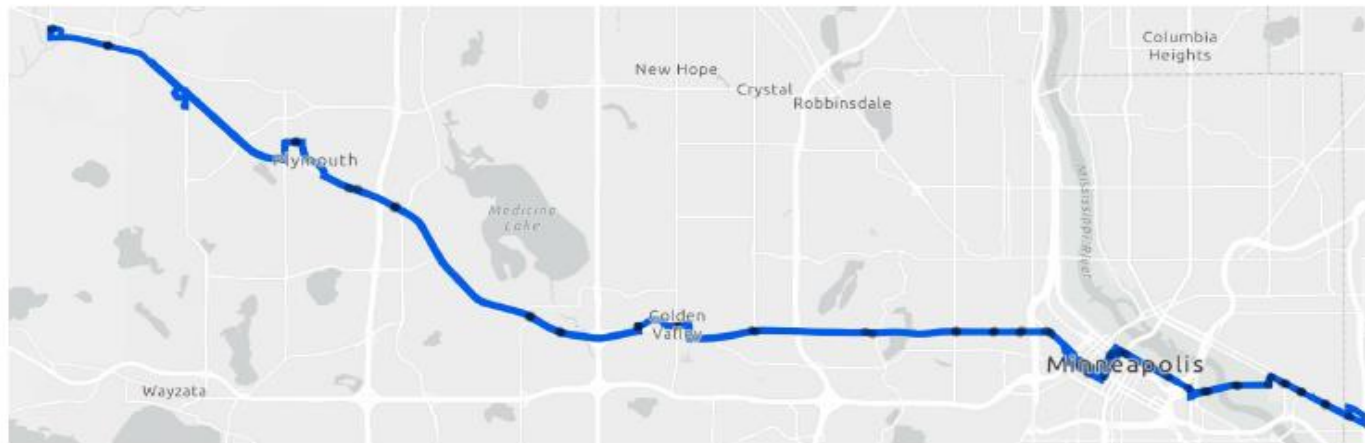
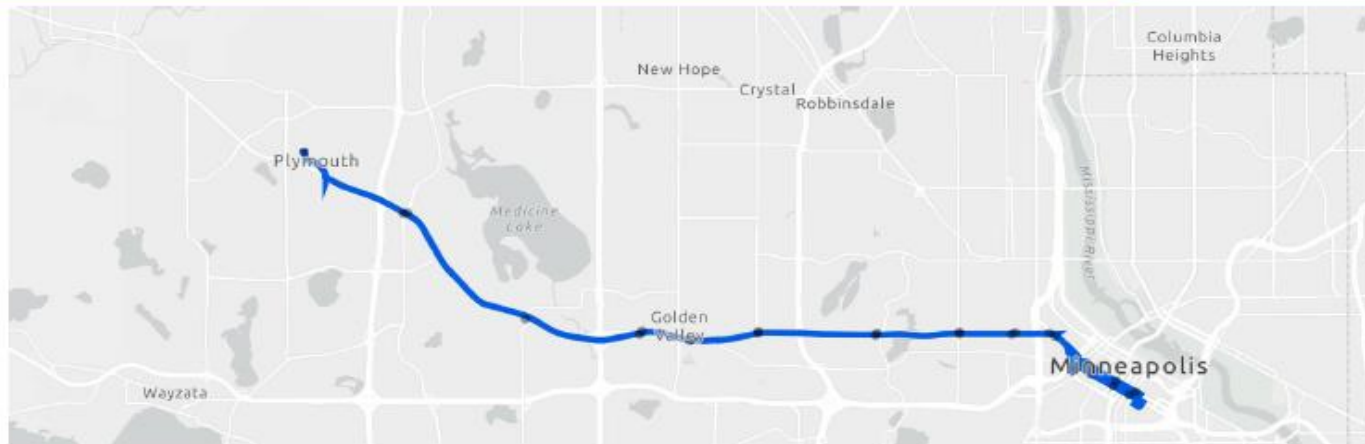
- Alt 2: Medina
 - 15-minutes most of the day
 - 7 days/week
- Alt 3: Plymouth
 - Deviation to General Mills
 - 15-minutes most of the day
 - 7 days/week



Plymouth Metrolink

Alternatives

- Alt 4: Route 757
 - Limited stop suburban local
 - Weekday 30-minute service 6 am – 6 pm
- Alt 5: U of M
 - Alt 2 + extension to Westgate Station
 - 15-minutes most of the day
 - 7 days/week



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Metrics Differentiating Alternatives 2-4

Metric Description	Alternative 2 to Medina	Alternative 3 to Plymouth	Alternative 4 (Route 757)
Percent increase in jobs accessible to the corridor resident (time-weighted)	High	High	Low
Percent BIPOC residents, individuals in low-income households, and zero-car households within 10-minute walkshed of stations/stops	Low	Low	Medium
Percent youth under 18, older adults (65+), and people with disabilities within 10-minute walkshed/bikeshed of stations/stops	Medium	Low	Low
Passengers per in-service hour	Low	Low	High
Average percent change in time-weighted access to jobs located in Medina, Plymouth, and Golden Valley only	High	High	Low
Subsidy per TH 55 Rider (note that "High" rating = low subsidy and vice versa)	Low	Low	High

Recommendations

- Start Route 757 in 2027 with modifications:
 - Deviate to Winnetka/Golden Valley Road
 - BRT results indicate good ridership there
 - Consider other adjustments to bring in line with current Metro Transit priorities
- Continue to partner with corridor partners to build ridership and strengthen case for future transit investments

Suburban Transit Association

2026 Legislative Priorities

1. Support

- a. Support legislation to ensure that suburban transit providers receive an equitable distribution of sales tax.
- b. Support the legacy and ongoing operations of suburban transit systems as vital to ensuring that transit solutions evolve to meet changing demographics, land use patterns, and local priorities in suburban areas.

2. Monitor

- a. Regulating regional fare policy and equipment
- b. Regulating autonomous vehicles
- c. High Subsidy Report rollout
- d. Changes to county and sales tax allocation
- e. Metropolitan Council governance and regional solicitation policy changes

Hostile Legislation:

House File 4111
and Senate File
4326

Would consolidate
suburban
providers, making
Met Council the
exclusive operator
for the metro
region



Plymouth Metrolink

City of Plymouth



Questions?



Plymouth Metrolink

City of Plymouth



To: Dave Callister, City Manager

Prepared by: Jennifer Tomlinson, Parks and Recreation Director

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Review Park Dedication and Park Replacement Funds**

1. Action Requested:

Information only. No action requested.

2. Background:

The Plymouth parks system consists of 68 developed parks, totaling over 1,834 acres, 186 miles of trails, six special-use facilities including the Plymouth Community Center and Plymouth Ice Center, eight playfields and three public beaches. Plymouth's park system began taking shape as the community transitioned from a rural township into a fast-growing suburban city in the 1960s and 1970s. As new neighborhoods were developed, the city prioritized setting aside land for public recreation and natural preservation—establishing a park planning philosophy that still guides the system today. Plymouth Creek Playfield is considered one of the city's first major park developments from the 1970s and served as an anchor for early programming, youth activities and community gatherings. As the population expanded, the city added neighborhood parks with playgrounds, courts, athletic fields and open space. By the early 1980s, the park system had become one of the defining features of the community and the park system today reflects visionary efforts to ensure access to parks within proximity of where residents live.

The parks maintenance team is responsible for ensuring long-term care and investment in existing parks and facilities. A variety of tools are used to ensure safety, longevity and asset preservation, including assessments of playgrounds, irrigation system, field quality, buildings, trails and pathways and parking lots. These assessments serve as the foundation for the programming of dollars through the park replacement levy. The park replacement levy is the primary funding source for maintaining existing park assets throughout the system. In order to plan for how the limited dollars are spent,

staff annually completes an inspection of all assets to ensure we continue to meet regulatory safety requirements as dictated by national standards.

The capital improvement plan (CIP) has been developed to balance available funding with major repairs and maintenance in parks. Parks are a critical component in our city's infrastructure and require consistent investment to ensure long-term asset preservation. Between the quantity of parks, the aging of our park system and additional regulatory requirements for park safety, projects have been timed and selected based on current known deficiencies, other upcoming construction projects that will impact residents and the capacity of staff to manage the projects.

Park Dedication is another funding source that is generated through new residential development, specifically the subdivision process. Fees must be spent on park system expansions or enhancements, like land acquisition, new recreation facilities or expanded amenities and cannot be used for maintenance or rehabilitation. Projects in the CIP that use park dedication funds are additions to the park system intended to meet the demand of new residents. Once projects are constructed, the ongoing maintenance costs associated with the project are funded through the parks operating budget. Staff routinely evaluates the maintenance impacts of new and existing facilities to ensure long-term maintenance of the assets.

Staff will present background on funding sources, allowable uses, current and projected balances and a financial outlook for each of the funds at the study session.

3. Budget Impact:

Not applicable.

4. Attachments:

1. Presentation



Park Replacement and Park Dedication

Jennifer Tomlinson, Director of Parks and Recreation



Agenda

- Define park dedication and park replacement
- Allowable expenses
- Current funding and CIP
- Projections and models
- Philosophy of long-term capital expenses
- Wrap up

What is park dedication?

- Minnesota Statutes, Section 462.358, Subd. 2b provides that municipal subdivision regulations may require that a reasonable portion of any proposed subdivision be dedicated to the public or preserved for conservation purposes or for public use as parks, playgrounds, trails, wetlands, or open space, and that the municipality may alternatively accept an equivalent amount in cash.
- Fee is collected at the time of issuance of a building permit.
- Current rate is \$8,000 per dwelling unit.
- For construction of non-residential buildings: current rate is \$8,000 per acre.

What can park dedication be used for?

- Must be used exclusively for the acquisition, development, or improvement of parks, playgrounds, trails, recreational facilities, and open spaces.
- Park dedication funds cannot pay for routine operation or maintenance and are generally used to improve spaces near the new development
- Current legal discussion around using them for a proportionate share of increased usage.



What is park replacement?

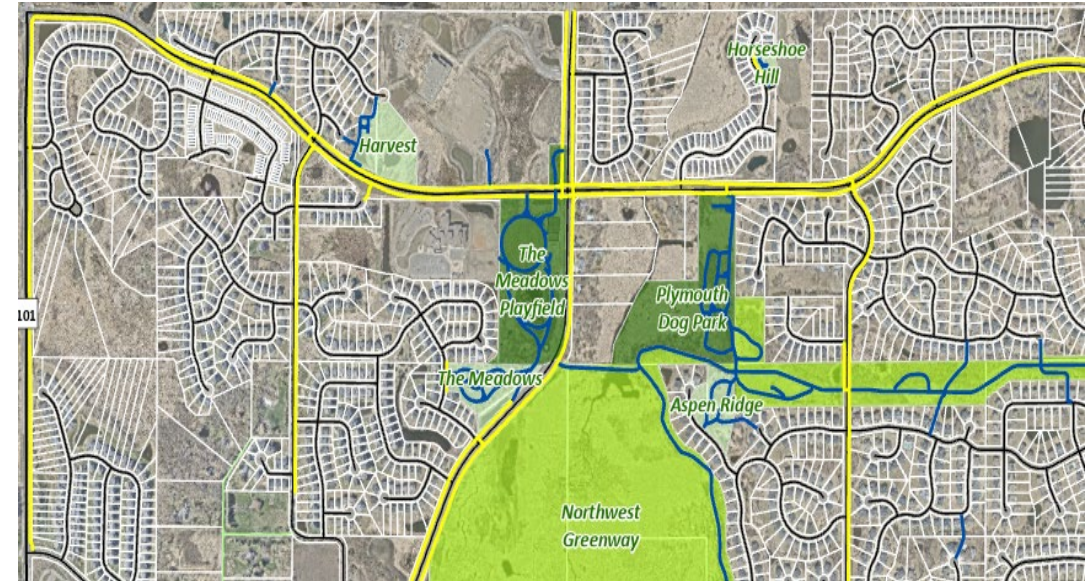
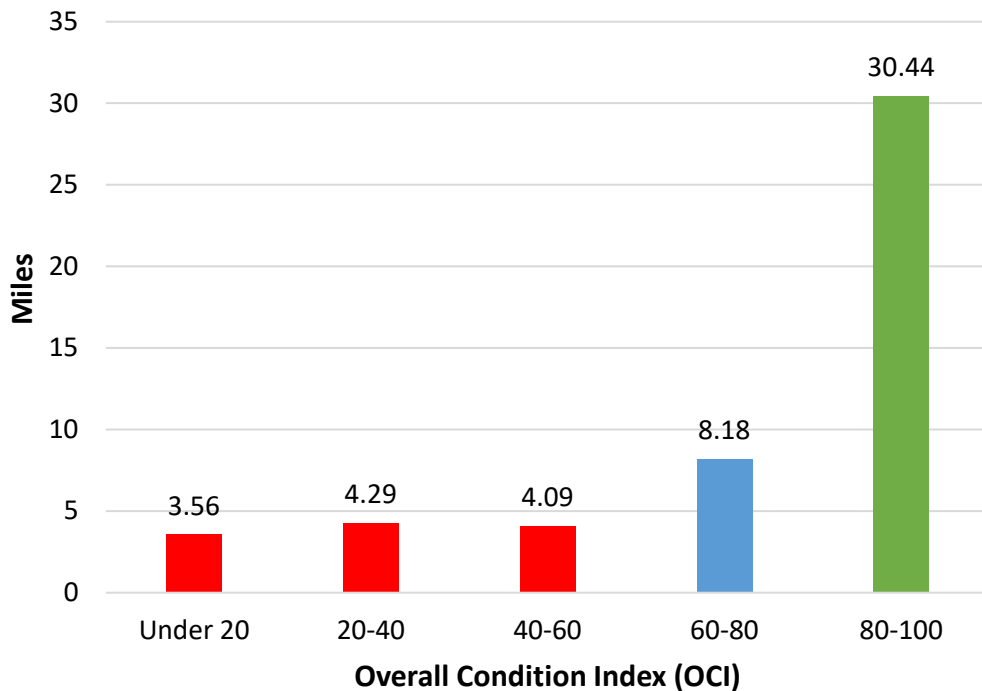
- Park replacement is funded through the property tax levy and is indented to account for major repairs and replacement of the city's park, facilities and trails.
 - Examples:
 - Playground replacement
 - Parking lot reconstruction
 - Irrigation replacement
 - Field reconstruction



Park Replacement

There are 63.76 miles of Off-Street Trails with 50.56 miles of asphalt.

Off-Street Asphalt Trails



Surface Type	Mileage
Asphalt	50.56
Concrete	5.42
Non-Accessible	6.57
Wood (Boardwalks)	1.21
Total	63.76

Park Replacement

Park	Replace Date	Condition Index	CIP Year
Lake Camelot	2002	62.78	2026
South Shore	2011	71.49	2026
Rolling Hills	2003	65.90	2027
Parkers Lake Lakeside	2001	70.86	2029
Timber Shores	2007	67.56	2029
Mission Hills	2013	64.70	2030
Maple Creek	2012	63.57	2031

- 49 parks have playgrounds
- Playground equipment and surfacing is inspected regularly by certified inspectors
- Playground lifespan is 17-20 years
- Playground replacement dictates larger park renovations



Projects excluded from CIP

Playfield renovations

- Require significant investment for modernization

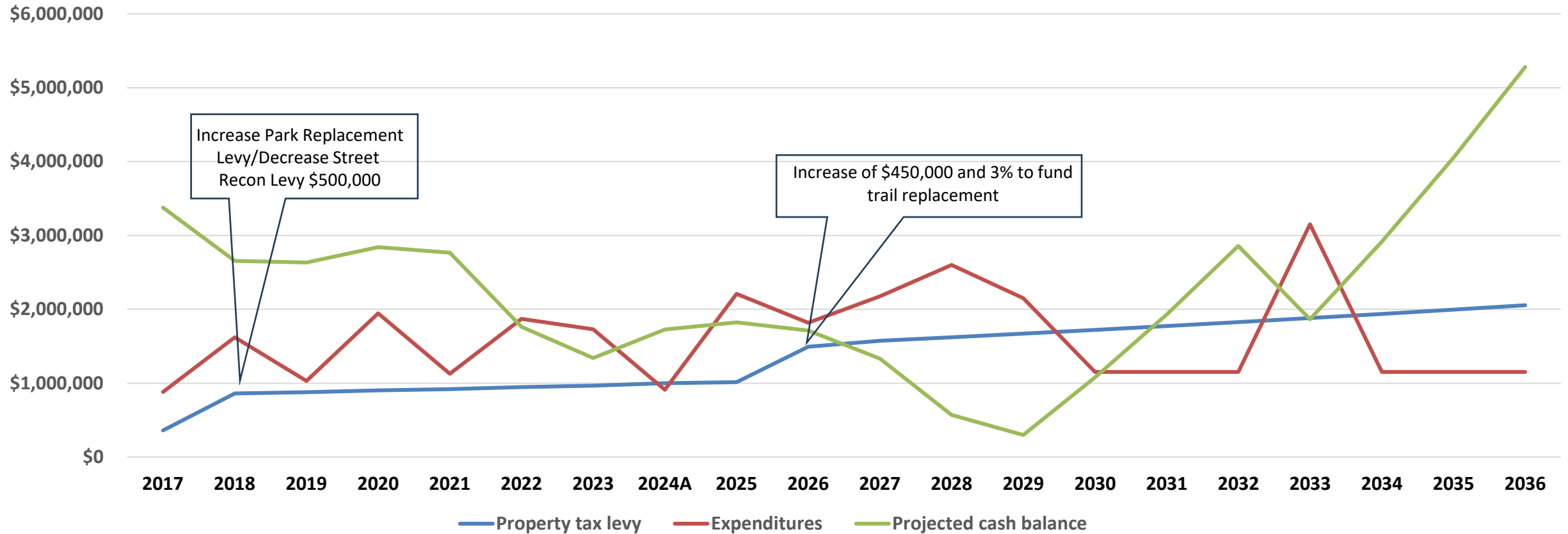
Parker's Lake Playfield-25 acres

Zachary Playfield-35 acres

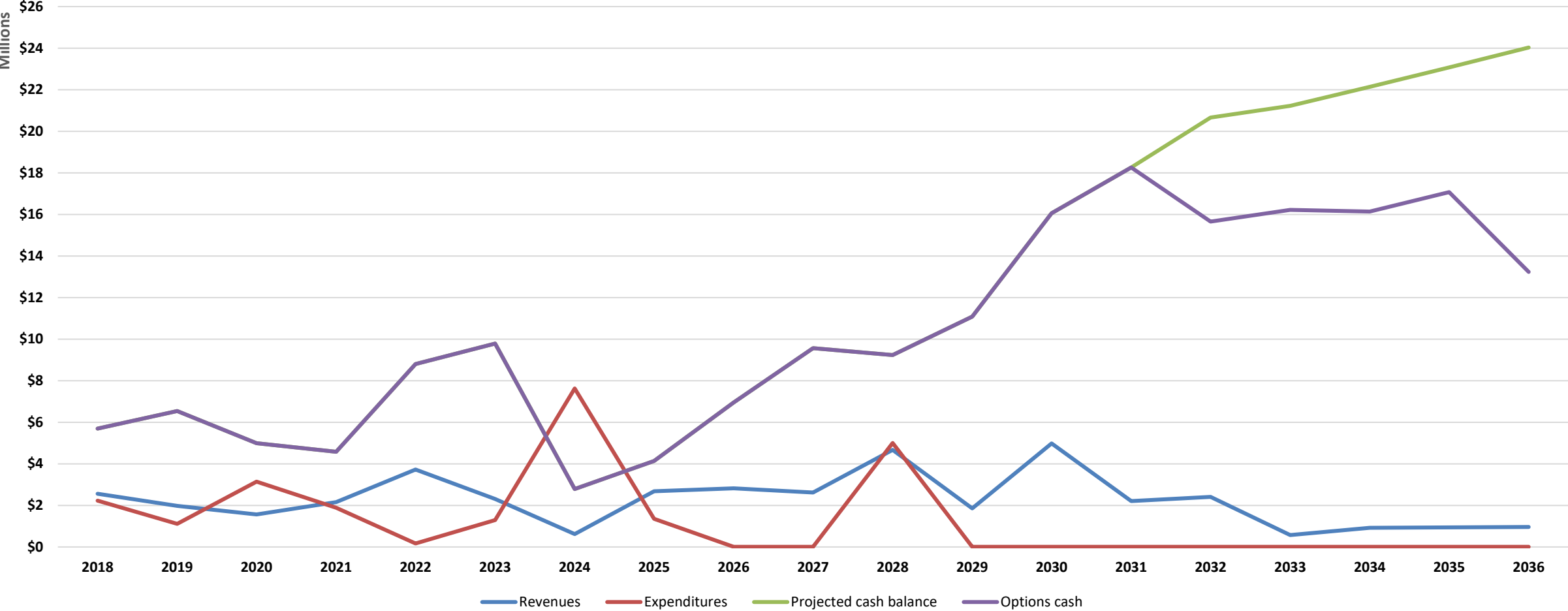
Plymouth Creek Playfield-40 acres



Park Replacement Fund Forecast



Park Dedication Fund Forecast



Philosophy

- Simple assumptions for illustrative purposes
 - \$10M capital need in 2035
 - Impact to median value home

	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>2041</u>	<u>2042</u>	<u>2043</u>	<u>2044</u>	<u>2045</u>	
Build reserve	25	25	25	25	25	25	25	25	25	25	Asset purchase/											
Issue debt											Debt issuance	30	30	30	30	30	30	30	30	30	30	30

- Do taxpayers pay in advance or as asset is used?

Wrap up

- Summary of funding philosophy moving forward



To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by: Amanda Kaufman, Deputy City Manager

Item: **Set future study sessions and agenda topics**

1. Action Requested:

Schedule future study sessions and agenda topics.

2. Background:

- A. Pending study session topics (at least three council members have approved the following items on the list):
- None at this time
- B. Staff suggested dates for study session topics:
- April 28 at 5 p.m. — State of the water and sewer systems & watershed districts overview
 - May 26 at 5 p.m. — Joint session with the HRA
 - June 23 at 5 p.m. — Legislative update
 - July 14 at 5 p.m. — Business Outlook & Economic Development Strategic Plan
 - July 28 at 5 p.m. — Long-term financial forecasting
- C. Council requests for study session topics:
- Other potential topics:
 - Election overview
 - Incident management and public safety update
 - E-bikes
 - Cannabis
 - Wage theft and associated deterrents

D. Other logistical considerations:

- City Council Study Session Topic Proposal Form

3. Budget Impact:

Not applicable.

4. Attachments:

1. Calendar
2. City Council Study Session Topic Proposal Form

SUN	MON	TUES	WED	THUR	FRI	SAT
			1	2	3	4
5	6	7	8 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE MEETING Medicine Lake Room	9	10	11
12	13 5:00 PM SPECIAL COUNCIL MEETING Review park dedication and park replacement funds/ Transportation and transit update Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	14	15 10:00 AM DESTINATION MARKETING ORGANIZATION ADVISORY BOARD MEETING Crowne Plaza Minneapolis West 7:00 PM PLANNING COMMISSION MEETING Council Chambers	16	17	18
19	20	21	22	23 7:00 PM HOUSING AND REDEVELOPMENT AUTHORITY MEETING Council Chambers	24	25
26	27	28 7:00 PM REGULAR COUNCIL MEETING Council Chambers	29	30		

SUN	MON	TUES	WED	THUR	FRI	SAT
					1	2
3	4	5	6 7:00 PM PLANNING COMMISSION MEETING Council Chambers	7	8	9
10	11	12 5:00 PM JOINT COUNCIL/ PLANNING COMMISSION SPECIAL MEETING 2050 Comprehensive Plan Workshop Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	13 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE MEETING Medicine Lake Room	14	15	16
17	18	19	20 7:00 PM PLANNING COMMISSION MEETING Council Chambers	21	22	23
24	25 MEMORIAL DAY CITY OFFICES CLOSED	26 7:00 PM REGULAR COUNCIL MEETING Council Chambers	27	28 7:00 PM HOUSING AND REDEVELOPMENT AUTHORITY MEETING Council Chambers	29	30
31						

SUN	MON	TUES	WED	THUR	FRI	SAT
	1	2	3 7:00 PM PLANNING COMMISSION MEETING Council Chambers	4	5	6
7	8	9 5:00 PM SPECIAL COUNCIL MEETING Review Climate Action and Resiliency Plan Medicine Lake Room 7:00 PM REGULAR COUNCIL MEETING Council Chambers	10 7:00 PM ENVIRONMENTAL QUALITY COMMITTEE MEETING Medicine Lake Room	11 6:00 PM PARKS & REC ADVISORY COMMISSION MEETING Council Chambers 7:00 PM CHARTER COMMISSION MEETING Medicine Lake Room	12	13
14	15	16	17 7:00 PM PLANNING COMMISSION MEETING Council Chambers	18	19 JUNETEENTH CITY OFFICES CLOSED	20
21	22	23 7:00 PM REGULAR COUNCIL MEETING Council Chambers	24	25 7:00 PM HOUSING AND REDEVELOPMENT AUTHORITY MEETING Council Chambers	26	27
28	29	30				

Date:

Prepared By:

Proposed agenda topic:

Provide a brief description of topic.

How does this topic align with the council strategic priorities? If not, why should the council consider the topic?

What is the desired outcome?