

Agenda

City of Plymouth Special City Council Meeting

Tuesday, May 27, 2008
6:00 p.m.

Medicine Lake Room

1. Call to Order
2. Discuss Conditional Use Permit and Site Plan Amendment for an additional retail building to be called the “Shops of Plymouth Town Center” for property located at 3550 Vicksburg Lane North. *Inland Commercial Property Management, Inc.* (2007114)

Attachment A

Attachment B

Attachment C

Attachment D

Attachment E

Attachment F

Attachment G

3. Adjourn

PLYMOUTH COMMUNITY DEVELOPMENT
DEPARTMENT

CITY COUNCIL WORKSESSION REPORT

TO: Laurie Ahrens, City Manager
FROM: Steve Juetten, Community Development Director
MEETING DATE: May 27, 2008

APPLICANT: Inland Commercial Property Management, Inc.
PROPOSAL: 1. **Site plan amendment** for a retail building
2. **Conditional use permit** for an additional principal structure
LOCATION: 3550 Vicksburg Lane North
REVIEW DEADLINE: June 12, 2008

To allow for additional discussion, the proposed site plan amendment and conditional use permit for the retail center at 3550 Vicksburg Lane North was continued at the May 13, 2008 meeting. Since that meeting, Mayor Slavik, Councilmember Hewitt and staff have met with the applicant to discuss potential tenants and building architecture. During this meeting the applicant requested a work session to discuss revised architecture with the entire City Council. The applicant's architect is currently working on the revised architecture and will be prepared to present it at the work session.

For City Council background, the following items have been attached:

- 1) Original May 13, 2008 City Council staff report;
- 2) Appendix Chapter 3E from the Comprehensive Plan Update;
- 3) An e-mail and photos from the applicant of a retail building in New Brighton; and,
- 4) E-mails from Councilmember Stein, Councilmember Black and Councilmember Willis.

This application is on the regular May 27, 2008 agenda with the requested action to continue it until the June 10, 2008 agenda. This will allow the applicant's architect the necessary time to review and incorporate comments received at the work session and resubmit for staff review prior to the meeting.

PLYMOUTH COMMUNITY DEVELOPMENT
DEPARTMENT

CITY COUNCIL AGENDA REPORT

TO: Laurie Ahrens, City Manager through Steve Juetten, Community Development Director

FROM: Marie Darling, Senior Planner (509-5457) through Barbara Senness,^{Ma} Planning Manager

MEETING DATE: May 13, 2008

APPLICANT: Inland Commercial Property Management, Inc.

PROPOSAL: 1. **Site plan amendment** for a retail building
2. **Conditional use permit** for an additional principal structure

LOCATION: 3550 Vicksburg Lane North

REVIEW DEADLINE: June 12, 2008

PROPOSED MOTION:

Move to adopt the attached resolution approving a site plan and conditional use permit for a new 17,250 square foot building, as recommended by the Planning Commission.

Approval of a site plan and conditional use permit requires a 4/7 vote of the City Council.

DESCRIPTION OF REQUEST:

The applicant is requesting approval of the following items:

- A site plan amendment to allow a new 17,250 square foot retail building at the west end of the property currently developed with Cub Foods; and,
- A conditional use permit to allow an additional principal structure (the new retail building) on the lot.

PLANNING COMMISSION MEETINGS:

At the March 19, 2008 meeting, the Planning Commission opened the public hearing and voted unanimously to continue the hearing to the April 16, 2008 meeting to allow the applicant additional time to revise their plans. No one in the audience requested to speak. The minutes are attached.

At the April 16, 2008 meeting, the Planning Commission voted unanimously to recommend approval of the request. No one from the public requested to speak. The minutes are attached. The Commissioners raised several issues that are noted below with a response that follows. Notice of the March 19, 2008 public hearing was published in the City's official newspaper. Two notices were mailed to all property owners within 500 feet. The first property notice was sent at least ten days prior to the March 19, 2008 meeting. The second notice was mailed at least ten days prior to the April 16, 2008 meeting. A copy of the notification area map is attached. Development signage remains on the property.

Building Design

Commissioner Jaffoni asked about the design of the building and whether it would be designed like the Applebee's building and also asked if the windows could be extended all around the building. She stated a concern that a lot of new retail buildings are starting to look alike with lots of plain walls. Commissioner Davis asked where the trash room would be located.

Staff responded that the applicant had designed the building with elements of both the Applebee's building and the building on the south side of Cub Foods, including the materials, colors, EFIS trim panels, windows, cornices, canopies etc. Staff also noted that the applicant has included an internal trash room recessed four feet into the building to make it as invisible as possible. Attached are photos of both buildings with the consistent features noted.

Retail buildings are generally rectangular buildings with a varying degree of trim. This is the most efficient design allowing for the maximum frontage for each tenant. Attached are photos of three recently constructed multi-tenant retail buildings for comparison. Each has a different level of trim and slightly different architectural styles that reflect the developer's preferences and yet conform to the City's requirements.

The applicant added that they worked to break up the long sides of the building using a different roof height on the ends of the building, canopies, windows all around the restaurant spaces on the ends of the buildings and a display window on the Vicksburg side of the building.

Relationship of Building to Vicksburg Lane

Commissioner Jaffoni was concerned that the building wasn't oriented to Vicksburg Lane. Commissioner Davis asked about the sidewalks and landscaping on the Vicksburg side of the building.

The Comprehensive Plan states that buildings along Vicksburg Lane must address the street through architecture and setbacks and have easily accessible entrances to the sidewalk, but the front entrance does not have to face Vicksburg Lane. Sidewalks on the north and south side of the building would connect the fronts of the building to Vicksburg Lane. There would be canopies and windows on the Vicksburg side of the building. The applicant has designed linear plantings (street trees, spirea, and feather grass) around the perimeter of the site adjacent to the new sidewalks to continue the common landscape themes required in City Center.

Building Placement

Commissioner Davis asked why staff had included the condition that the building be moved ten feet to the south.

As discussed in more detail later in the staff report, the plaza is required and was previously shown on the site. Staff concludes that the location of the plaza near the north-south sidewalk provides an opportunity for a direct pedestrian connection with the library site and shifting the building south accommodates the plaza in this location. The applicant has since submitted a revised site plan (attached) that reflects this new position at 20 feet further south and the plaza location. Staff did not remove the condition as the remainder of the plans will also need to be amended to reflect the location.

Access

Commissioner Jaffoni asked if staff had reviewed the existing congestion at the three-way stop near the Vicksburg Lane entrance into the site.

The three way stop at the entrance to the shopping center is designed so that any congestion occurs on private property, not on public streets. Alterations to the interior stop signs to create either a two-way or four-way stop may ease waits in the private drive-aisles, but would cause back-ups and congestion onto Vicksburg Lane. Therefore, staff would not recommend any alteration to the interior stop signs.

CONTEXT:

Surrounding Land Uses

	Adjacent Land Use	Guiding	Zoning
North	Hennepin County Library	CC	CC-P
West (Across Vicksburg Lane)	NW – Sugar Hills Subdivision W – Plymouth Marketplace	LA-2 CO/CC	RSF-2 CC R&E
East	Offices	CC	CC OT&R
South	Mann Theatre, Retail, Restaurants	CC	CC R&E

Natural Characteristics of Site

The site is located within the Bassett Creek watershed. There is no land within a shoreland overlay district or a flood plain overlay district and the site contains no wetlands. The site is not subject to tree preservation regulations or park dedication.

Previous Actions Affecting Site

In 1990, the City Council approved a site plan for the 67,600-square foot Cub Foods store on this site.

In 1998, the City Council approved a site plan amendment for a parking lot expansion.

In 2001, the City Council approved a site plan amendment for lighting improvements.

Level of City Discretion in Decision-Making:

The City's discretion in approving or denying a site plan amendment is limited to whether or not the proposed project complies with the Comprehensive Plan and Zoning Ordinance requirements. If it meets these standards, the City must then approve the site plan amendment.

The City's discretion in approving or denying a conditional use permit is limited to whether or not the proposed project meets the standards listed in the Zoning Ordinance. If it meets the specified standards, the City must then approve the permit. However, the level of discretion is affected by the fact that some of these standards are open to interpretation.

ANALYSIS:

Site Plan Amendment

The proposed new retail building would be located on the west side of the site (along Vicksburg Lane). The new multi-tenant building would include a mix of service, retail and restaurant uses. The applicant would reconstruct and reorient the existing parking lot to accommodate the proposed building. The requested site plan amendment for the new retail building relies upon approval of a conditional use permit to allow a second principal building on the site. The requested conditional use permit is reviewed later in this report. This application is also subject to the goals and standards of the City Center.

The Zoning Ordinance contains specific standards for approval of a site plan amendment. Staff reviewed the application with these standards and summarized them as follows:

CC-R & E	Ordinance Requirement	Proposed	Meets/Exceeds Requirements
Building Setbacks Vicksburg Lane	20-foot max	20 feet	Yes
Parking Setbacks	Not closer than the principal building	20 feet – 36 th Avenue 30 feet – Vicksburg Lane	Yes Yes
Parking	344 spaces	359 spaces plus overflow parking on the property to the south	Yes
Building Coverage	40 %	23.5 %	Yes
Building Height	45 feet	±18 feet (to flat roof)	Yes
Landscaping			
New Overstory Trees	32	41	Yes
Replace removed trees	24	24	Yes
Mix Coniferous/Deciduous	Min 25 % each	29% conifers	Yes
Lighting:			
<i>Parking Lot Lighting</i>			
Fixture height (max)	25 feet	25 feet	Yes
Shielding	Full cut-off plus side shields on north and south fixtures	Full cut-off plus side shields on north and south fixtures	Yes
Max Watts per Sq Foot	.08	.05	Yes
<i>Facade Lighting</i>			
Fixture height (max)	16 feet above grade or lower	Not specified	No**
Shielding	Shielded	Shielded	Yes
Max Watts per Sq Foot	.35	.08	Yes

**Conditioned

City Center Vision and Guiding Principals

The Comprehensive Plan says that City Center should be one of the most intensely developed parts of the community and that the intended density will foster pedestrian activity. Therefore, a key element of the City Center is the relationship between people and buildings and streets. As people move through City Center, they must be able to move easily from one destination to another with interesting, comfortable and safe routes. To accomplish this task, the applicant added a number of features, including 1) additional sidewalks into and through the site, 2) parallel parking on the main north-south drive aisle to increase activity and reduce traffic speed, 3) new street trees and linear plantings around the periphery of the site as well as additional trees and shrubs in the interior of the site, and 4) offered the City an easement to install a gateway marker at 36th Street to enhance the corner as a focal point to this significant point of entry into the City Center.

A second element of the Comprehensive Plan direction for City Center concerns the design of the building to enhance the relationship between people and buildings. The Plan encourages designs that 1) reduce the apparent size of a building, 2) provide interest to long buildings by discouraging long, blank surfaces, 3) encourage articulation in building tops to reinforce the buildings' commercial nature without using sloped roofs, and 4) base the buildings' design on unique architecture rather than franchise formulas.

The applicant has met this direction by keeping the height of the building to one story. They have also added canopies and windows on all sides of the building, although the windows are primarily on the ends of the Vicksburg Lane side of the building with a display window in the

middle. The applicant further used elements of the existing, adjacent buildings to give the site a coordinated look, although each building will be different.

Plaza

Section 21475 of the Zoning Ordinance requires all properties in City Center with principal buildings over 30,000 square feet to provide a plaza area, with special paving, benches, trash receptacles, lighting fixtures and other similar-type features. The applicant's plan originally showed a plaza on the north side of the project. When they moved the building north, the area that the plaza occupied was reduced and they removed it from the plan. After the Planning Commission meeting, the applicant submitted a revised site plan which includes the plaza (attached).

Parking and Parking Lot Circulation

The applicant has proposed to enhance the existing north-south drive aisle into the property so that it functions and looks like a private street. It is separated from the main parking areas by landscaped islands. Along the landscaped island on the west of the drive aisle, the applicant has included parallel parking spaces and a sidewalk.

Although the parking lot is divided by the enhanced drive aisle, all of the spaces on the property serve both Cub Foods and the new building. The applicant has proposed 359 total parking spaces where 344 total spaces are required, which meets the requirements. The new building would have 80 parking spaces and 11 parallel parking spaces in close proximity. If the building were reviewed on its own, it would require 78 parking spaces. In addition to the overflow parking on the east side of the enhanced drive aisle, the applicant has easements that allow shared parking on the property to the south.

Pedestrian Circulation

The site has existing sidewalks on Vicksburg Lane and 36th Avenue. In addition to the sidewalk proposed along the enhanced drive aisle, the applicant has also proposed two other new sidewalks: 1) along the east-west drive aisle from the Vicksburg Lane intersection to the building and the enhanced drive aisle and 2) an extension of the pedestrian spine directly in front of the Cub Foods building to 36th Avenue.

Building Design

Section 21115.03, Subd. 1 of the Zoning Ordinance specifies general standards for building construction and Section 21475.17, Subd. 7 contains specific requirements for buildings in City Center. The exterior walls of the proposed retail building would be primarily brick, trimmed with integrally colored concrete block and EIFS (a stucco-like material) colored to match the adjacent buildings.

Drainage/Treatment of Runoff

Stormwater run-off from this property is treated by regional ponds which were adequately sized for this project. The applicant has also reduced the amount of impervious surfaces on the site by converting existing hard surface to landscaped areas. The reduction would constitute a best management practice.

Snow Storage

Snow is currently stored where the proposed building would be located. The applicant has stated that in the future, excess snow would be removed from the site by truck.

Easement

The applicant has agreed to provide the City with an easement at the intersection of 36th Avenue and Vicksburg Lane. This easement would allow the City to install gateway signage at the corner.

Conditional Use Permit

Section 21105.03, Subd. 4 of the Zoning Ordinance allows more than one principal building on a lot upon the issuance of a conditional use permit. There is currently one principal structure (Cub Foods) on the lot and under the plan, a second principal structure (the new retail building) would be constructed.

FINDINGS:

Site Plan Amendment

The Zoning Ordinance requires the applicant to incorporate a plaza into their proposal. The applicant needs to revise their plans to replace the plaza originally shown on the north end of the building. Staff finds that the area near the north side of the north-south sidewalk is the appropriate location because of the proximity of the site to the library and their proposed plaza. This area will be directly connected to the library plaza via a raised concrete sidewalk in 36th Avenue. The applicant will need to shift their building ten feet south to provide the necessary area for the plaza. Staff has included a condition to this effect in the attached resolution.

The drive-aisle enhancement and sidewalk improve pedestrian-vehicle separation and increase the amount of green space and trees in the parking lot, which conforms to the intent of the Comprehensive Plan and City Center zoning district. However, staff has inserted conditions in the attached resolution that require the applicant to construct any new sidewalks and any crosswalks with the specific scored concrete materials outlined by the City Center design guidelines.

The parking lot area directly in front of the building contains the required minimum parking spaces. The overflow parking is convenient to the site and accessible using new sidewalks or by crossing through new landscaped islands. This situation avoids the inconvenient design of the Noodles/Chipotle building across the street where the overflow parking is separated from the site by other buildings and a wetland.

Staff notes that the building has no formal loading area. In order to ensure that conflicts do not occur between loading activities and peak parking demand, staff has included a condition in the attached resolution that requires that deliveries not take place during peak parking demand (around lunch time and supper time).

Conditional Use Permit

Staff used the seven general standards in Section 21015 of the Zoning Ordinance to make the following findings on the conditional use permit. A copy of the standards is attached.

Comprehensive Plan

The property is guided City Center and zoned CC- R & E. The potential tenants would include retail, personal services, offices and restaurants. All are consistent with the land use guide plan designation.

Impact on Surrounding Development

Approval of the conditional use permit would enhance City Center because the proposed project improves pedestrian circulation in and through the area and reduces the amount of open parking areas pedestrians must cross to pass from one venue to the next. Additionally, the applicant's design provides a compatible design by incorporating elements of the surrounding buildings into the proposed building, including the metal flashing and cornices, windows, the use of canopies, the stucco accents, and similar building material and colors. The applicant has also incorporated other design techniques to break up the appearance of the long walls on the east and west sides of the building using storefront windows, a display window on the Vicksburg Lane side of the building, and canopies on all four sides of the building. The applicant has also incorporated higher parapets on both ends of the building to screen the roof-top mechanical equipment from view and recessed the trash room to reduce its prominence and visibility. Staff finds the proposal is consistent and compatible with the surrounding area and therefore approval of the conditional use permit would not be injurious to the immediately surrounding properties or the public health, safety and welfare of the community.

Public Facilities

The subject site is adequately served by public facilities.

District Regulations/Performance Standards

The proposed site plan and use would be consistent with all regulations and standards in the CC-R &E zoning district. With the conditions in the attached resolution, the proposal meets all requirements of the ordinance.

CONCLUSION:

This application is subject to both measurable standards and standards that are open to interpretation. Staff has concluded that the application meets both sets of standards. However, since this conclusion is based on standards that are open to some interpretation, the City Council could reasonably reach another conclusion on this application.

RECOMMENDATION:

Community Development Department staff recommends approval of the site plan amendment and conditional use permit for Inland Commercial Property Management, Inc. located at 3550 Vicksburg Lane North, subject to the conditions listed in the attached resolution and as recommended by the Planning Commission.

ATTACHMENTS:

1. Minutes from the March 19 and April 16, 2007 Planning Commission meetings.
2. Applicant's Narrative
3. Conditional Use Permit Standards
4. Location Map
5. Notification Area Map
6. Aerial Photo
7. Photos of Adjacent Buildings
8. Photos of Other New Retail Buildings
9. Site Graphics
10. Resolution Approving Site Plan Amendment and Conditional Use Permit

6. PUBLIC HEARING

A. INLAND COMMERCIAL PROPERTY MANAGEMENT, INC. (2007114)

Chair Holmes introduced the request by Inland Commercial Property Management, Inc. for a conditional use permit and site plan amendment for an additional retail building to be called the "Shops of Plymouth Town Center" on the west side of the Cub Foods parking lot located at 3550 Vicksburg Lane North.

Senior Planner Darling gave an overview of the March 11, 2008 staff report. Senior Planner Darling added that the applicant is requesting additional time and that staff recommends that the Planning Commission continue the public hearing to the April 16, 2008 Planning Commission meeting.

Chair Holmes opened the public hearing.

MOTION by Commissioner Jaffoni, seconded by Commissioner Weir, to continue the public hearing to the April 16, 2008 Planning Commission meeting. **Vote.** 6 Ayes. **MOTION** approved.

6. PUBLIC HEARING

A. INLAND COMMERCIAL PROPERTY MANAGEMENT, INC. (2007114)

Chair Holmes continued the request by Inland Commercial Property Management, Inc. for a conditional use permit and site plan amendment for an additional retail building to be called the "Shops of Plymouth Town Center" for property located at 3550 Vicksburg Lane N.

Senior Planner Darling gave an overview of the staff report.

Commissioner Davis asked why the building is being moved ten feet.

Senior Planner Darling said moving the building 10 feet further south would allow adequate green space and landscaping and still allow for a patio with privacy. She said there is a grade change on the north side of the building which would be less noticeable by moving the building and replacing the stairs on the north end with a plaza.

Commissioner Davis asked why parallel parking was added on one side of the private street running in front of the building.

Senior Planner Darling said this provides overflow parking for the site. She said the original wider drive aisle did not enhance the site. The applicant altered the island design and used the nine additional feet of space for parallel parking.

Commissioner Jaffoni asked if there are regulations for the size of a plaza or benches.

Senior Planner Darling said there are no size requirements in the ordinance. She said the design, specialty paving products, sidewalk paving materials, benches and waste containers would tie into the rest of City Center.

Commissioner Jaffoni asked if the building would be connected to the plaza by the new library with a raised concrete sidewalk.

Senior Planner Darling said the crosswalks would be installed when 36th Avenue is reconstructed.

Commissioner Jaffoni said the 3-way stop in the Cub parking lot is congested already. She asked about fire lanes and if the 3-way stop is adequate to manage the increased activity in that area.

**Draft
Planning Commission Minutes
April 16, 2008
Page 4**

Senior Planner Darling said Vicksburg Lane and 36th Avenue N. could be used if a fire occurred in the new building. She also said the drive aisles have enough room for turning radius, and the fire hydrants are the proper distance to the buildings. Senior Planner Darling said the traffic may slow down but will function adequately.

Commissioner Jaffoni said the proposed building along Vicksburg Lane would be basically brick; she asked if the design is similar to the Applebee's building.

Senior Planner Darling said the applicant proposed elements of the salons and Great Clips building on the south side of Cub and the Applebee's building would be used to blend the building into the area.

Commissioner Jaffoni said it makes sense to tie into the plaza, but a lot of new retail is all starting to look a lot alike - lots of brick, plain brick walls. She said we should strive for more diversity in retail developments in future designs.

Commissioner Aamoth asked how this proposal fits in with the City Center study.

Senior Planner Darling said we have been working to make sure this site will blend in with the rest of City Center.

Planning Manager Senness added that this building will connect well with the library to enhance the pedestrian experience in this area.

Commissioner Davis asked about sidewalks and landscaping on the Vicksburg side of the building. He asked where dumpsters and trash would be located.

Senior Planner Darling reviewed the sidewalk and proposed plantings which included plantings for a linear look. Senior Planner Darling said there would be no visible trash or recycling as a trash room would be recessed on the front (Cub side) of the building.

Chair Holmes introduced the applicant, Rick Plessner. Mr. Plessner said they have worked with staff to connect with the library. He said the plaza would be a great benefit. Mr. Plessner said the brick on the Vicksburg side would be covered by the landscape design. Mr. Plessner said he has reviewed the conditions in the resolution and accepts all of them.

Commissioner Jaffoni asked what is visible in the glass areas facing Vicksburg.

Mr. Plessner said those areas are intended for food services on both ends of the building which would have patios and are designed to be an architectural element, not just brick.

Commissioner Jaffoni asked if the glass area could be extended so there would be less brick. She referenced the Mann theater which is all brick.

Mr. Plessner said that had been discussed, and that is why the brick is broken up by a strip five feet from the top.

Chair Holmes opened and closed the public hearing as there was no one present to speak on the item.

Commissioner Davis commented that this plan looks better than the new building at the Cub Foods on Rockford Road. He said he appreciates staff ensuring it will be a good plan.

MOTION by Commissioner Davis, seconded by Commissioner Aamoth, to approve the request by Inland Commercial Property Management, Inc. for a conditional use permit and site plan amendment for an additional retail building to be called the "Shops of Plymouth Town Center" for property located at 3550 Vicksburg Lane N.

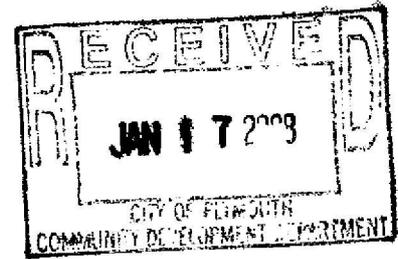
Chair Holmes said this space has been empty a long time and this looks like a good plan.

Vote. 5 Ayes. **MOTION** approved.



Conditional Use Permit Written Description

200709



Date: 12 December 2007
To: City of Plymouth
Planning Department
3400 Plymouth Blvd.
Plymouth, Minnesota 55447-1482

Project: **Plymouth Retail**
Inland Commercial Properties
3550 Vicksburg Lane North

This project will consist of a one story retail building at ^{17,250}15,620sf added to an existing site that is currently occupied by Cub Foods building and large parking lot. The building will be located along Vicksburg in the far parking lot at the current twenty foot setback required by the city. The city's current zoning requirements allow less required parking stalls than what was originally required for retail, allowing this project to be added to the site with enough parking stalls, to meet requirements.

Traffic access drives to the site remain the same, but public access to the site has been enhanced. The islands along the north-south drive through the site have been joined to reduce the number of traffic interruptions for pedestrian travel through the site surrounding the new building. Sidewalks have also been added to promote pedestrian travel. On the North side of the Cub Foods building, an island with a sidewalk was added to bring pedestrians to the building from the existing sidewalk along 36th Avenue.

Even with the new building added to the site, with required parking, the site gains 16,321sf of unpaved area. The landscaping that will be added to the site will go beyond minimum standards. Additional landscaping is being provided for pedestrian experience and additional landscaping is being provided along 36th Avenue, from the new building east to the north side of the Cub Foods building for city enhancement.

The building was designed to continue the existing retail building design located on the south side of the Cub Foods building. The location of the building provides full exposure requiring all sides of the building to have the same level of finishes. Storefronts were added to the Vicksburg side of the building along with the east side of the building to enhance the pedestrian streetscape experience. Trash has been located internally, hidden from view.

Michael I. Wilkus

11487 Valley View Road

Eden Prairie, Minnesota 55344

ph. 952.941.8660

fx. 952.941.2755

ZONING ORDINANCE

CONDITIONAL USE PERMIT STANDARDS

21015.02 **PROCEDURE:** Pursuant to Minnesota Statutes 15.99, an application for a conditional use permit shall be approved or denied within sixty(60) days from the date of its official and complete submission unless extended pursuant to Statute or a time waiver is granted by the applicant. If applicable, processing of the application through required state or federal agencies shall extend the review and decision-making period an additional sixty (60) days unless this limitation is waived by the applicant.

Subd.5. The Planning Commission shall consider possible adverse effects of the proposed conditional use. Its judgment shall be based upon (but not limited to) the following factors:

1. Compliance with and effect upon the Comprehensive Plan, including public facilities and capital improvement plans.
2. The establishment, maintenance or operation of the conditional use will promote and enhance the general public welfare and will not be detrimental to or endanger the public health, safety, morals, or comfort.
3. The conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, nor substantially diminish and impair property values within the neighborhood.
4. The establishment of the conditional use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.
5. Adequate public facilities and services are available or can be reasonably provided to accommodate the use which is proposed.
6. The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.
7. The conditional use complies with the general and specific performance standards as specified by this Section and this Chapter.

Section 21015-Plymouth Zoning Ordinance



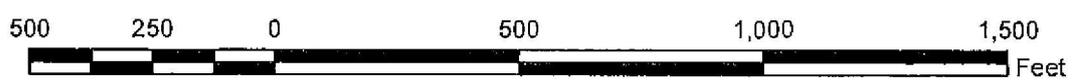
Location Map- 2007114
Inland Commercial Property Mngt., Inc.
Shops of Plymouth Town Center
3550 Vicksburg Lane North
Request for a Conditional Use Permit
and Site Plan Amendment

Legend

- C, Commercial
- CC, City Center
- CO, Commercial Office
- IP, Planned Industrial
- LA-1, Living Area 1
- LA-2, Living Area 2
- LA-3, Living Area E
- LA-4, Living Area 4
- LAR, Living Area Rural
- P-I, Public/Semi-Public/Institutional



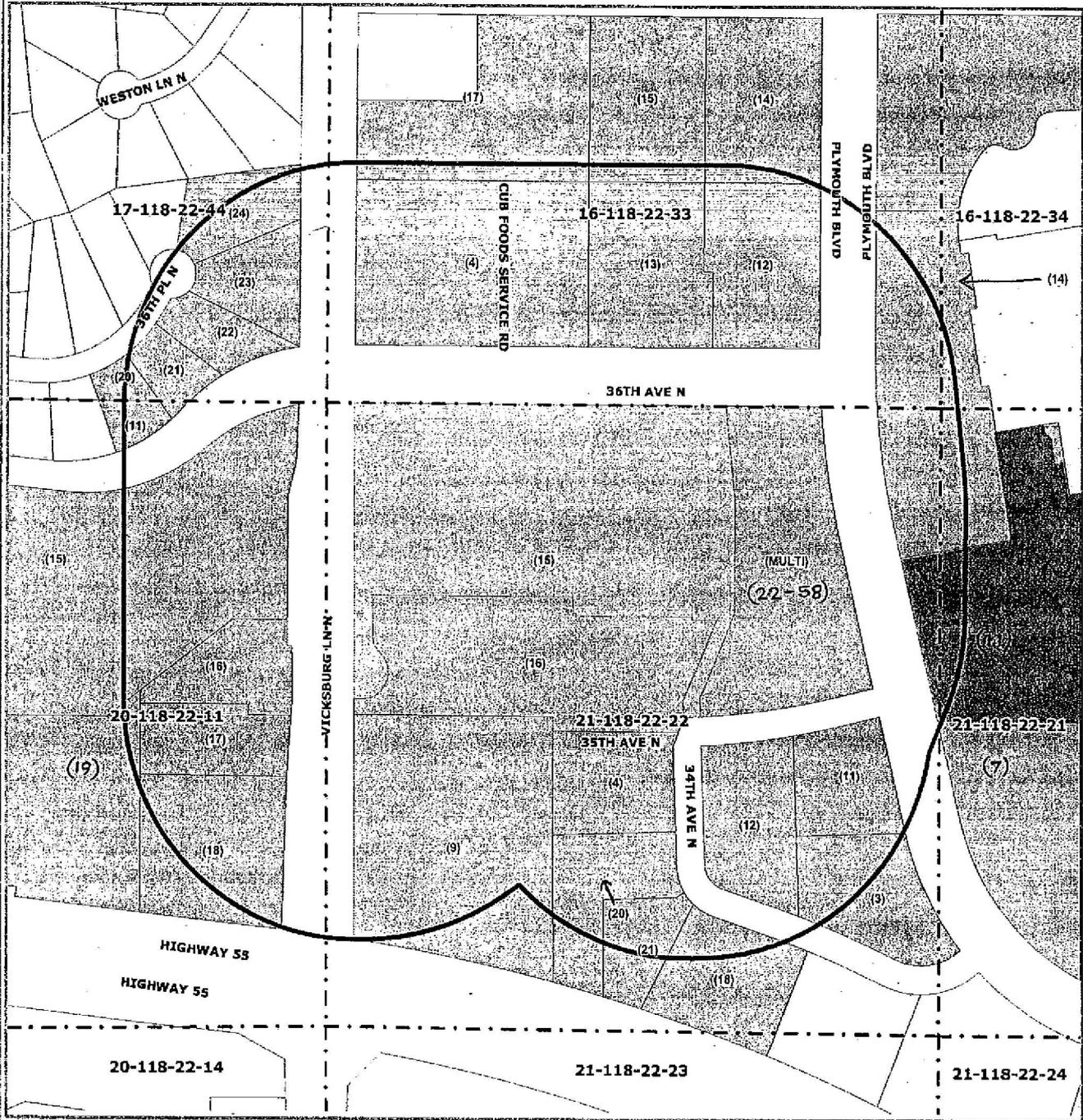
City of
Plymouth, Minnesota





Hennepin County Taxpayer Services: Variance Labels

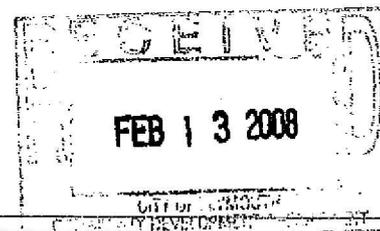
This is not a legally recorded map. It represents a compilation of information and data from City, County and State authorities.



Parcel Information:

Parcel ID: 21-118-22-0015
 Owner Name: INLAND REAL ESTATE CORP
 Parcel Address: 3550 VICKSBURG LA N PLYMOUTH MN, 55447
 Buffer Size: 500 ft.

Date Printed: 1/31/2008 8:32:38 AM





City of
Plymouth, Minnesota

Aerial Photograph- 2007114





Metal Cornices

Window Design

EFIS Trim Panels

Canopies

Building Materials and Colors

Shops Attached to Cub



Metal Cornices

Canopies

Window Design

Building Materials and Colors

Retail Building South of Proposed



Shops at Plymouth Creek



Shops at Plymouth Creek



Shops at Plymouth Creek



Shops at Plymouth Creek



Plymouth Point Plaza (Hwy 55 and Northwest Boulevard)



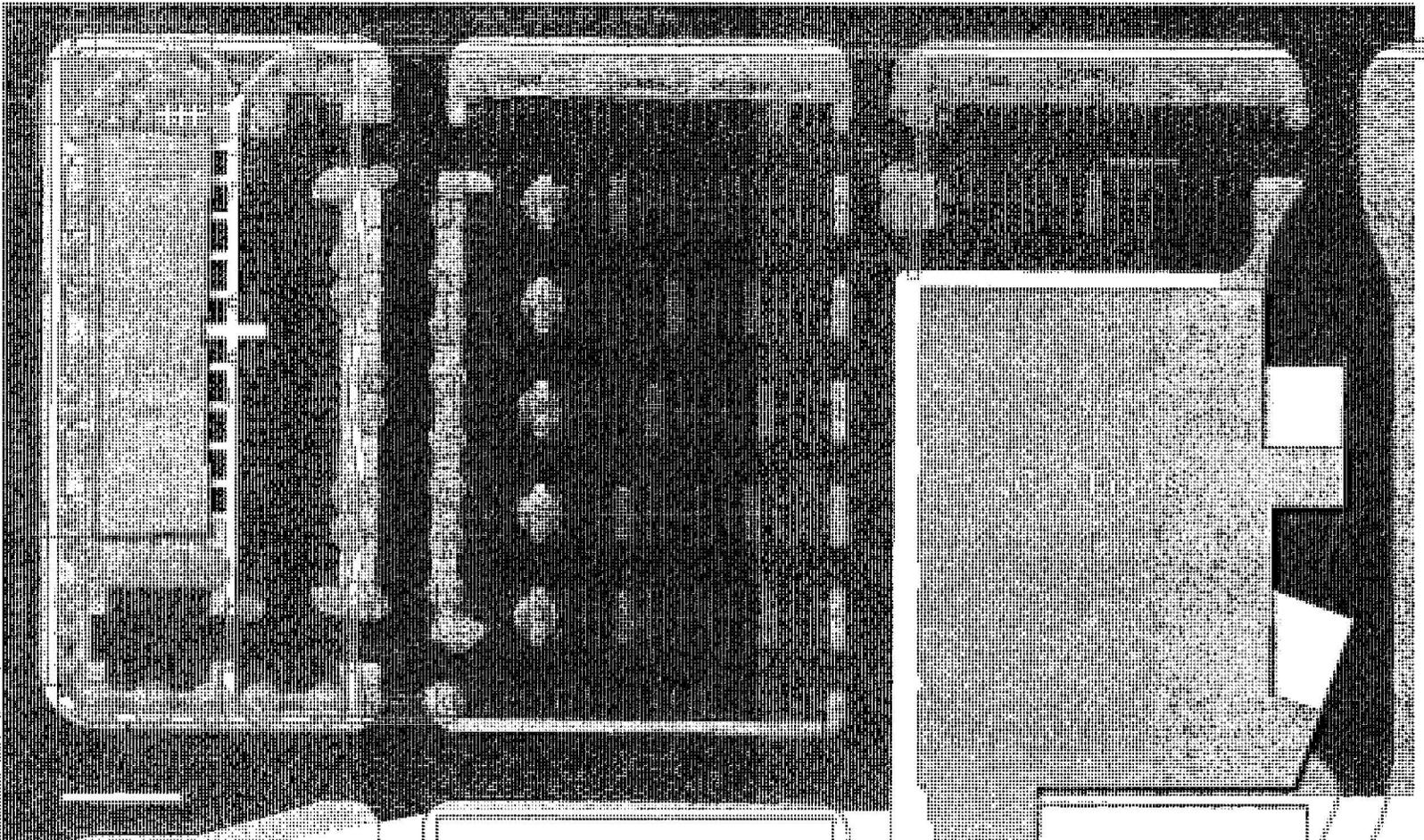
Plymouth Point Plaza (Northwest Blvd)



Rockridge Center



Rockridge Center (Rockford Road and Nathan Lane)

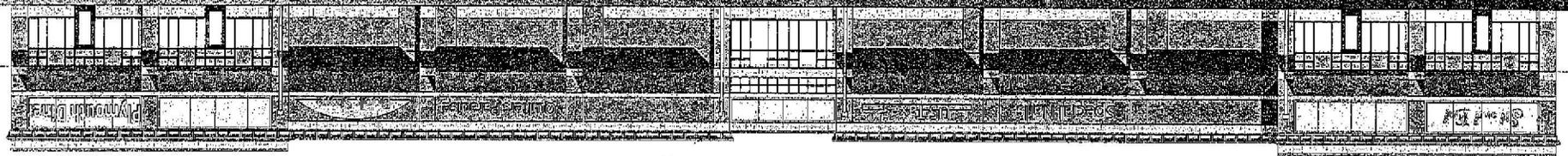


Model number: 07-0000
 Part number: 07-0000
 Part name: 07-0000
 Part description: 07-0000
 Part quantity: 07-0000
 Part unit of measure: 07-0000
 Part status: 07-0000
 Part location: 07-0000
 Part drawing: 07-0000
 Part revision: 07-0000
 Part date: 07-0000
 Part manufacturer: 07-0000
 Part material: 07-0000
 Part finish: 07-0000
 Part weight: 07-0000
 Part volume: 07-0000
 Part cost: 07-0000
 Part lead time: 07-0000
 Part notes: 07-0000



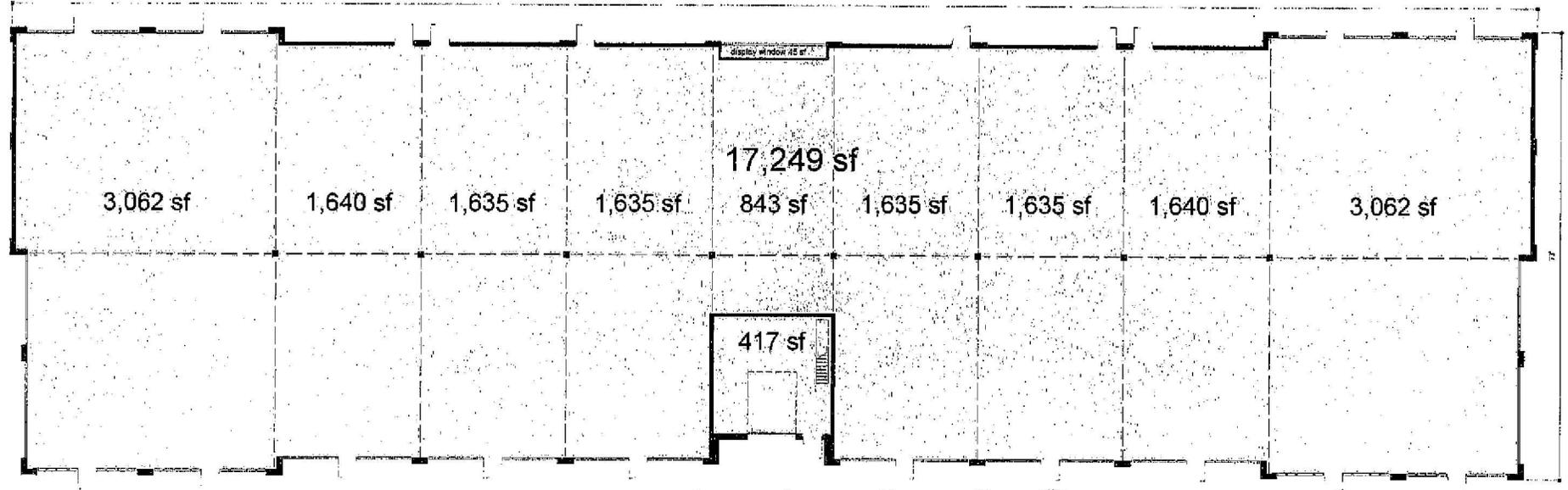
MAY - 7-2008
 DRAWING NO. 07-0000
 REV. 01
 07-0000

West elevation - toward Vicksburg Lane North



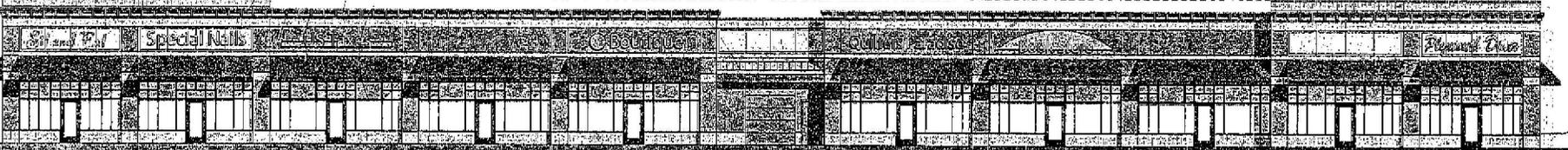
Roof scallop and down spout

252



- Roof equipment screening as equipment as needed
- Metal roof over entry to bath room
- Metal cup flashing and cornice
- Utility track
- EIFS
- Ball colored concrete block
- Dark anodized aluminum framing

0 6 16 24



East elevation - toward Club Pools

MAJ - 1 200



PROJECT NO.	2008
DATE	4/1/08
BY	
CHECKED BY	
DATE	
REVISION	
NO.	
DATE	
BY	
CHECKED BY	
DATE	

36TH AVENUE NORTH

VICKSBURG LANE NORTH

Retail

Cub Foods

Existing car corral

Retail 17,249 sf
 CUBS 67,500 sf
 $84,849 \times 90\% = 76,364$, $76,364 / 200 = 382$
 Parking stalls required 382 stalls

Retail provided 91 stalls
 Cub provided (including cart stalls) 279 stalls
 Parking stalls provided 370 stalls

There is a cross-parking agreement with the property to the south.

Additional landscaped area 18,587 sf
 Additional paved area 4,505 sf
 Total new landscaped area 14,081 sf

Total property area 380,784 sf

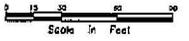
APR - 8 2008

Shops of Plymouth Town Center

Inland Commercial Properties
 3550 Vicksburg Lane, Plymouth, Minnesota
 4 April 2008



NOTE: ALL CONSTRUCTION WORK SHALL CONFORM TO THE CITY OF PLYMOUTH'S CURRENT ENGINEERING STANDARD SPECIFICATIONS.



36TH AVENUE NORTH

VICKSBURG LANE NORTH

PROPOSED BUILDING
FTE - 10311.00

Cub Foods

LEGEND

- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- ▲ PROPOSED HYDRANT
- ⊕ PROPOSED GATE VALVE
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED CONCRETE
- PROPOSED STD. RIFT BITUMINOUS
- PROPOSED CANTILEVER
- PROPOSED SLEIGHT
- SALT PILE
- BOUNDARY/POR./BLOCK LINE
- EASEMENT
- DRIVEWAY ARROW
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING SURED GAS LINE
- EXISTING SURED ELECTRIC LINE
- EXISTING SURED TELEPHONE LINE
- EXISTING SURED TELEVISION LINE
- EXISTING GASOLIN
- EXISTING ELEVATION

CATCH BASIN/MANHOLE SCHEDULE

STRUCTURE NO.	TOP ELEVATION	INV. ELEVATION	BARREL SIZE	NEENAH CASTING NO.
CB 1	1005.5	1001.0 (15')	48"	R-3027V
CB 2	1008.0	1003.5 (11')	48"	R-4340
CB 3	1009.2	1003.8	48"	R-4342
CB 4	1007.0	1004.5	48"	R-4342
CB 5	1007.5	1004.85	48"	R-4342
CB 6	1009.4	1004.95	48"	R-4342
CB 7	1009.4	1005.2	48"	R-4342
CB 8	1009.2	1005.55	48"	R-4342
CB 9	1007.3	1003.0	24" X 36"	R-3027V
MH 101	1003.5	993.8 (MATCH)	48"	R-1642E
MH 102	1009.4	1000.0	48"	R-1642E

Issued
 ALLEN BUSHNELL
 PLYMOUTH CITY ENGINEER
 PLYMOUTH CITY COMMISSION

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer for the State of Michigan.

PRELIMINARY
 Date: _____
 No. _____

Reher & Associates, Inc.
 Civil Engineers, Planners and Land Surveyors
 4111 1/2 South Main Street, Suite 200
 Plymouth, Michigan 48170
 PROJECT NO. 011-2008011 DRAWING NO. 300001.DWG

GRADING, DRAINAGE, EROSION CONTROL & UTILITY PLAN
 SHOPS OF PLYMOUTH TOWN CENTER
 CITY OF PLYMOUTH

SHEET NUMBER
C1

CITY OF PLYMOUTH

RESOLUTION 2008 - ____

APPROVING A SITE PLAN AMENDMENT AND CONDITIONAL USE PERMIT FOR INLAND COMMERCIAL PROPERTY MANAGEMENT, INC. TO ALLOW A NEW RETAIL BUILDING AND MODIFICATIONS TO THE SITE FOR PROPERTY LOCATED AT 3550 VICKBURG LANE (2007114)

WHEREAS, Inland Commercial Property Management, Inc., has requested approval of a site plan amendment and conditional use permit for redevelopment of the Cub Foods site to be known as "The Shops of Plymouth Town Center", for property legally described as follows:

Lot 1, Block 1, Plymouth Hills 6th Addition, according to the recorded plat thereof, Hennepin County, Minnesota.

WHEREAS, the Planning Commission has reviewed the 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 Inland Commercial Property Management, Inc. for a site plan amendment and conditional use permit for property located at 3550 Vicksburg Lane, subject to the following conditions:

1. A site plan amendment and conditional use permit are approved to allow a new retail building, in accordance with the application, plans, and materials received on December 20, 2007, February 8 and 12, 2008, March 3, 2008, and April 4, 2008 except as may be amended by this resolution.
2. A conditional use permit is approved to allow a second free-standing principal building on the lot, based on the finding that the applicable conditional use permit standards have been met.
3. **No construction or demolition may occur prior to issuance of the applicable building permit(s).**
4. **Prior to issuance of a building permit, the applicant shall submit the following or revise the plans consistent with City regulations and as follows:**
 - a. Move the building ten feet south and locate the plaza on the north side of the site.
 - b. Submit the cost estimates for all on-site improvements (except the building), execute a site improvement performance agreement, and submit the financial guarantee pursuant to Section 21045.10 of the Zoning Ordinance.
 - c. Specify the height of the light fixtures attached to the building's façade.
 - d. All new sidewalks and crosswalks shall be six feet in width and consistent with the City Center design guidelines, with the exception of the extension of the pedestrian

- spine to the front of Cub Foods. The pedestrian spine and crosswalk shall be consistent with the design elsewhere in City Center, as follows: 1) the pedestrian spine shall be 12 feet in width, which includes a six-foot sidewalk with a two-foot saw-cut design and a three-foot segment of smooth concrete on either side; and 2) the crosswalks shall be 12 feet in width, which includes a nine-foot crosswalk with tumbled pavers and an 18-inch smooth concrete segment on either side.
- e. Identify the locations of the electrical transformers and similar freestanding utility structures and screen using landscaping.
 - f. Add two hydrants to the site, as follows: 1) near the north entrance to the site in the landscape island, and 2) at the connection to the Vicksburg Lane watermain east of the sidewalk.
 - g. Add fire lane signs at the north and south entrances to the site, along the east side of the north-south drive aisle closest to the proposed building, and at the fire department connection.
 - h. Submit revised storm water drainage calculations and calculations for total suspended solids (TSS) and phosphorus (P) removal efficiency.
 - i. Indicate the fire department connection and the PIV (if applicable) on the plans.
 - j. Acquire the following permits: Bassett Creek watershed management commission; Minnesota Department of Health for watermain; Minnesota Pollution Control Agency for sanitary sewer and an NPDES permit; and City of Plymouth Engineering Department to work in the street right-of-way.
 - k. Complete the proposed sanitary sewer connection in 36th Avenue prior to the City project to reconstruct 36th Avenue (2009 project). If this is not possible, the City would require a cash escrow from the owner/developer and the City would complete the work. The escrow amount shall be determined by the City and shall include the new sewer manhole and sewer pipe stubbed to the property line, and all other necessary appurtenances.
 - l. Provide additional storm sewer catch basins in the parking lot.
 - m. Identify where the roof down spouts discharge. If they do not discharge into storm sewer manholes, the applicant shall revise the plans to indicate a minimum of 18 inches of vertical freeboard between the lowest building opening where storm water may enter (door or window) and the overland emergency overflow route. If the down spouts discharge into the storm sewer manholes, the applicant shall revise the plans to indicate a minimum of 12 inches of vertical freeboard. Adjust the floor elevation as necessary to meet the requirements.
 - n. Identify the emergency overflow location and elevation.
 - o. Identify all locations for storm sewer inlet protection (all catch basins).
 - p. Indicate that the watermain shall be C900 PVC in the plan view on sheet C1.
 - q. Relocate all utility notes on sheet C2 to C1.
 - r. Revise note 10 under Utility Notes to read "The City of Plymouth's Engineering Division will inspect the storm sewer. The developer/owner shall provide a video inspection to the City".
 - s. Relocate Grading Note 3 (which references curb type) on sheet C2 to the Utility Notes.

- t. Submit a traffic control plan that complies with the Minnesota Manual on Uniform Traffic Control Devices.
 - u. Add a catch basin near the south side of the building in the northeast corner of the parking area where the elevation 1009.8 is called out.
 - v. Add a note to the storm sewer table on sheet C1 that a concrete frame/collar is required to the casting type R-4342.
 - w. Add the contact information for the responsible party under "Grading Note" on C2.
 - x. On sheet C1 change the note for the new storm sewer connection into the existing structure to read "core drill into existing catch basin" instead of "break into existing catch basin".
5. No variances are granted or implied.
 6. Remove the non-conforming donation collection structures from the site as they would reduce the available parking.
 7. Deliveries shall not occur between 11:00 am and 2:00 pm or 5:00 pm and 7:00 pm. All deliveries and unloading shall occur on private property and shall not impact traffic on public rights-of-way.
 8. All new landscaped islands shall be irrigated.
 9. Standard Conditions:
 - a. All rooftop equipment shall be screened or painted to match the building.
 - b. The applicant shall remove any diseased or hazardous trees.
 - c. The applicant shall adhere to record plan requirements as found in the City's Engineering Guidelines.
 - d. Prior to release of financial guarantees, the applicant shall provide reproducible mylar prints and electronic drawing files of the sanitary sewer, water service, and storm sewer as-builts for the site.
 - e. All trash and recycling materials and storage containers shall be kept within the building. The trash and recycling areas shall be adequately sized, as required by the Minnesota State Building Code.
 - f. All signs shall require separate permits and shall be in conformance with the Zoning Ordinance.
 - g. Any subsequent phases or expansions are subject to required reviews and approvals per Ordinance provisions.
 - h. The approval is subject to all applicable codes, regulations and ordinances, and violation thereof shall be grounds for revocation.
 - i. This approval shall expire one year after the date of approval, unless the landowner or applicant has substantially started construction of the project, or unless the landowner or applicant has received prior approval from the City to extend the expiration date for up to one additional year, as regulated under Sections 21015.07 and 21045.09 of the Zoning Ordinance.

ADOPTED by the City Council on May 13, 2008.

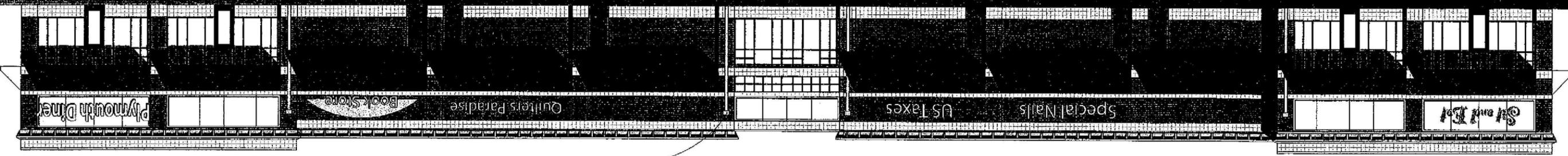
STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS.

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 May 13, 2008 with the original thereof on file in my office, and the same is a correct transcription thereof.

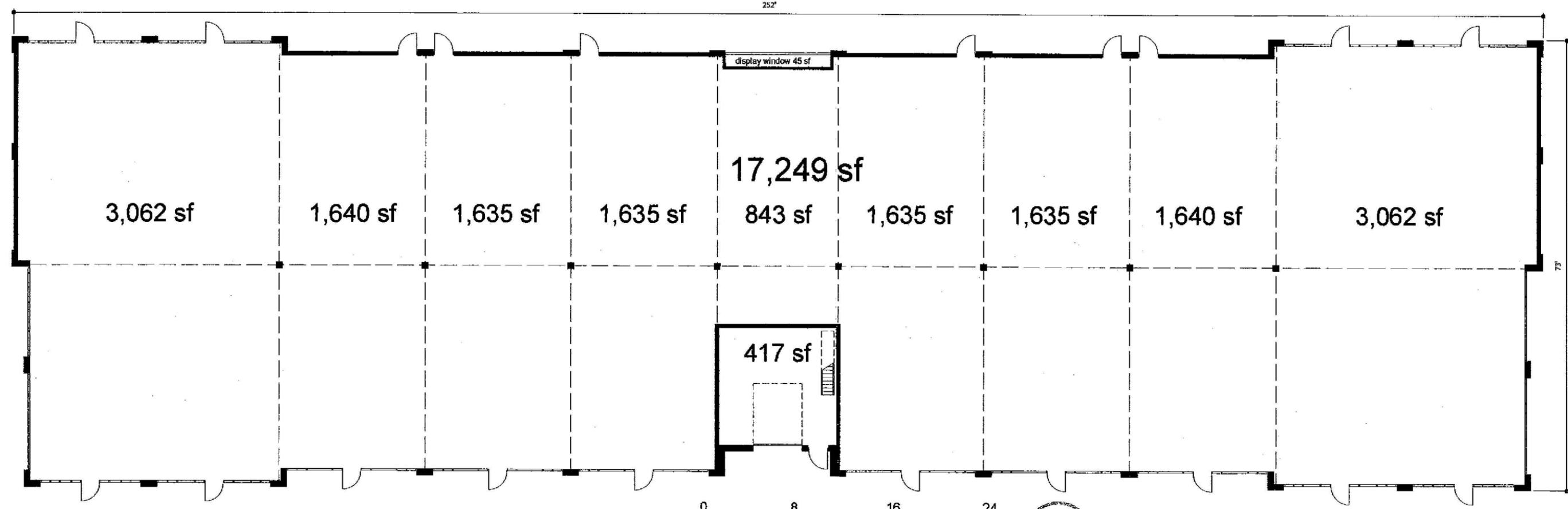
WITNESS my hand officially as such City Clerk and the Corporate seal of the City this
_____ day of _____.

City Clerk

West elevation - toward Vicksburg Lane North

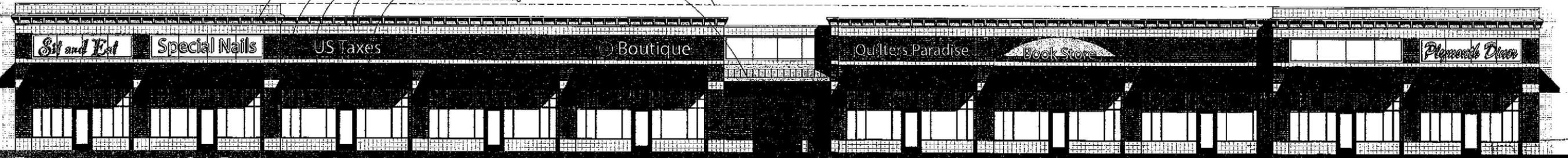


Roof scupper and down spout



- Roof equipment screening at equipment as needed
- Metal roof over entry to trash room
- Metal cap flashing and cornice
- Utility brick
- EIFS
- 8x8 colored concrete block
- Dark anodized storefront framing

0 8 16 24



East elevation - toward Cub Foods

Appendix Chapter 3E

City Center

Plymouth's City Center is located one mile west of I-494 on Highway 55. The district contains roughly 140 acres and is located near the geographic center of the city. Wooded areas are located to the east and west, wetlands are located east of and within City Center. These features create a commercial center surrounded by natural environment. Land ownership is divided among many individuals, with no single owner controlling a majority of the City Center area.

The 2007 review of City Center and its guidelines confirmed that the vision of Plymouth's City Center is for the area to be a blend of cultural, recreational, civic and entertainment uses that encourage interaction of the entire community, especially families. It will be built around an infrastructure that provides goods and services for residents and that allows for casual meetings and organized community-wide events. In all facets, City Center will orient to people.

A CITY CENTER VISION AND GUIDING PRINCIPLES

Plymouth's City Center will not be a "downtown" in the traditional sense, but it will not be merely a "shopping center" either.

In developing City Center, it will be considered as a whole. Even as individual parcels are considered, it is their fit as a part of City Center that is paramount – the role of the parcel in the City Center landscape and the affect of the parcel on its neighbors. City Center will be pedestrian friendly and auto convenient, with an emphasis on striking a balance between people and cars.

The City will use design guidelines to maintain consistency with the vision and concept plan and coherency in the patterns of development that result.

Structure and Organization – The pattern of streets in City Center serve as a foundation for the structure of City Center. Uses along Vicksburg Lane and Plymouth Boulevard define the west and east edges, while cross streets break City Center into discrete blocks.

A pedestrian “spine,” when completed, will connect the north and south ends of City Center through the middle of the blocks. Within the spine, spaces can be developed for joint uses in the center (NURP ponds and pedestrian connections and activities). The spine will become one of the center’s key elements.

Another key element of City Center is the way development relates to the street. Buildings in City Center will be set close to the street, resulting in buildings becoming the focus rather than parking lots. Buildings close to the street will also shield neighboring residential areas from parking areas and lights and create a sense of density for City Center.

It is important that corners not be relegated to parking. Corner sites have a critical role to play in lending identity to City Center. Parking, therefore should not occur on corners, and should not be located between a building and the street.

Identity Related to Place – An identity will be established that is meaningful to the community, symbolizing the area as the heart of the community. This identity must be recognizable from the edges of City Center and from within.

The best opportunities for creating a distinct City Center will be in its public components. Buildings like City Hall, the post office, the ice center and the library are strong civic elements. However, streetscape elements such as pedestrian features, lighting, landscaping, signage and street furniture will play a significant role in unifying the City Center area through consistent design. This consistency will create a unique and identifiable image for City Center and emphasize pedestrian-friendly streets that encourage walking through the area.

A Mix of Uses – City Center will contain a blend of activities, including commercial, office and public uses, with no single use dominating. The public elements include:

City Hall; Hilde Performance Center; Plymouth Ice Center; and the Hennepin County Library. Additional public elements include parks, plazas and community-oriented open space. Mixing may occur vertically within a building. Mixing may also occur horizontally. This will provide a range of uses along the length of a street. However, as mixing occurs, it needs to respect the specific character of the land and resources and to take into account the character of areas bordering City Center.

Higher density residential uses could occur on several sites within City Center.

Streets as Spaces – Streets are the public spaces and the common ground of City Center. To serve as public spaces, they cannot be used for cars alone. Pedestrians must be an integral part of the street environment. Areas between buildings and the street will not be so much a part of the private realm, but instead will feel like an extension of the public space of the street. All uses will front on streets and buildings will orient to streets instead of parking lots.

Circulation patterns throughout City Center will be planned to allow for people to move about without cars and to allow people to park once and shop twice. Streets will be planned to create comfort and interest for pedestrians.

Parking for People - To provide focus on the architecture and activities of City Center, parking will be moved out of the “front yard” and shared among a variety of uses. To enliven the street, on-street parking will be encouraged on Plymouth Boulevard and on cross streets (34th, 35th, 36th and 37th Avenues).

Design of Buildings – Development of City Center needs to generate intensity and permanence and set a hierarchy of building types. Consistently high standards will be set for building materials and construction to achieve an architecture that is meant to last.

Connection to, from and within City Center – City Center must be walkable. Strong connections in the form of continuous and convenient trails are needed between City Center and the neighborhoods that surround it. To facilitate north-south pedestrian movement through City Center, developers need to establish the mid-block spine

through City Center. Transit is also a method of connecting. Transit needs will be considered as development proposals are reviewed.

Orientation to Families – Plymouth’s City Center will be oriented to families, with activities and events that build a sense of community across generations. Activities will be encouraged that add life to City Center during both day and night, for civic and entertainment reasons as well as for shopping or work.

B CITY CENTER DESIGN GUIDELINES

The following design guidelines provide specific direction to Plymouth property owners for the development of City Center.

Accommodating Pedestrians and the Pedestrian Environment – Pedestrian activity is an important component of City Center. Every person that comes to City Center will experience some part of it as a pedestrian. City Center should be a place that is as comfortable for pedestrians as it is for cars. Pedestrians should be able to move easily from one destination to another without resorting to driving.

Recognize first that most people will arrive by car, but once they park they become pedestrians. The pedestrian and vehicle environments should be balanced, creating a City Center that is comfortable, safe, convenient and accessible for pedestrians. Access from the street to a building in City Center should be clearly visible, convenient and safe and should be oriented to vehicles and pedestrians. This level of connection between buildings and the street will complete the pedestrian network through City Center.

- Complete a pedestrian network of sidewalks and trails.
- Connect the sidewalks and trails of City Center to trails reaching to the rest of Plymouth.
- Facilitate parking and pedestrian connections that allow people to park once and shop twice.
- Develop the shortest possible street crossing distance by using “bump-outs,” medians, or other devices.

- Plan for traffic signals at intersections along Vicksburg Lane and stop signs at other City Center intersections to allow for safe pedestrian crossings.
- Provide access to sites from 35th Avenue, 36th Avenue and 37th Avenue to the greatest degree possible.
- Provide for interesting, comfortable and safe routes for pedestrians in parking areas.
- Require sidewalks connecting the public sidewalk and the front door of every building in City Center.
- Encourage other pedestrian features, such as benches, small plazas and landscape amenities. Especially focus these features at building entries and areas near the pedestrian spine.

Identity and Definition – One should know when he/she enters City Center, and what it is that sets this place apart from other downtowns or commercial areas. In City Center, features of the natural and man-made environment can be used to create a sense of identity, and to define the boundaries of City Center. When considering landmarks, recognize that focal points do not have to be buildings – special sites and well-developed streets can become key elements of City Center.

- Establish “markers” at significant points of entry (key intersections) to highlight the streets of City Center. Extend the character of those markers throughout the City Center streetscape.
- Treat the woodlands that lie at the edges of City Center as a crucial identity element.
- Use markers to reinforce the woods at the edges of City Center as the boundary to City Center.
- Promote the inclusion of unique elements such as landscaping and flower beds in key locations.

Mixing Uses – City Center should be a mix of commercial, office, public, entertainment, recreation and residential uses.

- Allow for a range of uses that occur on the various blocks of City Center, within individual parcels, and within a single building.

- Permit uses that promote an active and vital City Center, but do not compromise compatibility.

Landscape – A consistent landscape character should be developed. It should relate City Center to the larger environment. City Center should promote a seamless landscape between public spaces (streets) and private spaces (sites).

- Emphasize the spine by establishing a landscape character that is different from streets and developed areas.
- Blend the boundary area of sites adjacent to the spine with “wetland” landscape materials.
- Plant shade trees in parking areas.
- Plant trees close to the street to calm traffic to develop streets with distinct character.
- Establish common landscape themes for the public/street side of each development in City Center. These may include hedges and street trees.
- Screen parking and service areas from street views with landscape and architectural treatments. Berms should not be used.
- Emphasize the pedestrian environment with street trees, plantings, pedestrian-scale street lights and other amenities.
- Provide pedestrian scale light fixtures (no higher than 15 feet) at walkways, gathering spaces, building fronts and entries. Provide lighting in parking areas no higher than 25 feet.
- Provide planters and seasonal plantings in public and private locations.

Streets of City Center – To encourage people to explore City Center, streets should encourage pedestrian activity and provide for visually interesting views from vehicles. The streets set an order to City Center, and there should be a hierarchy of streets relating to their importance in the structure of City Center. By controlling traffic speed, City Center can be made more pedestrian friendly and safer for vehicles as well as walkers.

- Develop Plymouth Boulevard as the main street, strengthening the relationship between City Center to its west and the park to its east.
- Develop 36th Avenue with a character that links Vicksburg Lane and the park and connects the public/civic functions at its ends.
- Provide traffic signals at all intersections on Vicksburg Lane to control speed and to allow for pedestrian crossing.
- Balance traffic flow and convenience with scale, pedestrian movement and aesthetics.

Parking – City Center streets need to do more than move vehicles. Streets should be used, where practical, for parking. On-street parking will: result in activity on the street; ease the need for parking on sites; create a buffer between traffic and pedestrians; and reduce traffic speed. On-street parking is important to the success of buildings that are oriented to the street.

- Encourage joint use parking to avoid over-building of parking.
- Locate parking behind or beside buildings – limit parking between buildings and streets and do not allow parking at corners/intersections.
- Implement parking to meet the expected demand of proposed development.
- Provide opportunities for on-street parking.
- Do not provide parking in front of areas where the pedestrian spine touches the street.

Useable Spaces – The entire City Center should be considered a gathering space for the community. Every building should offer opportunities for some degree of gathering. Spaces should be developed to encourage interaction and gathering and to accommodate special events. These spaces should vary in size and be multi-purpose.

- Create a pedestrian-oriented spine to connect the north and south ends of the City Center area.
- Add functions of private development to the spine (e.g., NURP ponds and rain gardens).

- Include amenities such as benches and arbors, as a part of the spine for comfort, convenience and interest.
- Develop waiting spaces at transit stops.
- Create useable, inviting outdoor spaces (plazas) at front doors of buildings over 30,000 square feet or developments with an aggregate building size of over 30,000 square feet, especially where the front door lies at a connection to the pedestrian spine.
- Incorporate special pavement, seating, more detailed landscaping, and other special features at each plaza space.

Storm Water as a Feature – Development is required to accommodate systems for treatment of runoff. These spaces, if designed properly, can become an amenity, and allow for some increase in the intensity of development.

- Develop NURP ponds to be shared by a number of parcels in City Center. Locate ponds so they are part of the pedestrian spine.
- Recognize ponds as an amenity and encourage ponds to be developed in a more park-like fashion. Prohibit fences around ponds.

A Community Gathering Space – A facility should be incorporated into City Center that draws people to the area and serves as a hub of activity. It should be the one place in Plymouth that welcomes all residents for functions that are oriented to community rather than commerce. The community gathering space should act as a bridge between important aspects of City Center and the community.

- Make people and their activity the focus of the community gathering space, allowing the activity of the community gathering space to be seen.
- Develop strong pedestrian connections between the community gathering space and other uses in City Center.
- Provide spaces for large and small gatherings, formal and informal events, and paid and free activities.
- Develop the community gathering space and its site in ways that do not dominate the natural resources of the site.

- Make the community gathering space structure the transition between the more urban development to the west and the natural area to the east.

Buildings – For City Center to gain an identity as a distinct district and a commercial area with a different look than a shopping center, it must be made to feel like you have entered something. City Center should be different than other commercial areas in the city. City Center should be one of the most intensely developed parts of the community, and the density will foster pedestrian activity. Larger buildings should be expected, but they should not be so large as to prevent them from relating strongly to the street or from becoming attractive components of City Center. Buildings should be commercial, not residential; more permanent than transitional; and more expressive than “formalized.” Every building in City Center does not have to be the same. The way buildings relate to the street is one of the key aspects of creating a distinct district. By addressing the space between buildings, a feeling of a continuous wall might be developed, lending a stronger sense of a district. This continuous wall effect can create a sense that the street is a sort of room or public space.

- Form an edge to the street with buildings, leading to a sense that the street is like a “room” within City Center.
- Establish a “build to” line at 20 feet from the right-of-way. Require that 50 percent of the largest building on the site occupy the street frontage at the “build-to” line.
- Minimize the side yard area of buildings.
- Coordinate development of buildings to create active spaces in side yards rather than only parking or service functions.
- Allow parking between buildings to the extent that parking in the side yard accounts for a maximum of 50 percent of parking on the site.
- Encourage the creation of spaces for people in areas between buildings.
- Place buildings near the streets to provide a sense of development beyond parking – define an edge and create something to pass by.
- Share land resources wherever possible to increase the intensity of development (shared ponding, joint use parking).
- Prohibit uses that rely on drive-through sales and those that are solely automobile-oriented.

- Encourage multiple story buildings where appropriate.
- Articulate large buildings to reduce their apparent size; modulate their facades to provide for additional interest to long buildings.
- Encourage individual expression, but develop continuity with elements that result in a unified, compatible City Center.
- Require that buildings and entryways be oriented to the street.
- Avoid designs that rely on fashion. Instead, encourage designs that are timeless and will not become obsolete and outdated with age.
- Discourage large blank exterior surfaces; articulate facades, especially with windows, to create visual interest from the street.
- Establish a strong base and top for multi-story buildings, with middle layers that are simpler.
- Articulate the tops of buildings to avoid box-like images. Encourage building tops that reinforce the building's commercial nature (prohibit sloped roofs).
- Integrate mechanical systems and service areas into the architecture of the building.
- Base building design on unique characteristics, not on a franchise formula (roof patterns, corporate colors or similar elements).
- Create detail that is an integral part of the architecture, not a series of applied elements.
- Require signs to be incorporated into the facades of buildings, not extending past the roof line and not projecting more than 12 inches beyond the plane of the façade on which it is located; allow pylon signs only along the Highway 55 frontage. Signs should be located on buildings in a manner that allows them to be read by pedestrians on the sidewalks in front of the buildings.
- Buildings with facades along Vicksburg Lane must address Vicksburg Lane through architecture and setbacks and have easily accessible entrances to the Vicksburg Lane sidewalk. However, the front entrance does not have to face Vicksburg Lane.

Materials – In City Center, creativity should be promoted. Buildings should be constructed of materials that are enduring, timeless and well-detailed.

- The following is a list of desired and undesired materials for buildings in City Center. Allow developers to deviate from the list only when they demonstrate that the proposed design incorporates materials in ways that are compatible with the proposed use and City Center as a whole.
 - Desired Materials:
 - Materials that are easily maintained, durable and attractive at close distances (e.g. from the view of a pedestrian on a sidewalk)
 - Materials that have an attractive pattern, texture, and quality detailing
 - Brick, stone or high quality pre-cast concrete (colored and textured)
 - Metals that are matt finish and neutral or earth tone in color; metals that are used for exterior walls should have visible corner moldings and trim
 - Transparent glass
 - Canvas awnings
 - Undesired Materials:
 - Non-durable siding materials such as plywood, corrugated metal or fiberglass or other materials that decay rapidly when exposed to the elements
 - Materials that have no pattern or relief, especially when those materials are applied to large wall surfaces
 - Simulated brick or stone
 - Wood, except as accent materials or in elements that are integrated with other desired materials
 - Mirrored glass, especially mirrored glass that faces an active pedestrian street

- Materials that represent corporate colors, patterns or trademarks
- Brightly colored metal roofing or canopies
- Concrete that is not enhanced as indicated under “Desired Materials,” especially pre-cast, tilt-up walls
- Synthetic awnings, especially awnings meant to be illuminated from within

C Streetscape Elements

Streetscape Hierarchy – The streets within City Center should have differing characteristics due to their differing functions, land use adjacencies and traffic volumes. The five streetscape zones include: 1) the main street parkway zone (Plymouth Boulevard), which emphasizes the natural setting, slower speeds and softer lighting; 2) the primary gateway (South Vicksburg Lane), which serves as the “front door” to City Center; 3) the secondary gateway (North Vicksburg Lane and County Road 9), which serves as the lower-intensity edge of City Center; 4) the pedestrian focus zone (internal streets), where the design should encourage walkability; and 5) Highway 55, which offers significant views and the opportunity to create an identity for City Center. Each of these zones has differing design characteristics, elements and edges.

Lighting – A common street light should be incorporated throughout City Center. This street light should be used along public streets, the pedestrian spine and other high pedestrian areas, and, where appropriate, incorporated into private streets.

Landscaping – Landscaping consists predominantly of oak and maple variety street trees planted on regular 40-foot intervals. Maple trees should be planted along 35th and 37th Avenues and oak trees should be planted along 36th Avenue. Smaller flowering trees should be used in medians and pedestrian areas for added interest and human scale. Hedge and informal shrub groupings should alternate with low fencing to provide dense screening of parking lots. Flowering boulevards and planters are suggested along east/streets, in front of buildings and along the pedestrian spine to soften the appearance of the buildings and enhance the pedestrian environment.

Irrigation – Limited use of automatic irrigation is recommended for higher-maintenance plantings and in high-traffic pedestrian areas such as flower and shrub plantings, where regular, predictable water schedules are required. Supplemental watering of street trees will be provided by City water trucks when required due to insufficient rainfall.

On-Street Parking – The number of on-street parking spaces will be increased in City Center to supplement existing parking supply and to help reduce traffic speeds. Providing for on-street parking will require that Plymouth Boulevard be reduced from two-lane to one-lane of travel in each direction, north of 34th Avenue.

Sidewalks – Many of the necessary sidewalks have been installed in City Center as development has proceeded. Continued efforts are necessary to complete sidewalks throughout City Center. In addition to sidewalks along public streets, sidewalks are necessary throughout the private sites to provide for defined and safe pedestrian movements. In both the private and public sidewalk system, a distinctive crosswalk design or designs are necessary to increase pedestrian safety and comfort.

Furnishings – Furnishings are important to the streetscape image because they provide life, identity and pedestrian amenity. Public seating areas, which include benches, trash receptacles and flower planters, should be provided where high pedestrian traffic is expected. This includes points along Plymouth Boulevard, 36th Avenue and the pedestrian spine.

Banners and Street Signs – Banners and street signs help to create a sense of arrival. Banners should be considered along Plymouth Boulevard, Vicksburg Lane, 35th, 36th and 37th Avenues. They will help to emphasize the special nature of City Center. Street signs specially designed for City Center should be considered. These signs will identify City Center as a unique place in the city.

Gateways – Another important group of streetscape elements that add life and identity to the streetscape are gateway monuments and intersection landscaping treatments. They are used to mark important locations within City Center. Primary gateways are larger structures which will identify City Center to drivers on Highway

55 and other major routes. Secondary gateways are smaller structures which will be located at key pedestrian crossings to alert both walkers and drivers to the crossing. Intersection landscaping should be incorporated with gateways as well as at intersections where no gateways are constructed.

Steve Juetten

From: Rick Plessener [plessner@qwestoffice.net]
Sent: Thursday, May 15, 2008 4:56 PM
To: Kelli Slavik; Sandy Hewitt
Cc: Kathleen Murdock; Bob Stein; Ginny Black; Tim Bildsoe; Jim Willis; Steve Juetten; Barb Senness; Marie Darling; Duane Perry
Subject: Shops at Plymouth Town Center
Attachments: Brighton V 1.JPG; Brighton V 2.JPG; Brighton V 3.JPG; Brighton V 5.JPG; Brighton V 8.JPG

Dear Mayor Slavik and Councilperson Hewitt:

Thank you again for meeting with me and our architect yesterday.

I am sending this email to the entire Plymouth City Council in an effort to encourage further comments and discussion.

I appreciate your special interest in the further development of our Cub Foods property at Vicksburg Lane North and 36th Avenue North.

Staff has shared the importance this property plays in the sites cape of your City Center plans and has worked diligently with us in preparing a development proposal that meets their criteria.

We have revised the building footprint, landscape design, pedestrian connections, lighting, materials and numerous other items over the past months in order to better define this project as a model for future City Center guidelines and development.

Your request to improve the design of the building structure is well within our means. As I mentioned in our meeting, I believe that the Brighton Village Outlot development in front of the new L A Fitness facility in New Brighton has the alliterations you may be requesting.

Please take a look at the attached photographs and let me know if this is building design is closer to your vision.

Thanks,

Rick

Frederick (Rick) Plessner
Vice President
Inland Commercial Property Management, Inc.
7117 - 10th Street North
Oakdale, Minnesota 55128
651-738-7777 office
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612-805-8885 cell
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5/22/2008



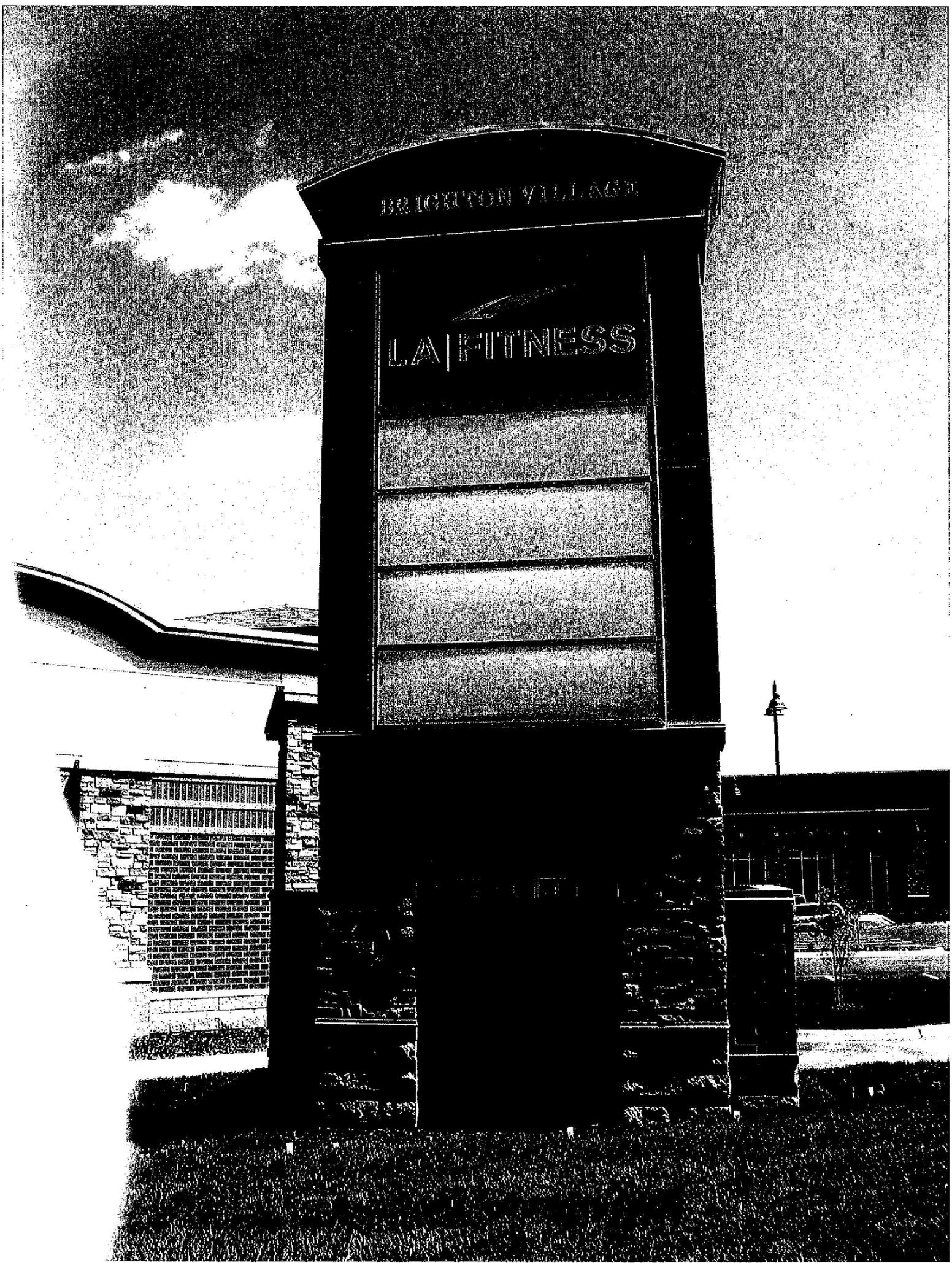






BRIGHTON VILLAGE

LA FITNESS



Steve Juetten

From: Rick Plessener [plessner@qwestoffice.net]
Sent: Friday, May 16, 2008 10:45 AM
To: Bob Stein; Kelli Slavik; Sandy Hewitt
Cc: Kathleen Murdock; Ginny Black; Tim Bildsoe; Jim Willis; Steve Juetten; Barb Senness; Marie Darling; 'Duane Perry'; Laurie Ahrens; 'Plessner, Rick'
Subject: RE: Shops at Plymouth Town Center

Councilmember Stein:

Thank you for your quick response to my email.

At your suggestion, I reviewed the Proposed City Center Comp Plan and feel comfortable with the overall site plan, landscape design and pedestrian connections we have developed with City Staff.

I attached the Brighton Village photographs in an effort to further our discussions on the building design showing the benefit of various building materials and alliterations.

I am anxious to discuss this project further with you.

Unfortunately, I am at the International Conference of Shopping Centers convention next week but would like to meet with you the following week to explore your vision.

Please let me know if we are at least on the right track when we suggest the issue here is building design.

Thanks,

Rick

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-----Original Message-----

From: Bob Stein [mailto:BStein@ci.plymouth.mn.us]
Sent: Friday, May 16, 2008 10:15 AM
To: plessner@qwestoffice.net; Kelli Slavik; Sandy Hewitt
Cc: Kathleen Murdock; Ginny Black; Tim Bildsoe; Jim Willis; Steve Juetten; Barb Senness; Marie Darling; Duane Perry; Laurie Ahrens
Subject: RE: Shops at Plymouth Town Center

Rick, thanks for your email. I appreciate you meeting with Kelly and Sandy, and your efforts to alter the design of your proposed project. However in my opinion the proposed alterations as shown in the attached photos do not meet the standards the Council has set out for City Center.

Your project is one of the first ones to be built in a strategic location in City Center that can incorporate our new City Center guidelines. Council and

Staff have spent considerable time over the last year reviewing City Center and determining how best we can revitalize the concept of a "Downtown Plymouth." While we were disappointed in the process to learn that we couldn't achieve all that we wanted, we did determine that over time we can make City Center a better place than what it currently is and was going to be if we didn't enforce current guidelines and adopt some new ones.

My understanding of the City Center guidelines is that it requires unique unformalized architecture that empahsizes a sense of place in City Center. This is especially true for your site as it is across the street from our new library and anchors one corner of one of the entrances to City Center.

In the past we have allowed projects to proceed in City Center without strict adherence to the City Center guidelines, thus allowing City Center to develop in a manner that has disappointed the Council and Plymouth Citizens. Based on this I can't support your project as proposed. I urge your to read and use the the Proposed City Center Comp Plan regarding Buildings that the Council has adopted as a basis for examining your project. The website for the draft is:

http://www2.ci.plymouth.mn.us/pls/cop/docs/FOLDER/CITY_GOV/CG_COMP_PLAN/COMP_PLAN_UPDATE_NEW1/DRAFT_PLAN/CP_CH3APPE.PDF

If you have any questions, please contact me.

Thanks again for your email and working with Council and Staff on this project.

Bob Stein
Plymouth City Council Ward 3

-----Original Message-----

From: Rick Plessener [mailto:plessner@qwestoffice.net]
Sent: Thu 5/15/2008 4:56 PM
To: Kelli Slavik; Sandy Hewitt
Cc: Kathleen Murdock; Bob Stein; Ginny Black; Tim Bildsoe; Jim Willis; Steve Juetten; Barb Senness; Marie Darling; Duane Perry
Subject: Shops at Plymouth Town Center

Dear Mayor Slavik and Councilperson Hewitt:

Thank you again for meeting with me and our architect yesterday.

I am sending this email to the entire Plymouth City Council in an effort to encourage further comments and discussion.

I appreciate your special interest in the further development of our Cub Foods property at Vicksburg Lane North and 36th Avenue North.

Staff has shared the importance this property plays in the sites cape of your City Center plans and has worked diligently with us in preparing a development proposal that meets their criteria.

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Your request to improve the design of the building structure is well within our means. As I mentioned in our meeting, I believe that the Brighton Village Outlot development in front of the new L A Fitness facility in New Brighton has the alliterations you may be requesting.

Please take a look at the attached photographs and let me know if this is building design is closer to your vision.

Thanks,

Rick

Frederick (Rick) Plessner

Vice President

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AM

Steve Juetten

From: Ginny Black
Sent: Friday, May 16, 2008 12:46 PM
To: plessner@qwestoffice.net
Cc: Steve Juetten; Barb Senness; Marie Darling
Subject: RE: Shops at Plymouth Town Center

Mr. Plessener:

Thanks you for including me in this e-mail. I would have liked to have met with you the other day, but just had to many conflicts. I have three concerns. One is related to the capacity of the storage area for trash, the second is related to the plaza on the north end of the building and the third deals with the plantings in the parking lot islands.

First, I am working with staff and council to develop a business recycling program in Plymouth. One of the biggest issues when developing these programs is the trash enclosure is not big enough to handle recycling containers. So I was wondering how big the trash enclosure is and could it handle a 2 yard dumpster for corrugated and an 90 gallon tote for container recycling, as well as the trash dumpster?

Second, I support the plaza concept on the north end of the building. However, there is almost 100 percent impermeable surface in the current development and this does not change in the proposed development. I would request that you look at installing a permeable surface in the Plaza area. There are many attractive products on the market today that would make this area an attractive area, yet help to reduce the volume of runoff that is polluting our lakes, wetlands and streams.

Third, the proposed development shows landscaped center islands in the parking lot. I greatly appreciate the effort to break up the large expanse of parking lots. While parking lots are necessary, they are not particularly attractive. The difficulty with the way parking lot center islands are designed is that they are designed to facilitate parking and not the health of the plantings, so those planting often do not live long, and are unattractive looking. In fact we do just about everything we can to assure that the plantings will not do well.

Here are two web sites that contain examples of what could be done to facilitate the healthy growth of the plantings, yet still keep the focus on the purpose of a parking lot, to provide parking for the businesses.

EPA: http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm?action=factsheet_results&view=specific&bmp=72

Bioretention.com: <http://www.bioretention.com/plants.htm>

Thank you for your consideration of my concerns.
 Ginny Black
 Plymouth City Council, Ward 4

From: Rick Plessener [mailto:plessner@qwestoffice.net]
Sent: Thu 5/15/2008 4:56 PM
To: Kelli Slavik; Sandy Hewitt
Cc: Kathleen Murdock; Bob Stein; Ginny Black; Tim Bildsoe; Jim Willis; Steve Juetten; Barb Senness; Marie Darling; Duane Perry
Subject: Shops at Plymouth Town Center

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5/22/2008

and discussion.

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5/22/2008

Steve Juetten

From: Jim Willis
Sent: Tuesday, May 20, 2008 9:00 PM
To: Steve Juetten
Cc: Laurie Ahrens
Subject: RE: special Council meeting

Steve;

Thanks for the clarification .

I drive by their New Brighton development yesterday evening. It abuts Silver Lake Road and I694 [NE quadrant]. The building in their photos stands alone, the 'back' of the building facing Silver Lake Road - with a service road between. The west face [not shown in their photos] is essentially what their Plymouth building would look like from Vicksburg....back doors, essentially no windows, and gas utility lines grouped together from ground upward towards the center of the building. Not an attractive appearance. I recognize the building has a 'back' side, but they could do better - windows would help. The landscaping was attractive.

All in all, a somewhat typical 'strip' building in my view. No at all 'bad', just not what I envision for the Plymouth site.

So what do I have in mind...break up the building either in more than one structure with some open patio in the middle or break up the north south lines [some fronts and rears jutting in or out in relation to the abutting tenant space, also vary the height. A patio or court yard - small water feature? - would make it attractive to pedestrians to linger. If I go on I will sound like an architect!

Jim

From: Steve Juetten
Sent: Tue 5/20/2008 8:12 AM
To: Jim Willis
Cc: Laurie Ahrens; Kelli Slavik
Subject: RE: special Council meeting

Jim,

At the May 13th Council meeting the Inland retail proposal was continued to the May 27th meeting to allow Kelli the opportunity to discuss her concerns with the developer. Kelli, Sandy and staff met with the developer and the developer's architect the next morning and discussed desired uses and the architecture of the building. The discussion primarily involved the City Council's desire to improve the visual appeal of City Center and the need for the developer to enhance the architecture of the proposed building due to its location in City Center. Based on the information provided to the developer at this meeting, he indicated that he would redesign the building and requested a worksession to present and gain feedback on the redesign prior to official action by the City Council. Kelli agreed to this request and suggested May 27th for the worksession. Because the revised concept plan will be first presented at the worksession, it was also agreed that the item should again be continued from the May 27th meeting to the June 10th meeting to allow the architect the necessary time to incorporate any comments received by the City Council at the worksession into the design prior to the City Council taking official action on the application (the item is on the May 27th Council agenda only to continue it to June 10th).

I hope this helps, but please feel free to call if you have additional questions.

Steve Juetten
 Community Development Director
 City of Plymouth
 3400 Plymouth Blvd
 Plymouth, MN 55447
sjuetten@ci.plymouth.mn.us
 763-509-5401

5/22/2008

From: Jim Willis
Sent: Monday, May 19, 2008 10:41 PM
To: Steve Juetten
Cc: Laurie Ahrens
Subject: special Council meeting

Steve:

Kelli suggested I contact you regarding the special Council meeting next Tuesday. My question is why it is necessary as I see that the draft regular agenda has the same item on it. What is the necessity for the special meeting?