

APPROVED MINUTES

EDEN PRAIRIE PLANNING COMMISSION

MONDAY, JULY 23, 2018

**7:00 PM—CITY CENTER
Council Chambers
8080 Mitchell Road**

COMMISSION MEMBERS:

John Kirk, Charles Weber, Ann Higgins, Andrew Pieper, Ed Farr, Mark Freiberg, Michael DeSanctis, Christopher Villarreal, Carole Mette

CITY STAFF:

Julie Klima, City Planner
Rod Rue, City Engineer
Matt Bourne, Manager of Parks and Natural Resources
Kristin Harley, Recording Secretary

I. CALL THE MEETING TO ORDER

Chair Pieper called the meeting to order at 7:00 p.m.

II. PLEDGE OF ALLEGIANCE – ROLL CALL

Absent were commission members Freiberg, Kirk, Villarreal, and Weber.

III. APPROVAL OF AGENDA

MOTION: Higgins moved, seconded by DeSanctis, to accept the agenda. **Motion carried 5-0.**

IV. MINUTES

MOTION: Farr moved, seconded by Mette to accept the minutes of Monday, July 9, 2018. **Motion carried 5-0.**

V. INFORMATIONAL MEETINGS

ABRA AUTO BODY & GLASS

Location: 13045, 13075 & 13105 Pioneer Trail

Request for:

Guide Plan Change from Community Commercial to Industrial on 2.98 acres

Zoning District Change from C-COM to I-2 on 2.98 acres

Site Plan Review on 2.98 acres

Preliminary Plat of three lots into one lot on 2.98 acres

PLANNING COMMISSION MINUTES

July 23, 2018

Page 2

Klima presented the preliminary staff report for the informational meeting, held due to a change in publication timelines related to the July 4th holiday, which prevented a public hearing to be publicized with sufficient notice per City Code. Commission members were allowed to ask questions only, and then would be able to weigh in and hear public testimony at the August 13 meeting. Also, any residents choosing to speak at the July 23 meeting would have their comments carried forward to the August 13 public hearing.

The property is currently zoned Community Commercial (C-COM), and the application requested the property be reguided to Industrial, as was the case in 2004 before the subsequent reguiding and rezoning for two approved developments that were never constructed. The draft 2040 land use plan would guide this property for Flex Service which supports the proposed use for the site.

The application proposed the development of an approximately 18,000 square foot Abra Auto Body building exceeding the building material requirements per façade for 75% Class I and 25% Class II materials, and including a combination of materials (glass, brick, and architectural precast). The architecture of the building would include varied roof lines and building wall deviations. The required landscaping proposed a combination of coniferous, deciduous and ornamental trees dispersed throughout the site, with additional shrubbery, perennials, and grasses in excess of the City Code requirements. Staff recommended a revision to the landscaping plan to include landscaping materials in all parking islands, as well as adding grasses, shrubs and/or perennials along the fencing to soften the visual impact from the right of way and adjacent properties. Staff would continue to work with the applicant to determine the appropriate timeline for construction of the pedestrian connection on the Abra property to Pioneer Trail.

Since the site also provides an access connection to the property to the south currently owned by Metropolitan Airports Commission (MAC) that is zoned Airport-Commercial, staff recommends a revision including a radius for the proposed connection to the MAC property. The property owner would be required to provide a cross access easement for this connection, and to show on the plans a pedestrian connection: a 10-foot easement due to the future redevelopment of Pioneer Trail. No waivers or PUD and the plan was compliant with City requirements. The plan also includes sustainability features and improved efficiency building designs. No formal action was requested of the commission at this time.

Paul Tucci of Oppidan Incorporated presented a PowerPoint and detailed the application. He directed the commission members' attention to the existing facility and explained the fence for the prototype, required to secure the cars to repair, was typically 8 foot high, but would be lowered to be in compliance. He explained the new prototype rollout using a combination of materials for the edifice, and the drop-off/pick-up parking concept. The lighting would be less intense than usual retail and commercial sites, and the majority of the work, with small exceptions, would be contained within the building. Tucci estimated construction to take between five-and-a-half to six months. There would be 12-20 benefited employees and the average rate of charge was \$2,200.00 per car.

PLANNING COMMISSION MINUTES

July 23, 2018

Page 3

DeSanctis asked what provisions there were for mitigating and storing hazardous wastes. Tucci explained there were oil-water separators to collect hazardous materials, and mechanical work takes priority over bodywork. He displayed the paint booth and the mix/storage rooms and explained trained staff would handle all paints and solvents. No paint is transported through the shop. A service would handle empty paint cans.

Farr asked for exterior materials and elevations. Tucci displayed the elevations and explained the locations of the brick-block, glass, and EFIS materials and the metal doors. Farr asked if the north rooftop and Pioneer Trail view of the HVAC would be screened. Tucci replied the HVAC would typically be placed in the middle of the roof to prevent it being visible, but perimeter rooftop screening would also be considered. Farr suggested providing a cross-section to illustrate this. Farr asked if cars would drive through the site, and Tucci displayed the floor plan and explained the movement would only be in and out through the east elevation. He showed the location of the fence. Farr asked the reason for the asphalt along the north wall, and Tucci replied it was for the circulation of the wreckers and for Fire Department access. All would be contained within the fence.

Pieper asked if there had been any community engagement on the part of the applicant. Tucci replied there had not been. Klima replied she had received and answered one phone call from a concerned resident in response to the notification of this meeting, and there would be another public hearing notice sent out for the August 13 meeting (which would meet the notice specifications). Mette asked for a closer look at the materials, and asked Klima for clarification on the plans for the site to the south. Klima replied the property south of this owned by Metropolitan Airport Commission (MAC) was zoned as airport commercial and had no specific site plan, but when development opportunities arose it would move forward through the formal City site plan and/or PUD approval process. Mette asked how many stories such a zoning would allow; Klima estimated the height restriction at around 30 feet, and offered to include the exact restriction in the next staff report.

Higgins asked what kind of irrigation system was planned and if similar ones had been included in other Abra locations. Tucci replied Abra had never designed an irrigation system without rain sensors, which most communities now required, in it.

Farr asked what was planned for snow removal and suggested the fence be extended to allow snow to be plowed onsite instead of hauled offsite. Tucci replied the applicant was reviewing that and may pile snow in the stalls near the trash enclosure, or haul it outside the fence to deposit on the landscaped areas, minimizing the use of salt. Farr recommended taking the shrubbery out of the fenced-in area and place them outside along the perimeter to benefit the public. He observed a Conditional Use Permit might have been easier than the rezoning and re-guiding process to allow a different use in a commercial district and might have been more proactive; however, there was no provision for a Conditional Use Permit. Klima replied within the last nine months or year, the City brought forward a text amendment to automotive repair, separating minor and major repair, with body work qualifying as major work only allowed in industrial

PLANNING COMMISSION MINUTES

July 23, 2018

Page 4

districts. The re-guiding and rezoning was necessary in order for this plan to be consistent with new language recently adopted and came under the new Flex Service land use designation in the draft Comprehensive Plan, which aimed to define and find areas that do not come under the traditional industrial/commercial divide.

Farr asked if the applicant was ensuring a flow of traffic considering the proximity of the MAC property to the south. Klima replied the applicant did provide trip generation report and traffic flow would be part of the site development and the plan review should the MAC site be developed in the future.

Pieper summarized the needs of the commission members: a sectional view of the unscreened roof/parapet or a cross-sectional view with the screening; the adjacent land height requirements; the irrigation plan; the fence line design; the landscaping design along the outside perimeter of the fence. Mette also requested the elevations, and Klima replied she would get those. The concept behind requiring landscaped islands within the fencing was to facilitate a pleasant view surrounding the new use should Abra leave and the perimeter fence come down. Klima would review the Code on this.

DeSanctis noted there would be a 24-hour illumination LED system and asked if there were residential properties within sight of this development. He asked if dense evergreens could be used to block ambient light. Klima replied a photometric plan was provided as a part of the application meeting the City's requirements (half one foot-candle light leakage, and the plan actually had zero foot-candle leakage) and staff would work with the applicant to provide exterior landscaping to break up the views of long stretches of fence.

VI. PUBLIC MEETINGS

VII. PUBLIC HEARINGS

VIII. PLANNERS' REPORT

A. ASPIRE 2040 UPDATE

SPECIAL STUDY AREAS

Klima presented a PowerPoint and explained in this chapter the City decided to look at areas in Eden Prairie 1) going through a transformation on their own, or 2) areas, which had not changed or gained much attention for some time. The first location was the Martin Drive Study Area, bounded on the south by Highway 5, on the east by Mitchell Road, and the regional bike trail on the northwest. The Venture Lane property within this area is excess MnDOT right of way, which MnDOT may wish to sell. The City of Eden Prairie has right of first refusal on that property. There would be an RFP (Request for Proposals) going out in the next couple of months. Key considerations were market realities and demand for

PLANNING COMMISSION MINUTES

July 23, 2018

Page 5

use, appropriate use (which was not necessarily the same for the same zoned properties, leading to the Flex Service model), land use compatibility and development flexibility, limited development and redevelopment opportunities, and not detracting from or competing with surrounding retail and service districts.

Recommended improvements were both high-level (such as zoning flexibility) and site-specific, and included site-specific pedestrian connections, providing some type of gathering spot such as a seating area for employees and a trail, screening of the power substations, transit opportunities, and ensuring the Venture Lane intersection is safe. Mette expressed support for the Flex Service concept and listed the Abra application as a prime example of why it was needed.

Klima stated the Mitchell Road frontage area if redeveloped could provide a prime opportunity for additional residential and first-floor retail that would augment, not compete with, the area commercial services. She displayed massing and scale modeling graphics. Higgins noted there was a lot of multi-family housing in this area, underscoring the need to commercial services as described by the Flex Service approach.

Farr asked if there were adjacent influences, such as in the northwest single-family residential area, about noise, etc. Klima replied there was outreach done to all property owners within all the special area studies and some along the trail. There was some discussion through focus groups to prevent negative impacts, but the City did not receive complaints about the uses in this area; the idea was to promote and enhance what was there, not completely change the area. Farr asked about any concerns with rezoning from the south side of Highway 5. Klima replied there would be no change in zoning at this time and the City was engaging in a high-level overview of the site in creating a new land use category. Concerns could be aired at a later discussion if such a zoning change were to be made.

DeSanctis asked if this was an opportunity to put in a solar farm. Klima replied the RFP going out at the end of August asked for a workforce housing and innovation center. While sustainability was a feature for the site, the overall idea was to integrate workforce housing and perhaps some co-location opportunities and commercial/retail synergistic uses such as a taproom or a coffee shop.

Mette stated she lived in the neighborhood to the northwest of this area and the trail was twenty feet higher than the surrounding land, providing a barrier between her neighborhood and the area. Development would likely not affect that residential area. Farr noted the area was visible on Highway 212 entering Eden Prairie from the west and could have a gateway feeling. Klima replied the area was roughly around five acres, but only four acres would become available.

The second area of interest was the Crosstown Industrial Area. It was not going through the same transformation but was developed some time ago and is

PLANNING COMMISSION MINUTES

July 23, 2018

Page 6

relatively secluded. It required no immediate attention, but the City wished to be proactive in terms of potential development. This study area was bounded by Highway 62 along Carlson and Industrial Drives. It too was divided into three functional areas. Key considerations were again market realities, the necessity and desirability for industrial uses, limiting incompatibility issues via buffering, limited incremental transition opportunities, and limited redevelopment opportunities. Recommendations for improvement included, again, zoning flexibility, providing connectivity for pedestrians, improving the trail, which runs through the area, screening the area along Highway 62, and opportunities for development along Carlson Drive and the MPCA plant site.

Farr asked if the trail could be shifted to create larger parcels of land. Bourne replied the trail ran along a railroad line and conversations with the Three Rivers District had explored paving it, but shifting and a parcel combination it would be a future conversation. The trail crossed Eden Prairie Road.

ECONOMIC COMPETITIVENESS

David Lindahl, Economic Development Manager, displayed a PowerPoint and gave an overview of the chapter. Economic competitiveness involved maintaining quality businesses that delivered services in an environment where people want to work, live, and play. The chapter outlined maintaining a diverse economy by retaining and attracting businesses, increase Eden Prairie's competitive advantage in the region, create a better sense of community, and identify opportunity markets. A key focus for development was ensuring there was adequate infrastructure. The chapter, like most in the Plan, included sustainability features.

Pieper asked if this entailed creating economic development zones. Lindahl replied it probably did not; aside from small grants, there was no direct funding for residents to fund startups and the emphasis was on creating a place to support small business and entrepreneurs.

DeSantis remarked Wayzata was undergoing a development boom and was subsequently enhancing pedestrian crossings and lowering traffic speeds, and he suggested this be done in Eden Prairie. Lindahl replied bridges and tunnels were options for Prairie Center Road, though many people did not prefer them. There had been improvements to pedestrian crossings such as giving longer pedestrian crossing times, but he agreed there needed to be more options to improve the pedestrian experience in Eden Prairie.

Mette noted the title implied a measurement, and asked for metrics. Lindahl replied there would be no quantity analysis with other cities, but decent mobility and accessibility was a key component and a simple formula along with a low crime rate, safety and security, vacancy rates, parks and schools, a variety of housing options, and retention of businesses. Lindahl was not sure if a set of

PLANNING COMMISSION MINUTES

July 23, 2018

Page 7

criteria would be formulated in comparison to other cities. Mette in reply gave examples such as housing-to-office ratios, etc. Klima replied this chapter was one of the new requirements by the Metropolitan Council and may not be defined as the competitiveness of individual cities but an overall regional competitiveness involving cities learning to address regional competitiveness and collaborating with one another.

IX. MEMBERS' REPORTS

X. CONTINUING BUSINESS

XI. NEW BUSINESS

XII. ADJOURNMENT

MOTION: Farr moved, seconded by Higgins to adjourn the Planning Commission meeting. **MOTION CARRIED 5-0.** Chair Pieper adjourned the meeting at 8:36 p.m.