

**MINUTES OF THE WORKSHOP MEETING  
CITY COUNCIL  
LITTLE CANADA, MINNESOTA**

**JUNE 9, 2021**

Pursuant to due call and notice thereof a Workshop meeting of the City Council of Little Canada, Minnesota was convened on the 9<sup>th</sup> day of June, 2021 in the Conference Room of the City Center located at 515 Little Canada Road in said City.

Mayor John Keis called the meeting to order at 6:00 p.m. and the following members of the City Council were present at roll call:

**CITY COUNCIL:** Mayor Keis, Council Members Fischer, Torkelson, McGraw & Miller. Absent: None.

**ALSO PRESENT:** City Administrator Chris Heineman, Community Development Director Corrin Wendell, City Clerk/HR Manager Heidi Heller and Bill Weber, Planning Consultant

**ZONING CODE UPDATES**

The Community Development Director stated that this is a continued discussion from the last couple of workshops, and are couple of topics left for the Council to give feedback on. She stated the Planning Commission has been discussing all of the updates also.

**Accessory dwelling units (ADU) in the R-1, Single Family district**

Bill Weber, Planning Consultant, asked if the Council is comfortable with the idea of allowing detached accessory dwelling units in the R-1 zoning district? The minimum lot size for the existing house would be 14,000 square feet, and there would be regulations for them. Accessory dwelling units may be either attached or detached, and either type would be a Conditional Use in the R-1 zoning district, but Permitted with conditions in the R-2, R-3, and R-B districts. The minimum lot sizes required to accommodate a detached ADU would be 14,000 square feet in the R-1 district, 10,000 in the R-2 and 7,000 in the R-3. Other requirements address maximum floor area, setbacks, total lot coverage, building height, exterior appearance, short term rental, parking, owner-occupancy of the principal dwelling and prohibition of separate sale. These proposed regulations are presented at the end of this memo.

Mr. Weber stated that an Accessory Dwelling Unit (ADU) is not a “tiny house, which is really just a trailer.” He noted that an ADU that detached from the main structure must be connected to city water and sewer, and all vehicles must adhere to city requirements for parking. There was concerns about the additional parking needs that an ADU could add. Fischer stated if the ADU was attached to the house, the property owners may be more mindful of who they allow to live there. He noted he would have a hard time agreeing to allow detached ADUs. McGraw stated he agreed with Fischer, and is more worried about what the next owner would do with the ADU. Keis suggested that we maybe we start with only attached ADUs. Torkelson stated he is in favor with both attached and detached ADUs. Fischer stated we need to look at the whole big picture of what these could be and how they could affect the neighborhood.

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**Changes to the commercial zoning districts**

Mr. Weber explained that there could be less business zoning districts since there are not that much differences in the types of commercial uses, along with a Corridor Mixed Use district. He stated the Corridor Mixed Use district would also allow high-density housing, and would encourage parking to be placed next to or behind the buildings rather than in front. The Council was supportive of the business zoning district changes.

**No minimum parking ratios for the commercial or industrial districts**

Mr. Weber asked if the Council is willing to trust the commercial and industrial development markets to build enough parking for its intended use, knowing that on-street parking is not allowed along most major streets, that any parking allowed on a public street may be revoked, and that very few if any businesses could survive in this suburban location without auto parking. The developers' site planners will likely fall back on past standards or slightly less. Future owners or occupants of such buildings will judge for themselves if there is enough parking for their use, considering other businesses that may have to share the parking lot. Typical standards for commercial or industrial parking have often resulted in an excess number of spaces used, inefficient land use, increased water run-off, excess reflected heat, increased development costs, and reduced walkability. Instead of having no parking requirements, the alternatives could be leaving the regulations as they are or reducing the minimum ratios somewhat.

Fischer, McGraw and Keis were concerned that developers or businesses would not build enough parking. Mr. Weber clarified that the Council was not supportive of removing all parking requirements, but could reduce it somewhat.

**There being no further business, the meeting was adjourned at 7:29 p.m.**

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John T. Keis, Mayor

Attest:

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Christopher Heineman, City Administrator