

Agenda

City of Plymouth Special City Council Meeting

**Tuesday, March 20, 2007
6:00 p.m.**

Council Chambers

1. Call to Order
2. Land Use Plan
3. Adjourn

MEMO

CITY OF PLYMOUTH

3400 PLYMOUTH BOULEVARD, PLYMOUTH, MN 55447

TO: Laurie Ahrens, City Manager

FROM: Barbara Senness, Planning Manager through Steve Juetten,
Community Development Director

SUBJECT: **Comprehensive Plan Update**—Land Use in the Existing Urban Service Area (2005050)

DATE: March 13, 2007 for the Joint Planning Commission/City Council Meeting of March 20, 2007

1. PROPOSED ACTIONS:

- a. Identify which land use guide plan amendments should go forward to a public meeting process.
- b. Direct staff to initiate a public meeting process for the selected amendments.

2. BACKGROUND:

On February 8, 2007, the City Council and Planning Commission held a joint working session to begin discussion of what areas within the current urban area may warrant a change in land use guiding in the Comprehensive Plan update.

At that meeting, staff presented 13 areas for discussion. The Council and Commission asked staff to provide additional information and/or recommendations on 10 of the areas. The Prudential site, the area at County Roads 101 and 6 and miscellaneous industrial sites in the Highway 55 corridor were dropped from further consideration.

3. AREA ANALYSIS:

Staff has prepared a set of materials for each area. At a minimum, this includes a map of the existing guiding, a corresponding aerial, a map with proposed guiding if applicable, background data on the area (the same as or similar to the data included in the staff report for the February 8 meeting) and a staff recommendation. In several instances, the recommendation is for a text change only and not a change to the land use guide plan

map. Staff has also included additional supporting materials for two of the areas—the industrial area south and east of Medicine Lake and City Center.

4. RECOMMENDATION:

Community Development Department staff recommends that the City Council and Planning Commission:

- a. Identify which land use guide plan amendments should go forward to a public meeting process.
- b. Direct staff to initiate a public meeting process for the selected amendments.

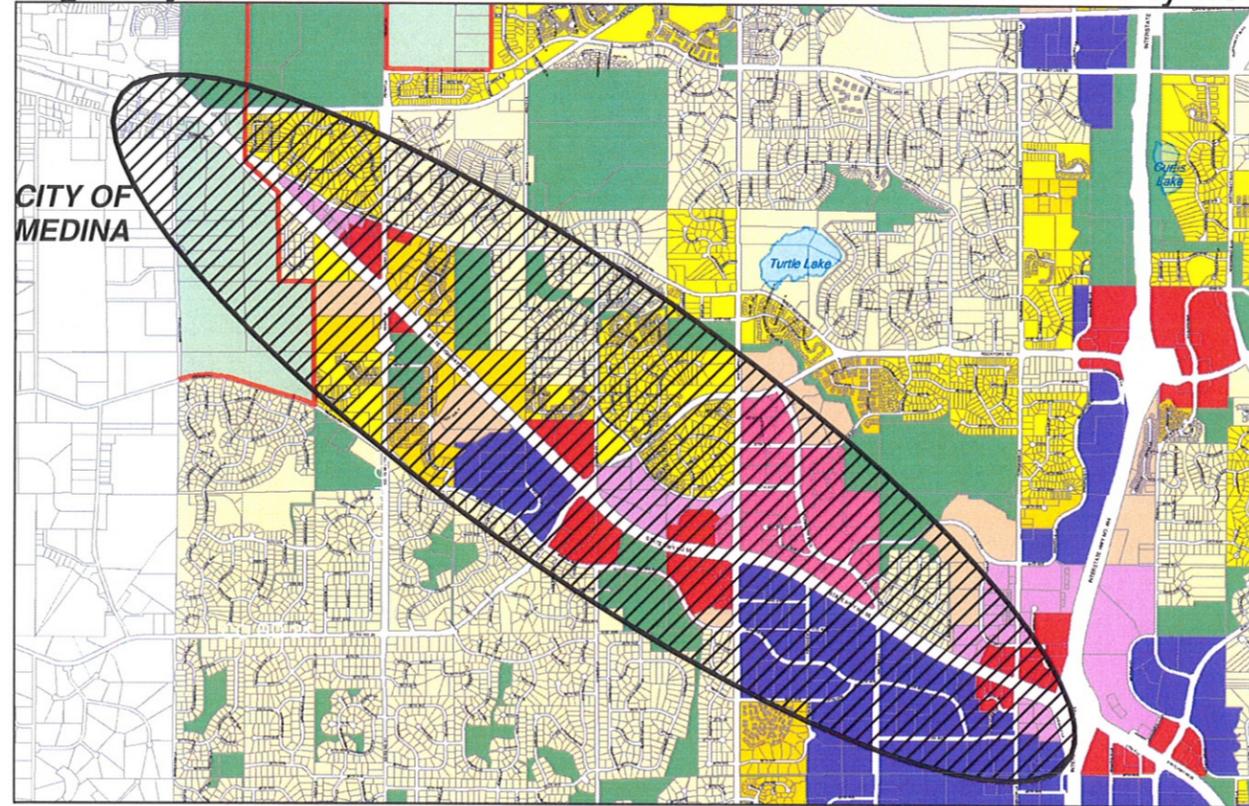
ATTACHMENTS:

1. Supporting materials for each discussion area

Proposed Land Use Guide Plan Amendment, Area A

Plymouth Comprehensive Plan Update, March 2007

Highway 55 corridor from I-494 to the western border of Plymouth



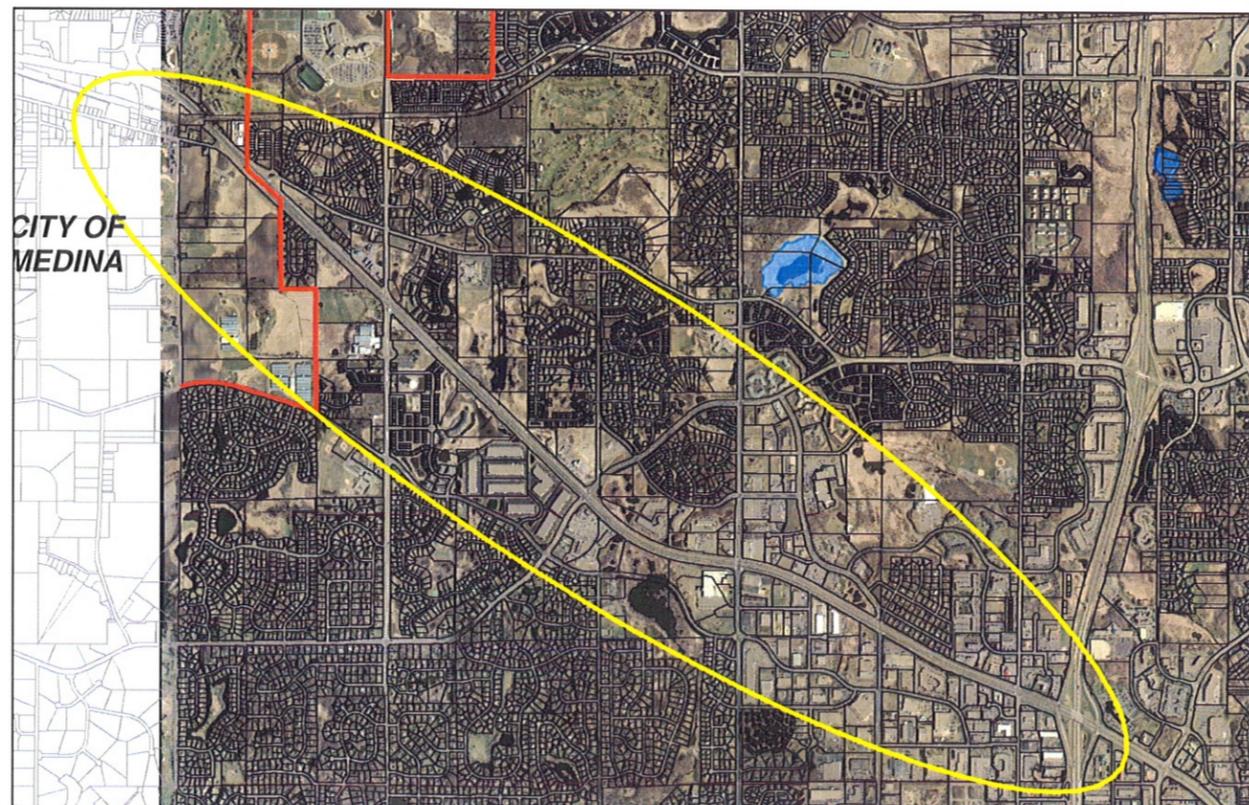
Land Use Guiding	
■	Commercial (C)
■	Living Area 1 (LA 1)
■	Living Area 2 (LA 2)
■	Living Area 3 (LA 3)
■	Living Area 4 (LA 4)
■	Living Area Rural (LAR)
■	Public/Semi-Public/Institutional (P-I)
■	Commercial Office (CO)
■	City Center (CC)
■	Planned Industrial (IP)
	City of Medicine Lake
	Wetlands

Site Background:

- § Mn/DOT is currently studying the potential of converting this section of highway to a four-lane, grade-separated facility. The Council has indicated support for this option.
- § Any changes to Highway 55 are long range, however, any changes in land use in this corridor should be made in consideration of the potential for future grade separation.
- § Although the Commission and Council may be considering several specific areas along the corridor, how the corridor functions as a whole is also an important consideration.

Recommendation: Add the following text to the Land Use Plan.

During the current planning horizon, Mn/DOT may initiate detailed design for grade separation along Highway 55 between I-494 and the western boundary of Plymouth. Although the City is not recommending any specific land use guide plan changes at this time, the City will use preliminary highway plans to evaluate all development or redevelopment proposals in this corridor. The City will particularly focus on improving pedestrian access in the corridor.



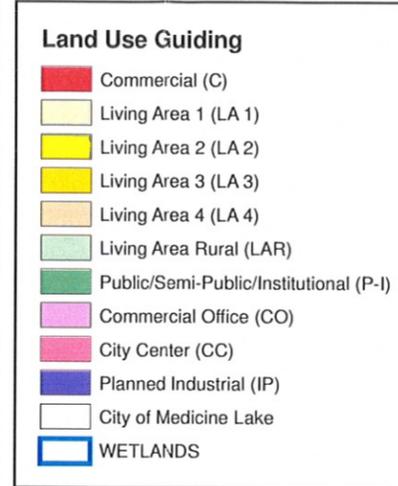
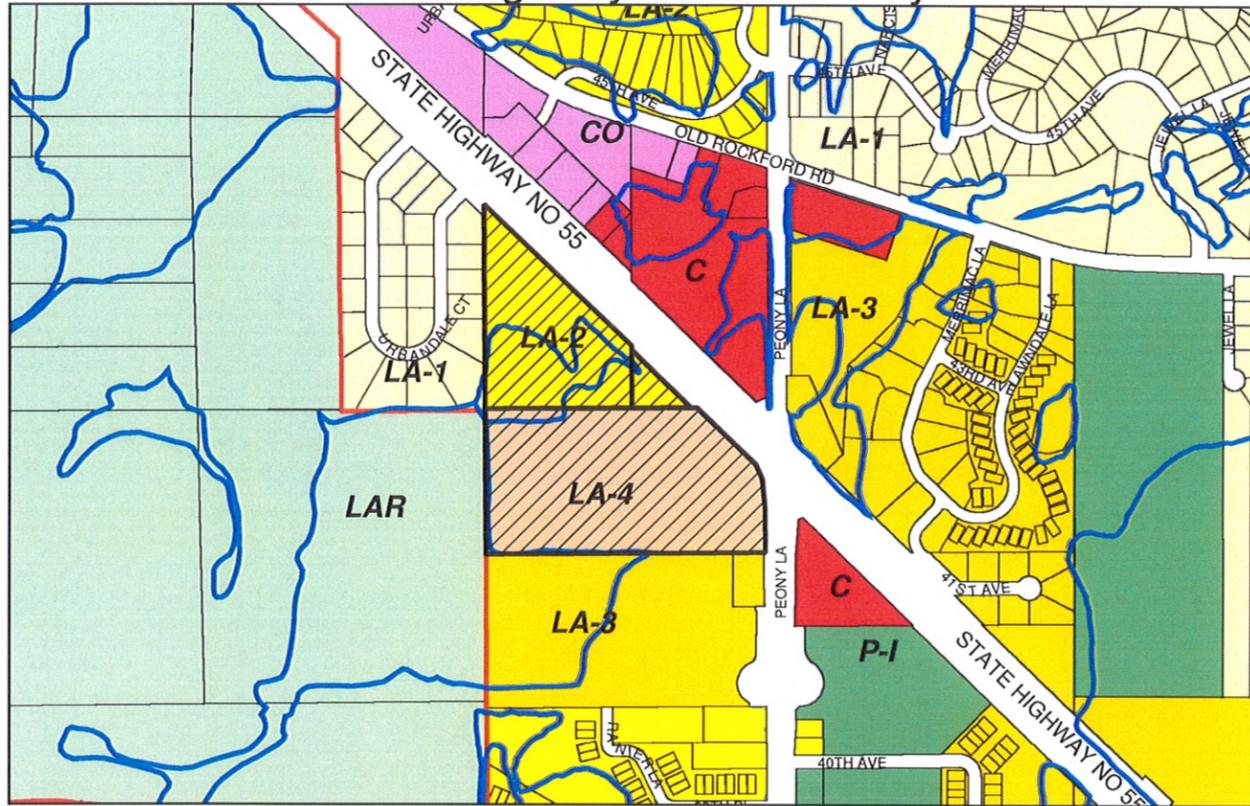
City of
Plymouth, Minnesota



Proposed Land Use Guide Plan Amendment, Area B

Plymouth Comprehensive Plan Update, March 2007

Southwest corner of Highway 55 and County Road 101

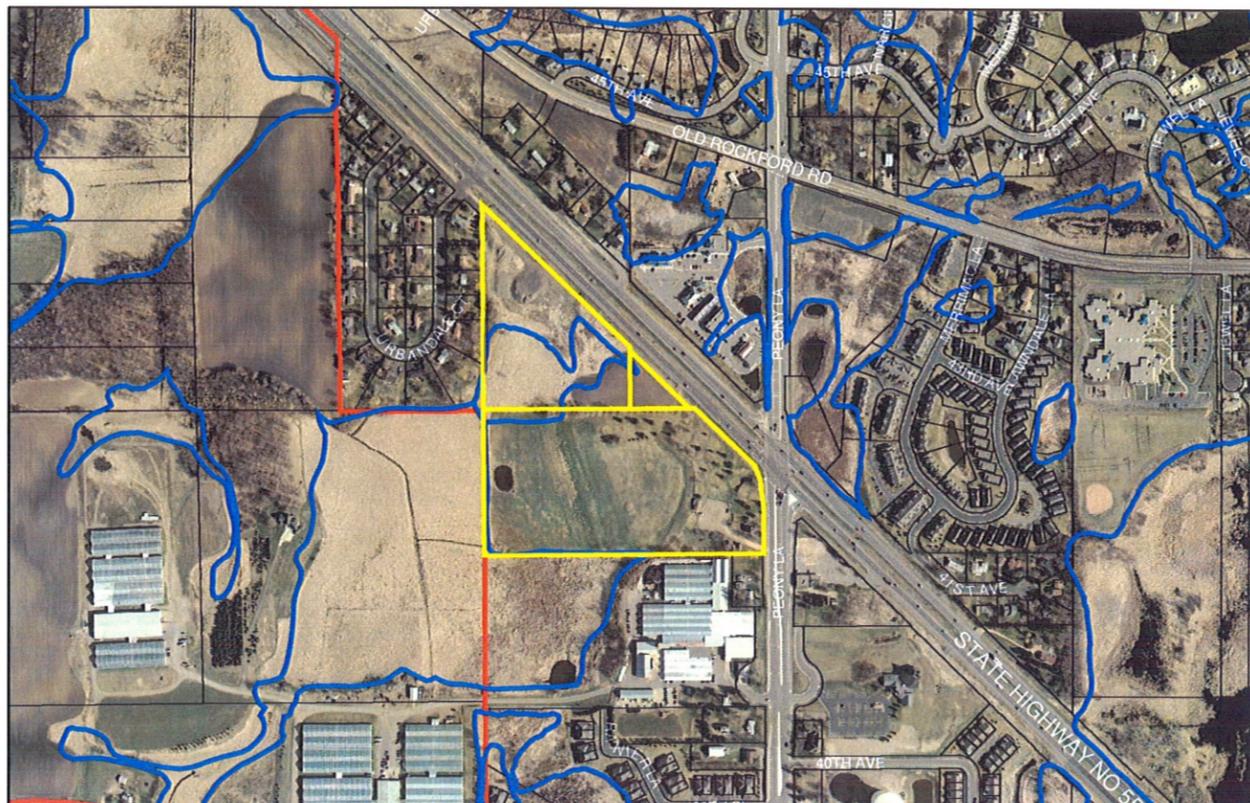


Site Background:

- § In 2000, the City Council reigned the largest of the three parcels from Living Area 2 to Living Area 4. The two smaller parcels were not considered for a change in guiding at that time.
- § Abutting uses include Len Busch Roses and single family homes on Urbandale Court. At the present time, the City is not anticipating urban development of the Len Busch property in the foreseeable future. Uses across Highway 55 include existing (Peony Promenade) and future commercial uses (eventual redevelopment of three existing single family homes).
- § Development of this area is complicated by wetlands and the requirement in the City's Transportation Plan for a frontage road connecting the area to the west to County Road 101. Site access would not be further affected by the current draft plan for a grade-separated Highway 55.
- § With its location at a major intersection on Highway 55, this area has excellent visibility and good access from the planned frontage road.
- § Park Nicollet owns the largest parcel and is in the early planning stages to develop a new clinic. Two other development groups are interested in developing senior housing and affordable family housing, respectively on a portion of this parcel and potentially, the remaining two parcels. The owner of the larger parcel to the north of the driving range site may be willing to work cooperatively with Park Nicollet and a residential developer. This plan has the potential to qualify as a Mixed Use.

Recommendation: Add the following text to the Land Use Plan.

Development of this area will be complicated by the location of wetlands and the need for a frontage road connecting the area to the west to County Road 101. Consequently, optimum development of these three parcels can only occur if the property owners work together on a single master plan for the site. Given site visibility and good access from the planned frontage road on County Road 101, the City could support a Mixed Use (higher density residential and commercial) classification for these three parcels.



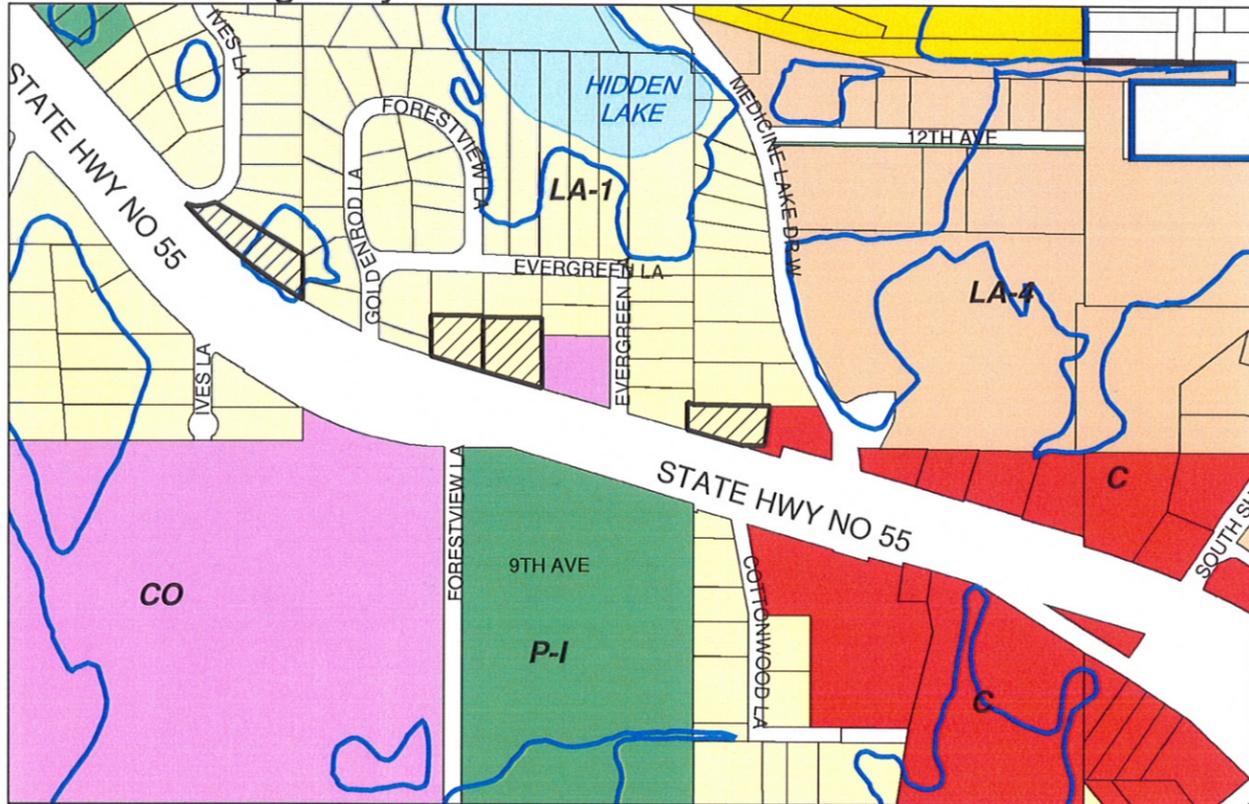
City of
Plymouth, Minnesota



Proposed Land Use Guide Plan Amendment, Area C

Plymouth Comprehensive Plan Update, March 2007

North of Highway 55 and west of West Medicine Lake Drive

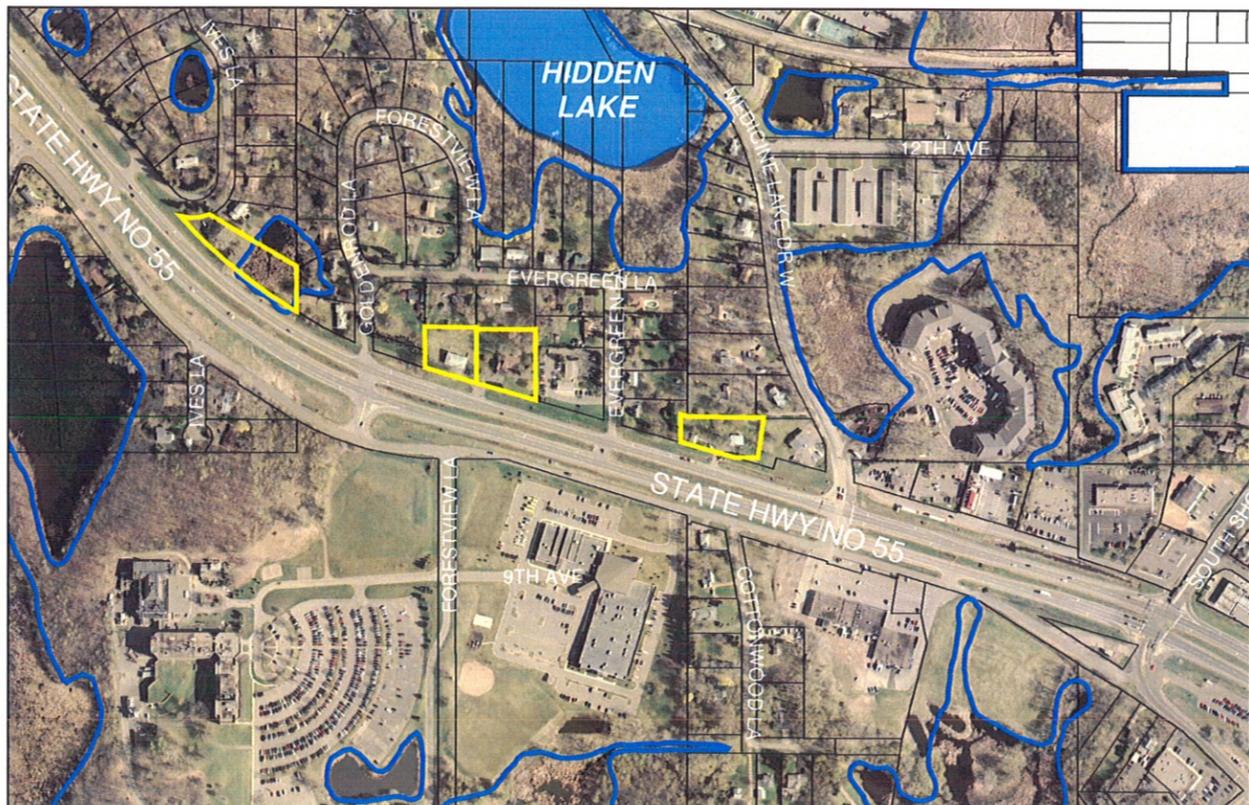


Site Background:

- § Four residential properties west of West Medicine Lake Drive (11414, 11624 and 11710 Highway 55 and 1120 Ives Lane) have direct access to Highway 55.
- § The primary function of a principal arterial is to provide mobility; consequently, there should be no direct land access to a principal arterial.
- § Both Mn/DOT and the City have an interest in eliminating existing direct access points to Highway 55 to improve highway safety and function.

Recommendation: Add the following text to the Transportation Plan.

The City supports consolidation or elimination of direct access to Highway 55 in order to improve the safety and function of this principal arterial. The City will use redevelopment proposals as the avenue to identify and implement alternate access for any parcel that currently has direct access.



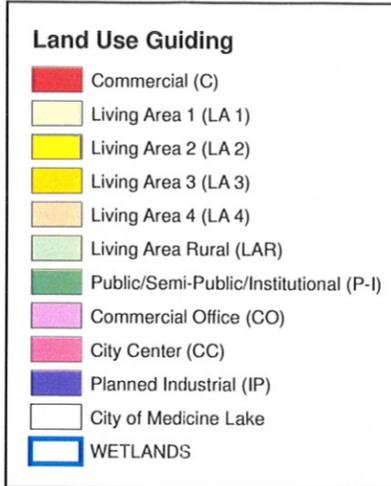
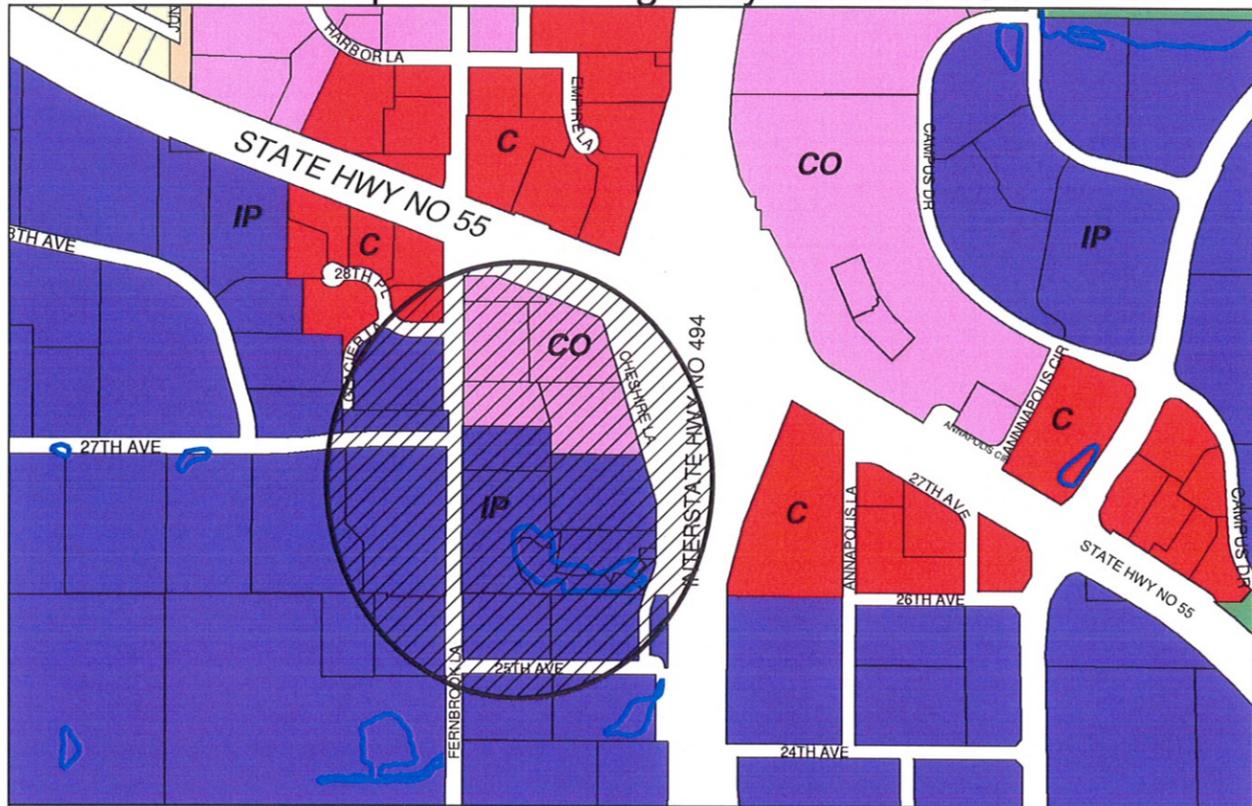
City of
Plymouth, Minnesota



Proposed Land Use Guide Plan Amendment, Area D

Plymouth Comprehensive Plan Update, March 2007

Southwest quadrant of Highway 55 and I-494

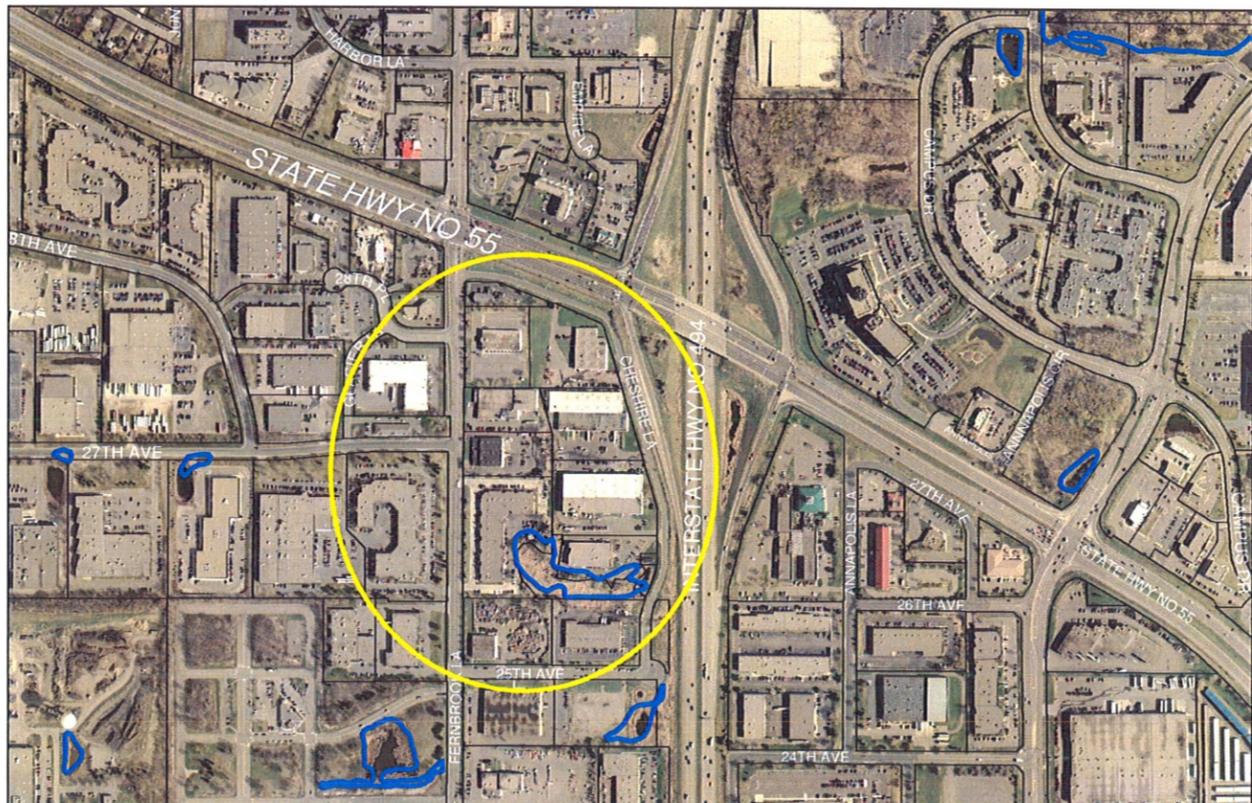


Site Background:

- § The City Council re-guided the northeast corner of this area from Industrial to Commercial Office as part of the last Comprehensive Plan update. This area was considered a gateway to the City and as such, it should have a presence more like the West Health campus than the single story individual and multi-tenant buildings currently in the area.
- § In 2005, United Properties approached the City about potential redevelopment of northeast corner. They were proposing an office, hotel and retail commercial project. They approached land owners in the area, but did not receive positive response from a large enough number of landowners to make the project feasible. Since that time, several other developers have made inquiries. To date, no one has moved forward with either a sketch or an actual application.
- § According to Assessing Division records, most of the buildings are of average construction quality and in fair condition.
- § The upgrading of the intersection of Fernbrook Lane and Highway 55 may enhance the desirability of the larger area for redevelopment.

Recommendation: Add the following text to the Land Use Plan.

The upgrading of Fernbrook Lane may spur redevelopment in the southwest quadrant of I-494 and Highway 55. If redevelopment does take place, since this area is a gateway to Plymouth, the City will encourage high profile, multi-story buildings with high quality finishes.



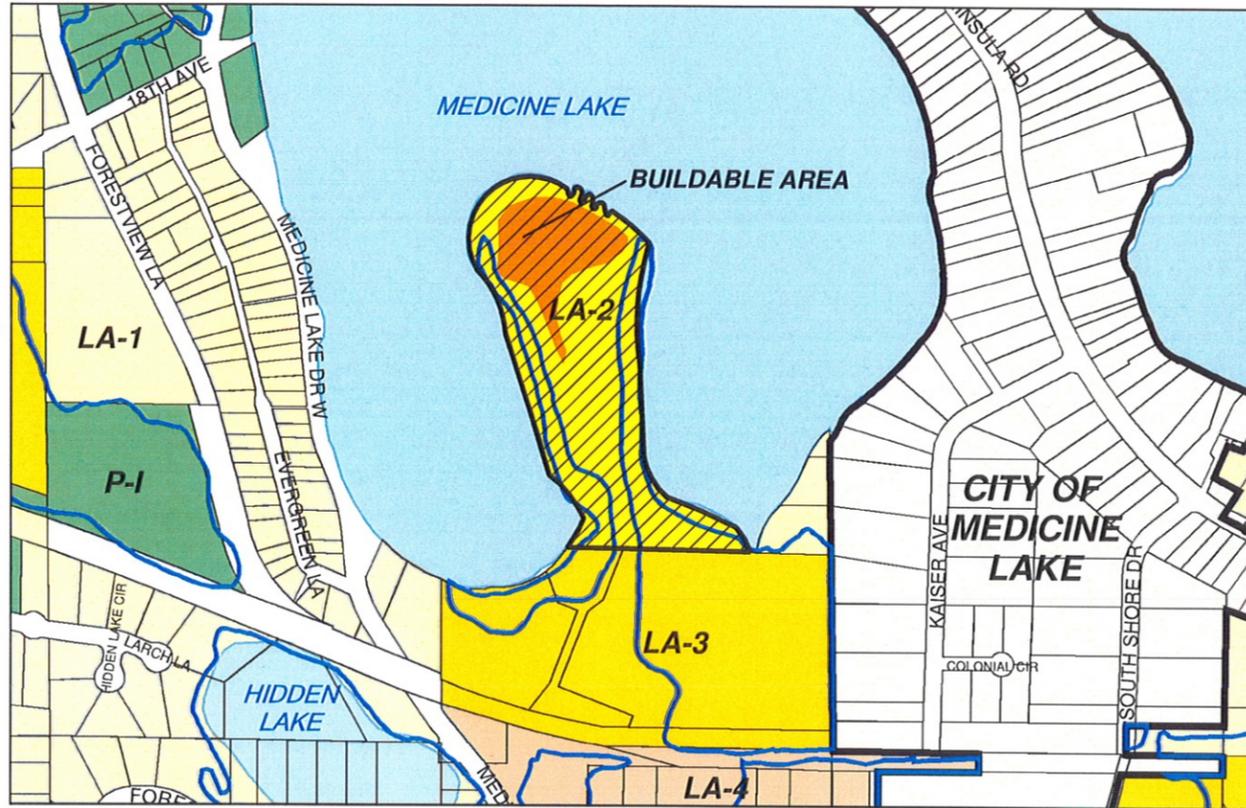
City of
Plymouth, Minnesota



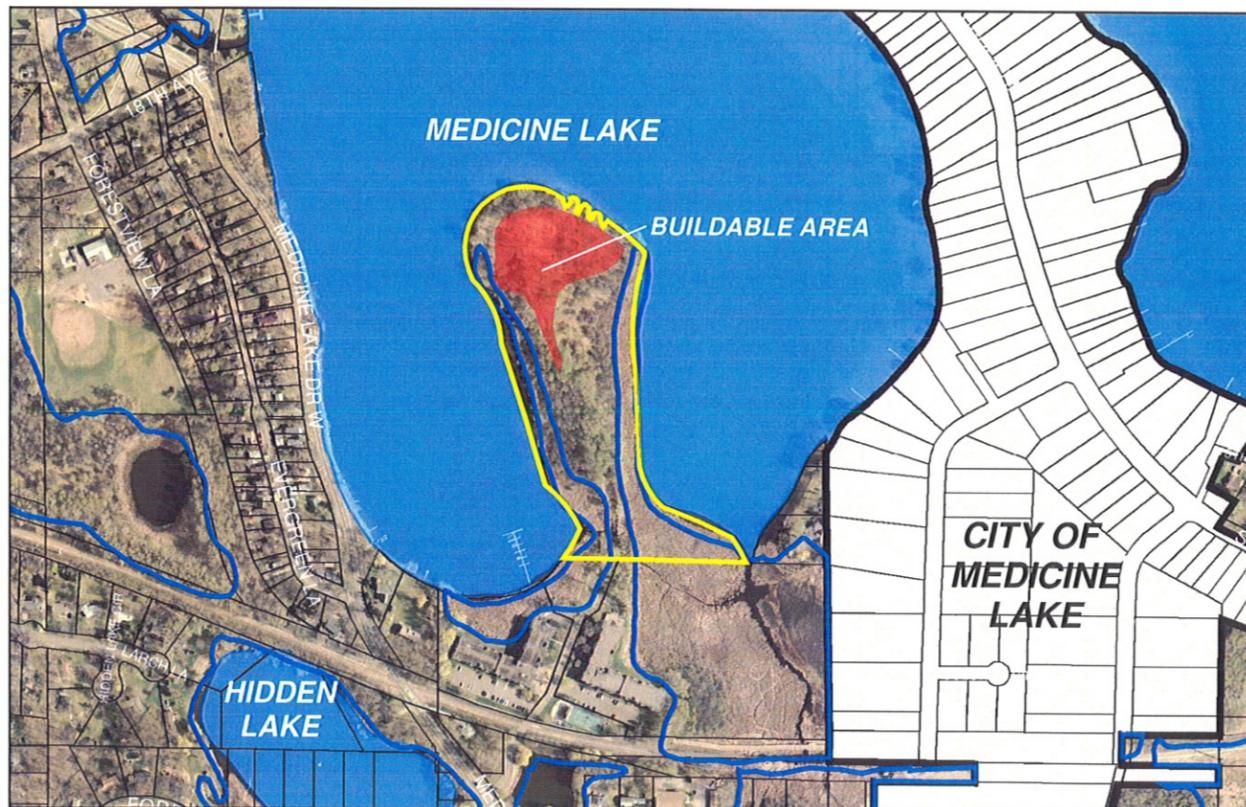
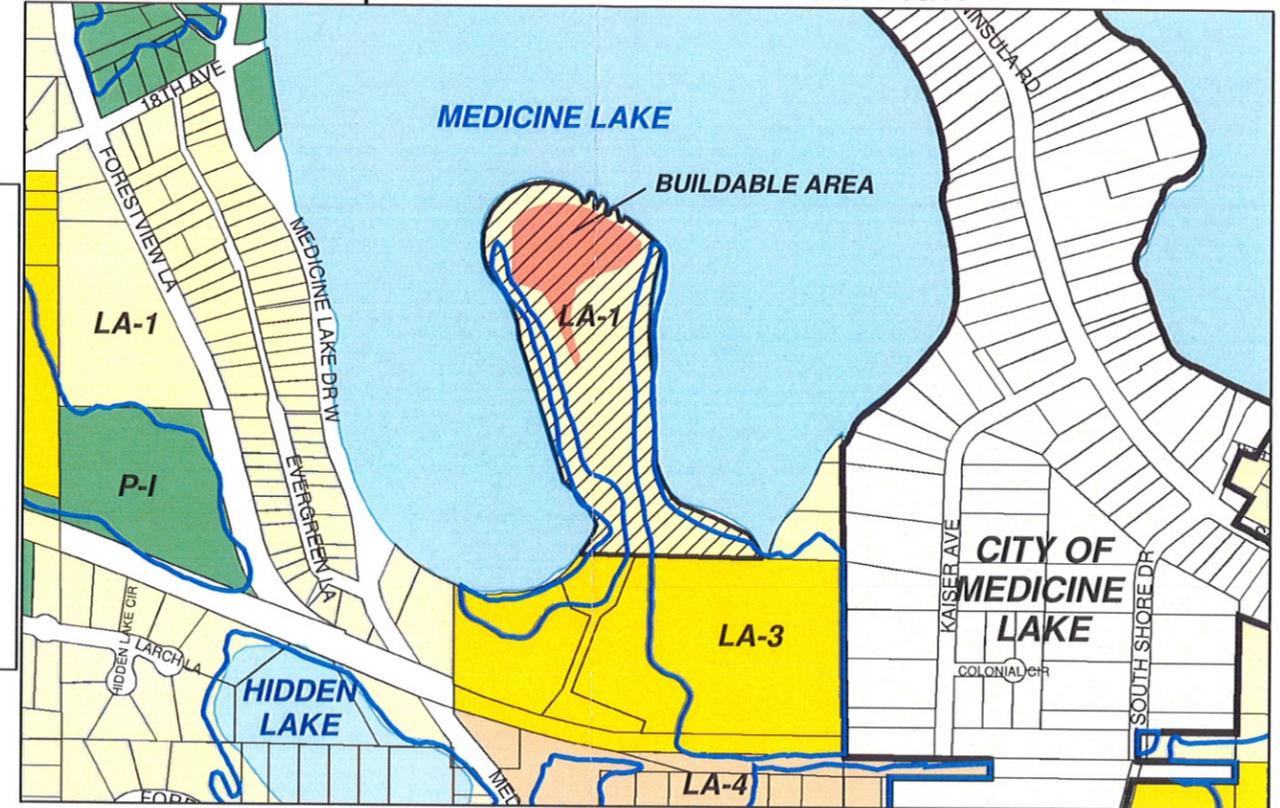
Proposed Land Use Guide Plan Amendment, Area E

Plymouth Comprehensive Plan Update, March 2007

Little Penninsula



Proposed Land Use Guide Plan



City of
Plymouth, Minnesota



Site Background:

- § This property is currently guided Living Area 2.
- § Homestead Village, the developer of an extended stay hotel on Highways 55 and 169 (the hotel was never built), acquired the property in 1998 for use as off-site wetland mitigation for their project.
- § The peninsula is roughly 11.6 acres in size, of which 8.2 acres are existing wetlands.
- § The Department of Natural Resources has indicated that it will not grant access to the site unless there is public street access. While the site has access, it is not public access. Access is through the adjoining townhome development.
- § Any utility service would need to be extended from the adjoining condominium development.
- § The environmental constraints, the limited potential to extend utilities to the site and the lack of public access all indicate that there is very limited development potential on the peninsula. The guiding should reflect the low development potential.

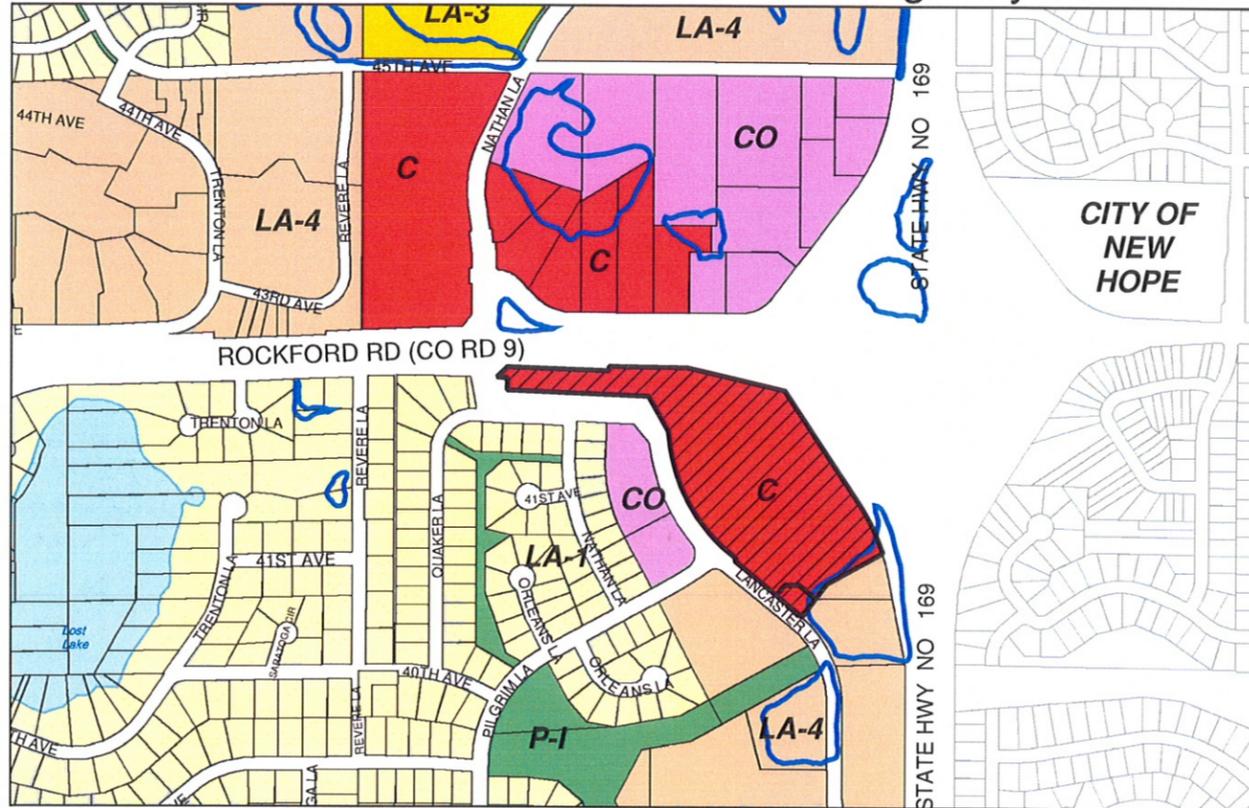
Recommendations:

- § Change the guiding of the Little Peninsula from LA-2 to LA-1.
- § Carry over the policy from the existing Comprehensive Plan that states: "Consider acquiring areas of unique, high-quality open space or natural resources that are not adequately protected by regulations."

Proposed Land Use Guide Plan Amendment, Area F

Plymouth Comprehensive Plan Update, March 2007

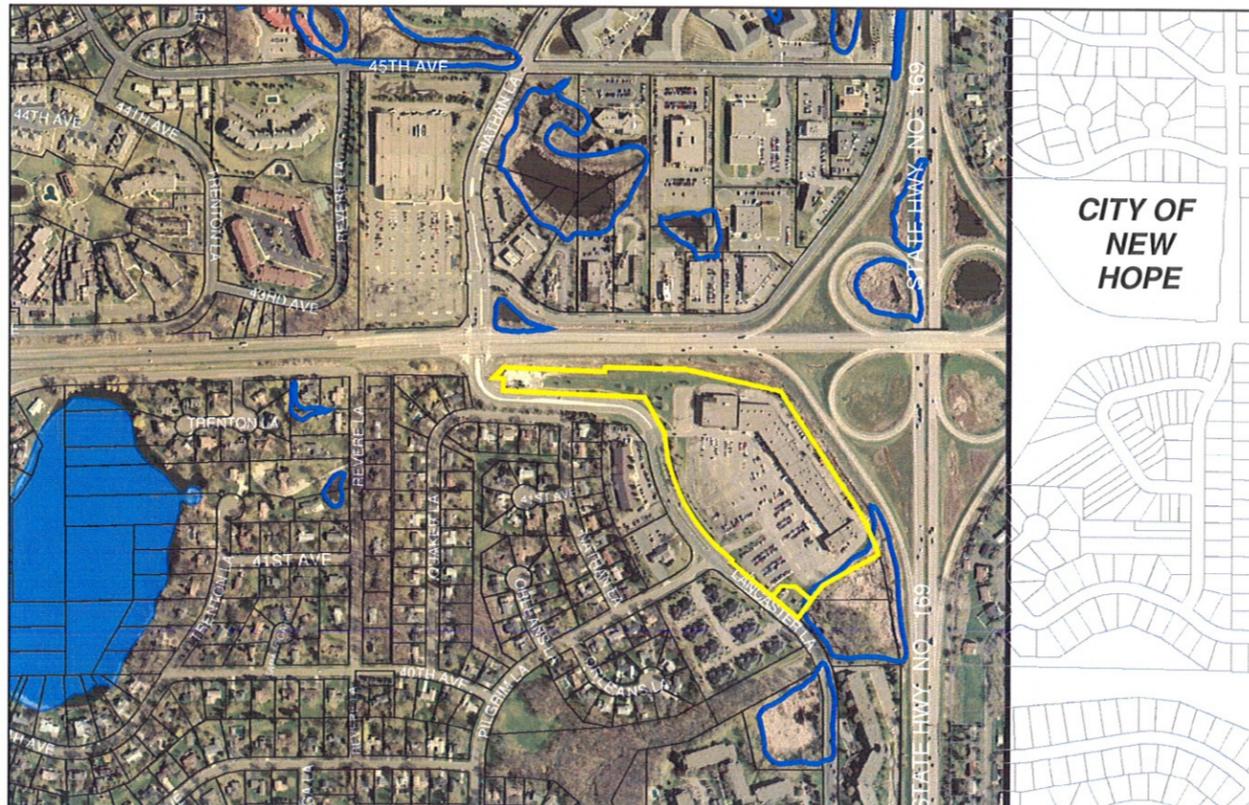
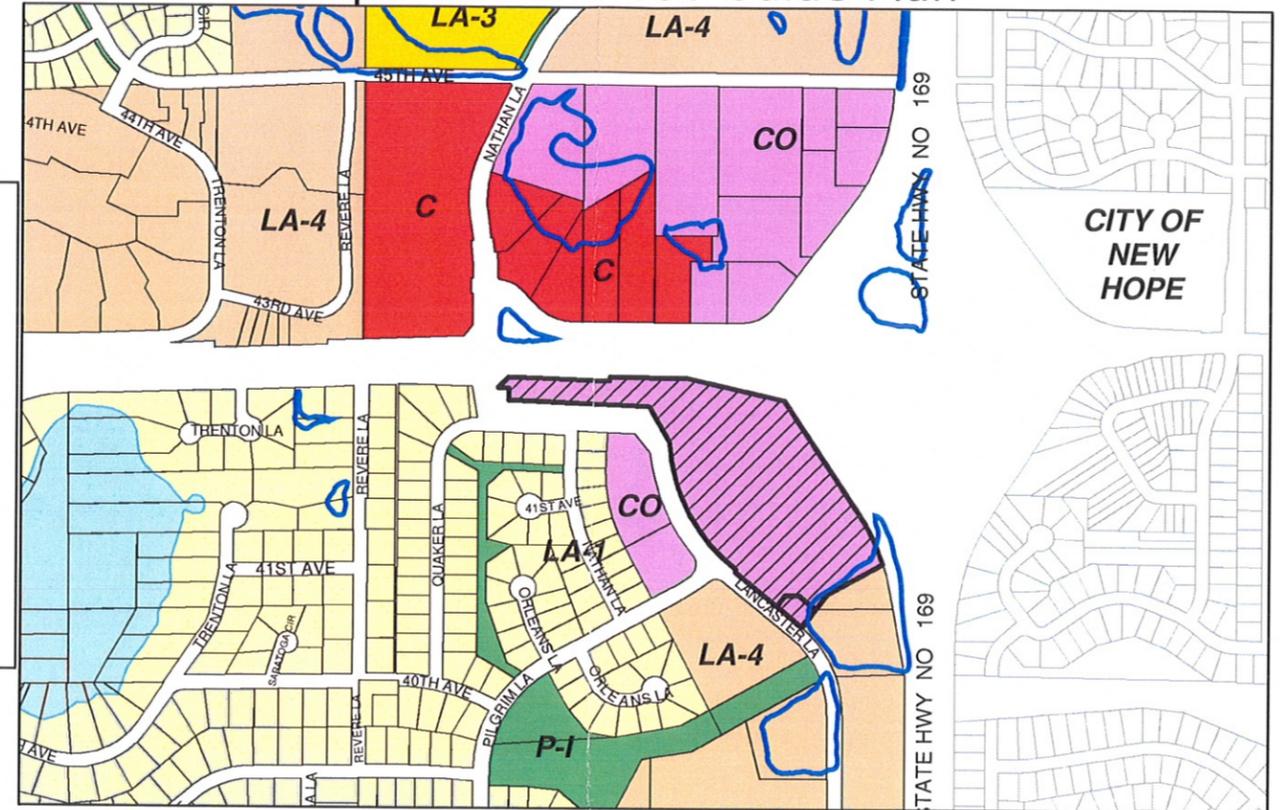
Southwest corner of Rockford Road and Highway 169



Land Use Guiding

- Commercial (C)
- Living Area 1 (LA 1)
- Living Area 2 (LA 2)
- Living Area 3 (LA 3)
- Living Area 4 (LA 4)
- Living Area Rural (LAR)
- Public/Semi-Public/Institutional (P-I)
- Commercial Office (CO)
- City Center (CC)
- Planned Industrial (IP)
- City of Medicine Lake
- Wetlands

Proposed Land Use Guide Plan



Site Background:

- § This site is guided Commercial.
- § The Planning Commission and City Council looked at this site during the last Comprehensive Plan update. They decided that while the existing center was not thriving, the guiding for the site was appropriate.
- § The shopping center currently has several vacancies, accounting for roughly 21 percent of the leasable area. However, the owner has secured tenants for the large space vacated by Erickson's SuperValu. These tenants have long term (10-year) leases.
- § The City operates a park and ride lot on the south end of this property. In 2003, the City explored the idea of relocating and expanding the park and ride facility on the narrow portion of the site that extends west to the Nathan Lane/County Road 9 intersection. The City abandoned this idea when it became apparent that the parking area could not be adequately screened from the residential neighborhood to the south. Given the City's transit service area and route structure, this area remains a good location for an expanded park and ride facility.
- § Since 2000, the property owner had some redevelopment discussions with a big box user. Nothing came of these discussions. City staff has also had several conversations with the property owner about potential redevelopment in conjunction with upgrading the park and ride facility. Without substantial financial participation from others, the property owner is not motivated to move ahead with redevelopment.
- § This site has good visibility from Highway 169, but the access is circuitous.
- § Any potential redevelopment may be complicated by the fact that part of the site was wetland before the building was constructed.

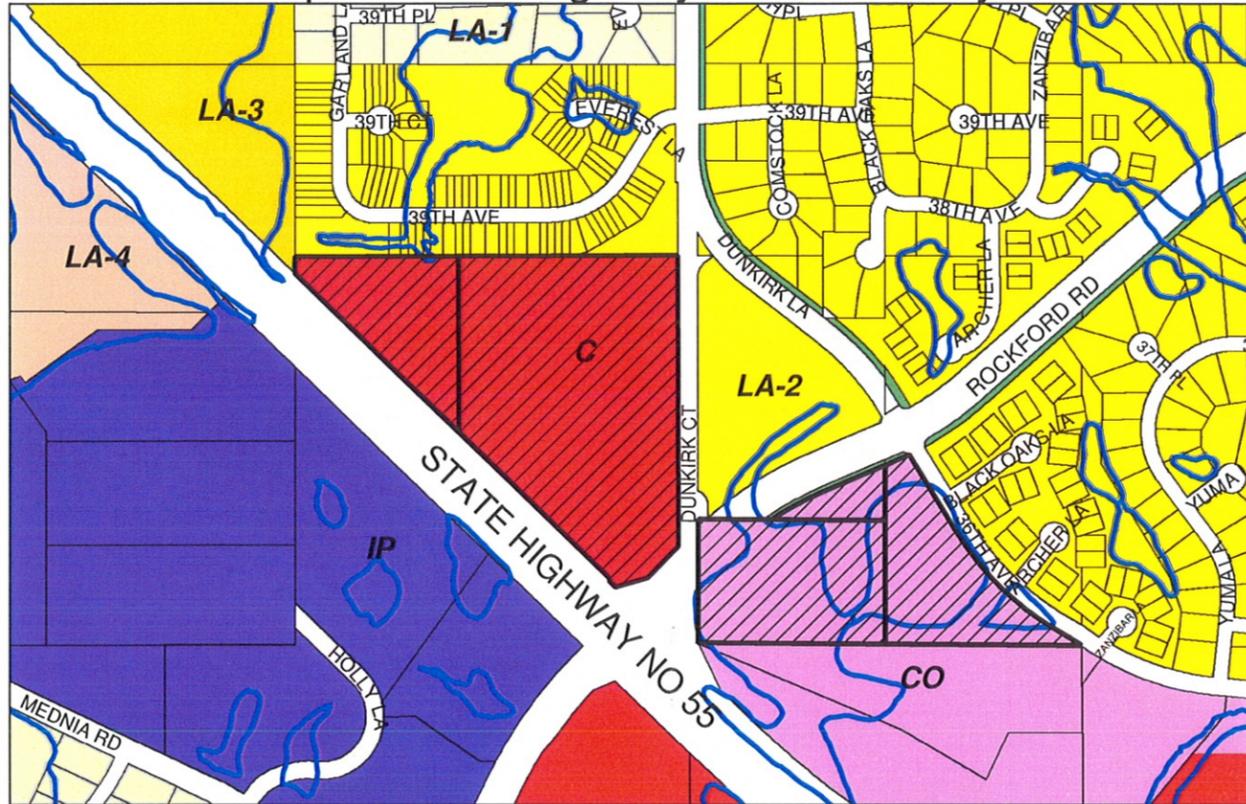
Recommendations:

- § Change the guiding of the Four Seasons Shopping Center from Commercial to Commercial Office.
- § Add the following text to the Transportation Plan: The City supports maintenance and potentially expansion of a park and ride facility on the site of the current Four Seasons Shopping Center.

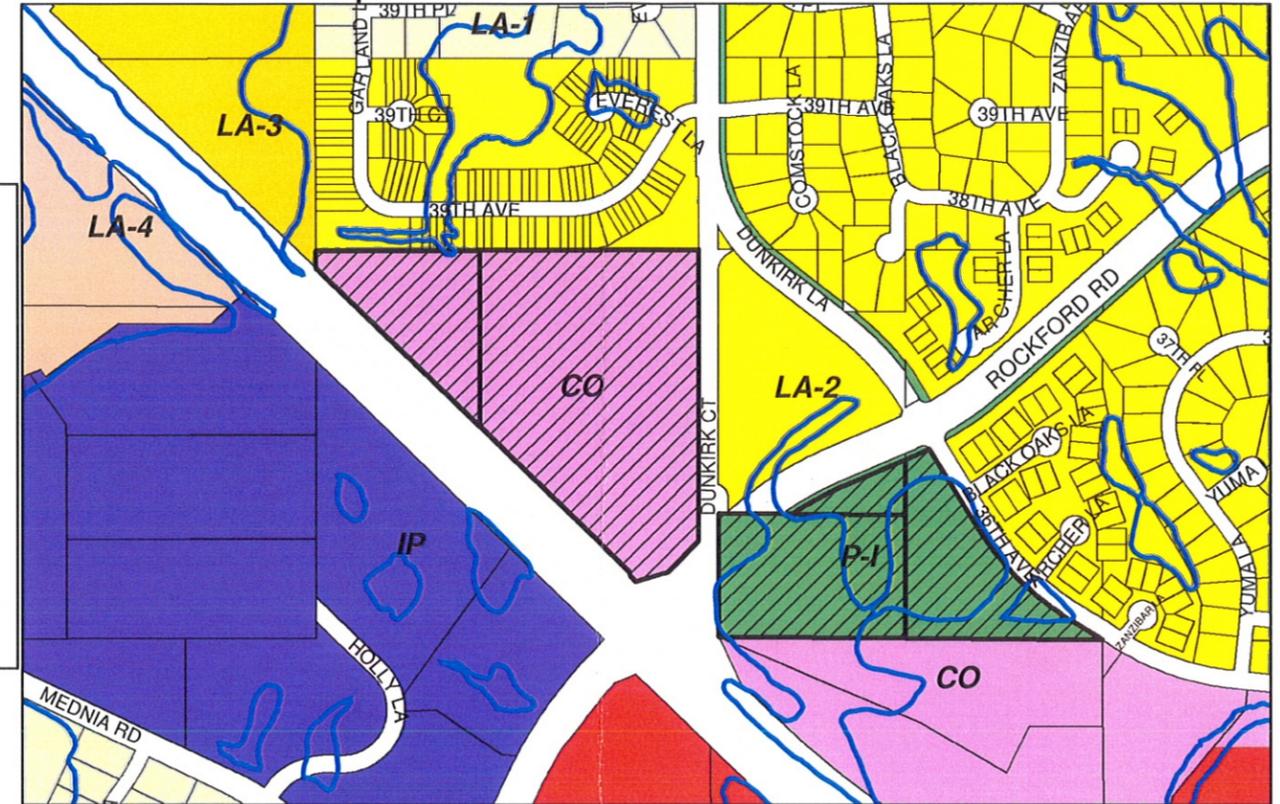
Proposed Land Use Guide Plan Amendment, Area G

Plymouth Comprehensive Plan Update, March 2007

Northwest quadrant of Highway 55 and County Road 9

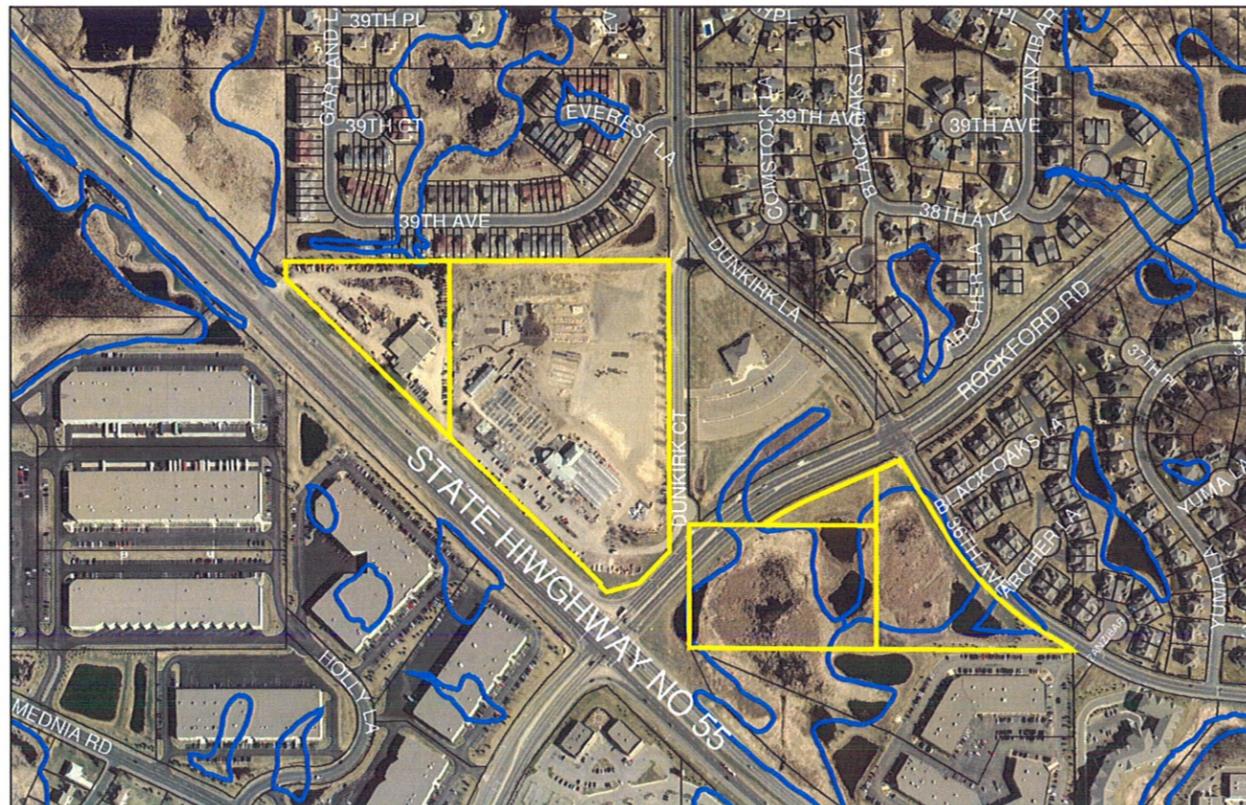


Proposed Land Use Guide Plan



Land Use Guiding

	Commercial (C)
	Living Area 1 (LA 1)
	Living Area 2 (LA 2)
	Living Area 3 (LA 3)
	Living Area 4 (LA 4)
	Living Area Rural (LAR)
	Public/Semi-Public/Institutional (P-I)
	Commercial Office (CO)
	City Center (CC)
	Planned Industrial (IP)
	City of Medicine Lake
	Wetlands



Site Background:

- § The two parcels on the west side of Rockford Road are guided Commercial. They abut a townhome development to the north. All other adjacent uses are non-residential. The three parcels on the east side of Rockford Road are guided Commercial Office. Two are owned by the City of Plymouth and the third is owned by the Sugar Hills Townhomes HOA. All three are largely wetland.
- § The City considered the two commercial parcels for a change in use in 1999. Both the Planning Commission and City Council ultimately determined not to make any change to this area. At the time, the owner of Tri-State Drilling indicated that they planned to remain at their site indefinitely. Both the Tri-State owner and the owner of Dundee Nursery indicated that changing the guiding would present a hardship if anything happened to their buildings or if they tried to sell.
- § Redevelopment of the commercial parcels would result in the elimination of direct access to Highway 55. The existing street network could not support more intense commercial use on these parcels.

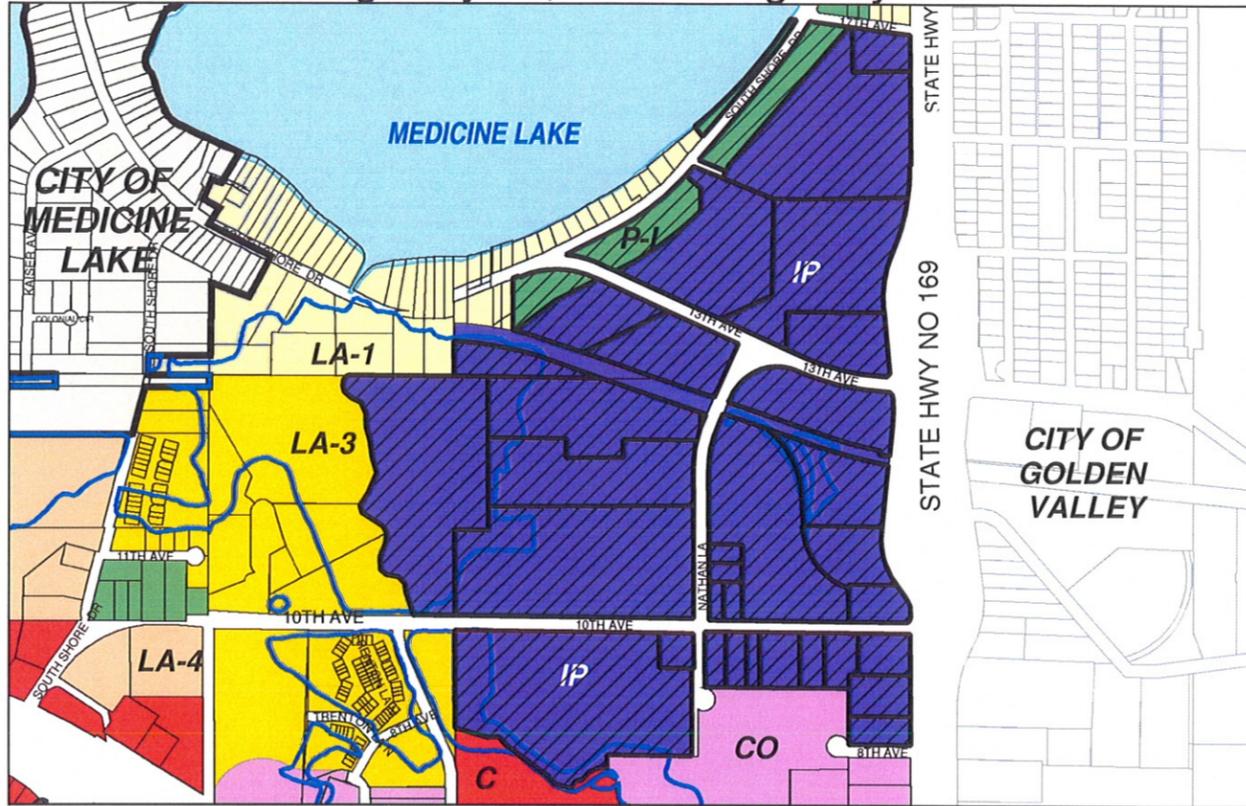
Recommendations:

- § Change the guiding on the eastern parcels from Commercial Office to Public/Institutional to better reflect their status as primarily wetland.
- § Change the guiding on the western parcels from Commercial to Commercial Office to better reflect the long-term potential for these parcels.

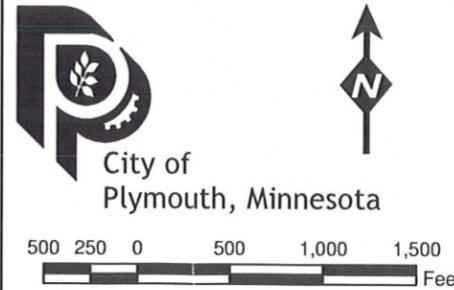
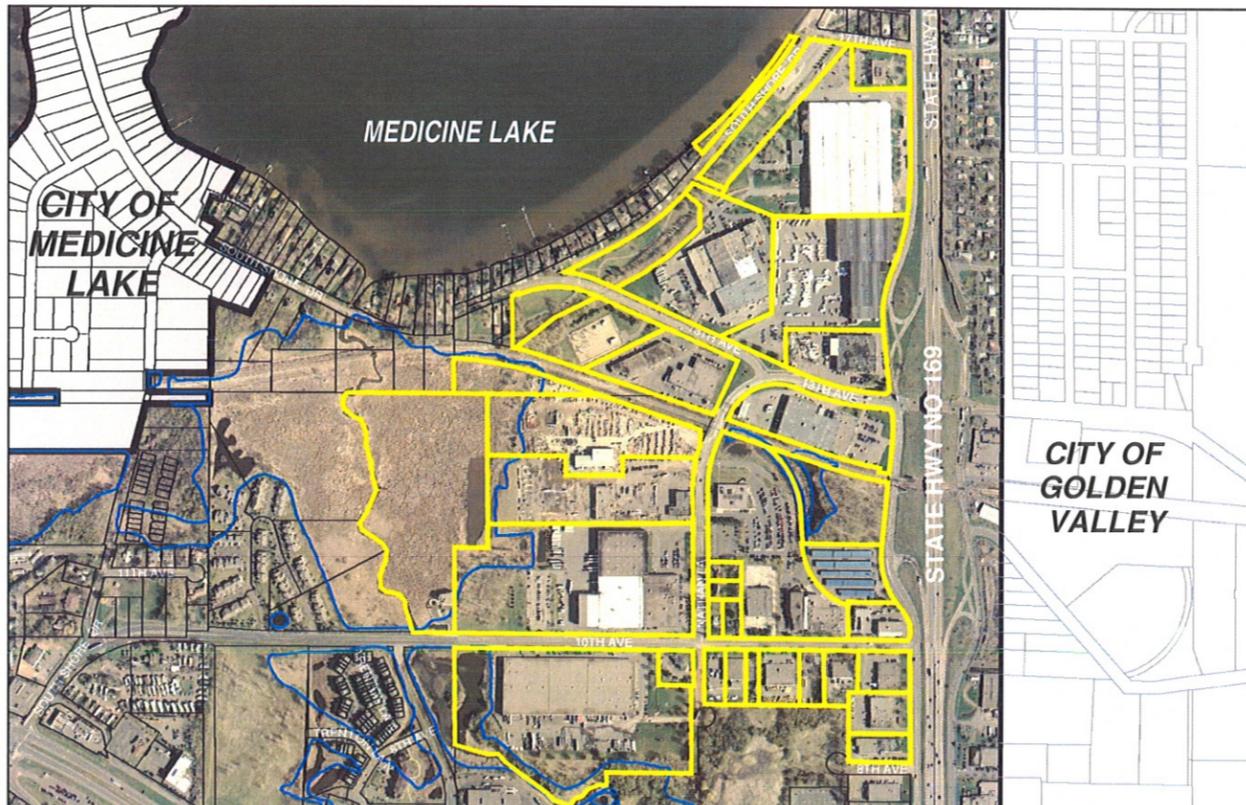
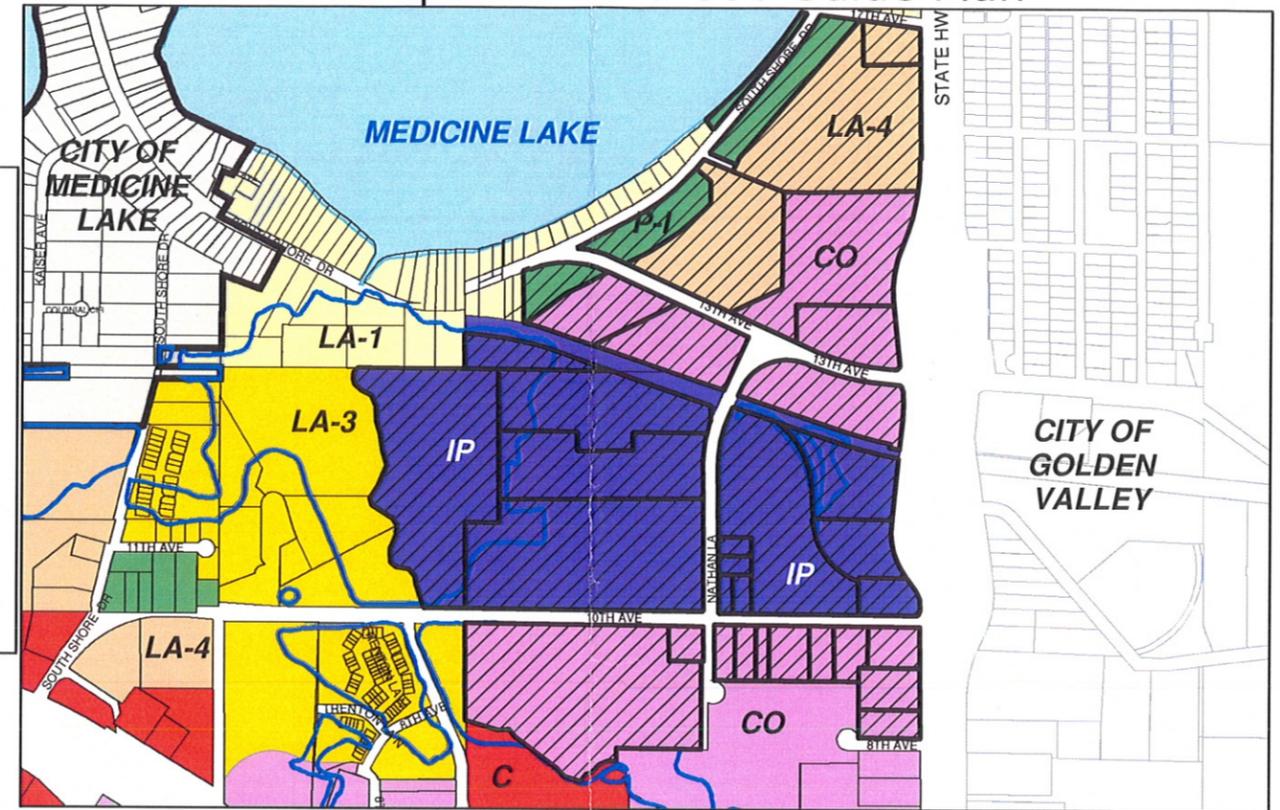
Proposed Land Use Guide Plan Amendment, Area H

Plymouth Comprehensive Plan Update, March 2007

North of Highway 55, west of Highway 169



Proposed Land Use Guide Plan



Site Background:

- § Except for the undeveloped Waterford site that is guided Commercial Office, all of the properties in this area are guided Industrial.
- § The City considered the part of this area north of 10th Avenue for a change in use in 1999. Area property owners documented substantial investments in their properties, convincing the Commission and Council that the area should remain in industrial use. However, consideration was given to studying land use in this area in the future.
- § The average date of construction for buildings in this area is 1972. According to Assessing Division records, most of the properties are of average to fair quality of construction and they have been maintained in average condition (see table below).
- § The four homes remaining in this area were built between 1949 and 1952. According to Assessing Division records, they are of substandard construction quality and in poor to average condition (see table below).
- § Many of the buildings in this area are single tenant. The Minnesota Leasing Guide showed that in the fourth quarter of 2006, the multi-tenant buildings in the area had the following vacancies: A 154,000 square foot building had 21, 069 square feet vacant and a 46, 939 square foot building had 13,700 square feet vacant.
- § Several changes have occurred in this area since the 2000 plan.
 - The City extended Revere Lane to 10th Avenue, providing more direct access from this area to Highway 55.
 - Owners of the former Minter Weisman property on Nathan Lane indicated a desire to develop the southwestern corner of the site for residential use. For the time being, they have dropped the idea.
 - There have been numerous proposals for high density development on the vacant parcel north of the Waterford development. This site lacks good highway visibility and has poor soils, which has reduced its desirability as a commercial site. On the other hand, the low density industrial uses to the north and east of the site would become non-conforming if the site developed with residential use.
 - Staff recently met with a developer interested in constructing a 230,000 to 245,000 square foot office, office/showroom/warehouse development in four buildings on the Waterford site. This proposal could be consistent with the current CO guiding of this site.
- § Many older industrial buildings cannot satisfy the demands of the existing industrial market. During the span of the 2030 Comprehensive Plan, some of the industrial buildings in this area and other parts of the City will become less competitive in the market.
- § This area is located adjacent to one of the City's greatest natural assets, Medicine Lake, as well as an extensive park and trail system. In addition, the area has good highway access, but many of the properties are located such that they are not negatively impacted by highway noise.

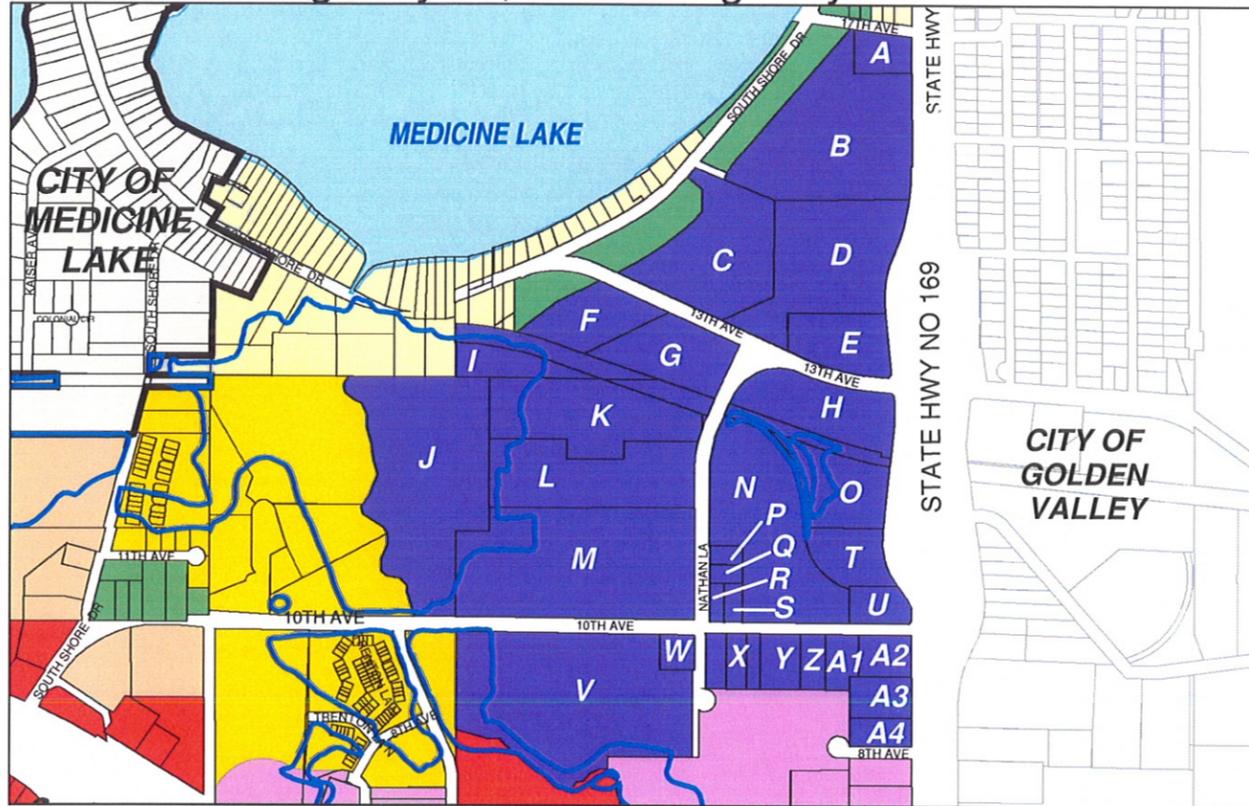
Recommendations:

- § Change the guiding of the area south of 10th Avenue from Planned Industrial to Commercial Office.
- § Change the guiding of the four parcels north of the railroad and west of Highway 169 from Planned Industrial to Commercial Office.
- § Change the guiding on the three parcels closest to Medicine Lake from Planned Industrial to Living Area 4.

Parcel Information, Area H

Plymouth Comprehensive Plan Update, March 2007

North of Highway 55, west of Highway 169

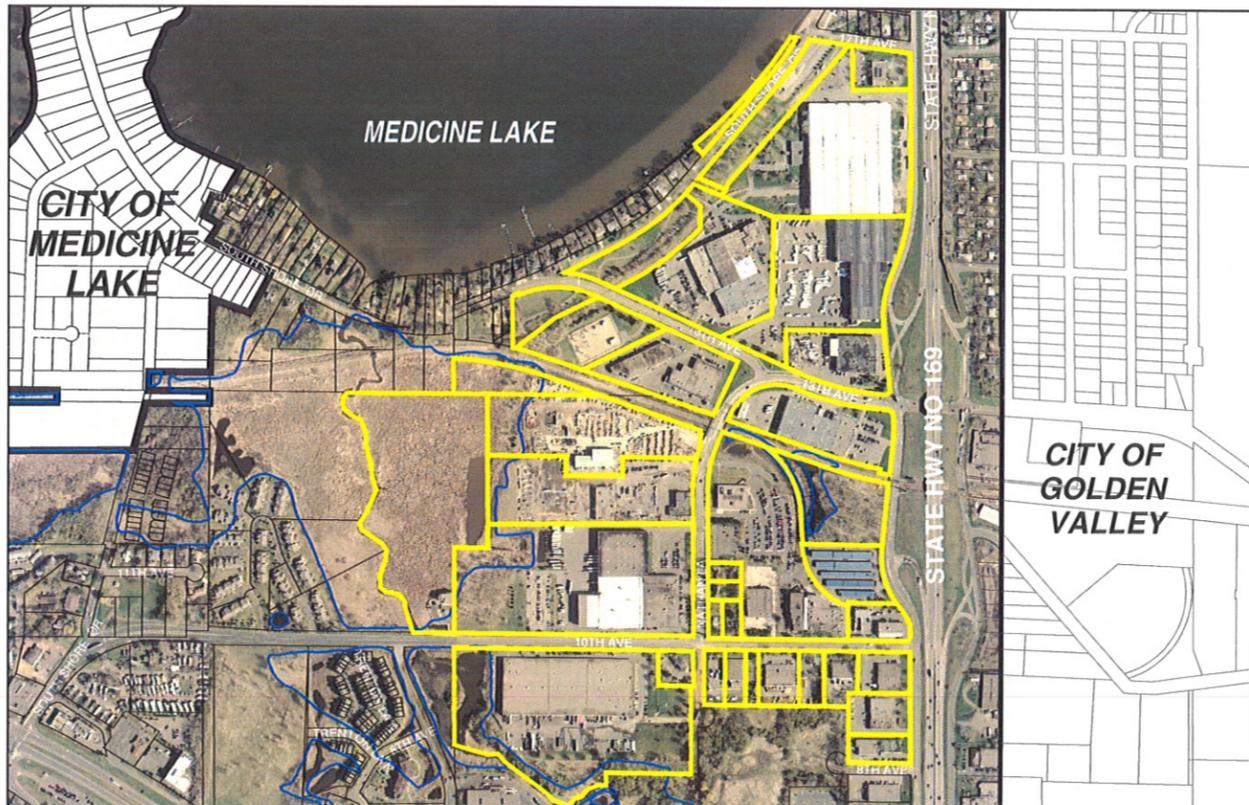


Land Use Guiding

- Commercial (C)
- Living Area 1 (LA 1)
- Living Area 2 (LA 2)
- Living Area 3 (LA 3)
- Living Area 4 (LA 4)
- Living Area Rural (LAR)
- Public/Semi-Public/Institutional (P-I)
- Commercial Office (CO)
- City Center (CC)
- Planned Industrial (IP)
- City of Medicine Lake
- Wetlands

Parcels Table:

Lot	Year Built	Quality of Construction	Building Condition	Property Improvements*
A	1964	Remodeled/Average	Good	\$102,900
B	1965	Low	Average	\$136,400
C	1967	Average	Average	\$247,500
D	1968	Remodeled/Low	Average	\$406,000
E	1968	Remodeled/Fair	Fair	\$39,300
F	NA**	NA	NA	NA
G	1973	Above Average	Average	\$241,000
H	1968	Fair	Average	\$1,628,800
I	1950**	Remodeled/Below Average	Average	NA
J	2003	Good	Good	\$769,000
K	1973	Remodeled/Average	Average	\$223,500
L	1975	Remodeled/Average	Average	\$95,700
M	1975	Remodeled/Average	Average	\$27,000
N	1973	Remodeled/Good	Good	\$3,891,500
O	NA***			
P	1951	Substandard	Average	NA
Q	1951	Substandard	Poor	NA
R	1949	Substandard	Average	\$16,000
S	1952	Substandard	Poor	\$600
T	1973	Low	Average	\$82,800
U	1959	Remodeled/Average	Average	NA
V	1977	Above Average	Average	\$669,400
W	1957	Low Quality	Average	NA
X	1975	Above Average	Average	\$9,000
Y	1978	Above Average	Average	\$279,500
Z	1977	Fair	Average	\$3,000
A1	1981	Above Average	Average	\$61,800
A2	1977	Above Average	Average	\$92,300
A3	1977	Above Average	Average	\$56,400
A4	1976	Remodeled/Average	Average	\$21,000



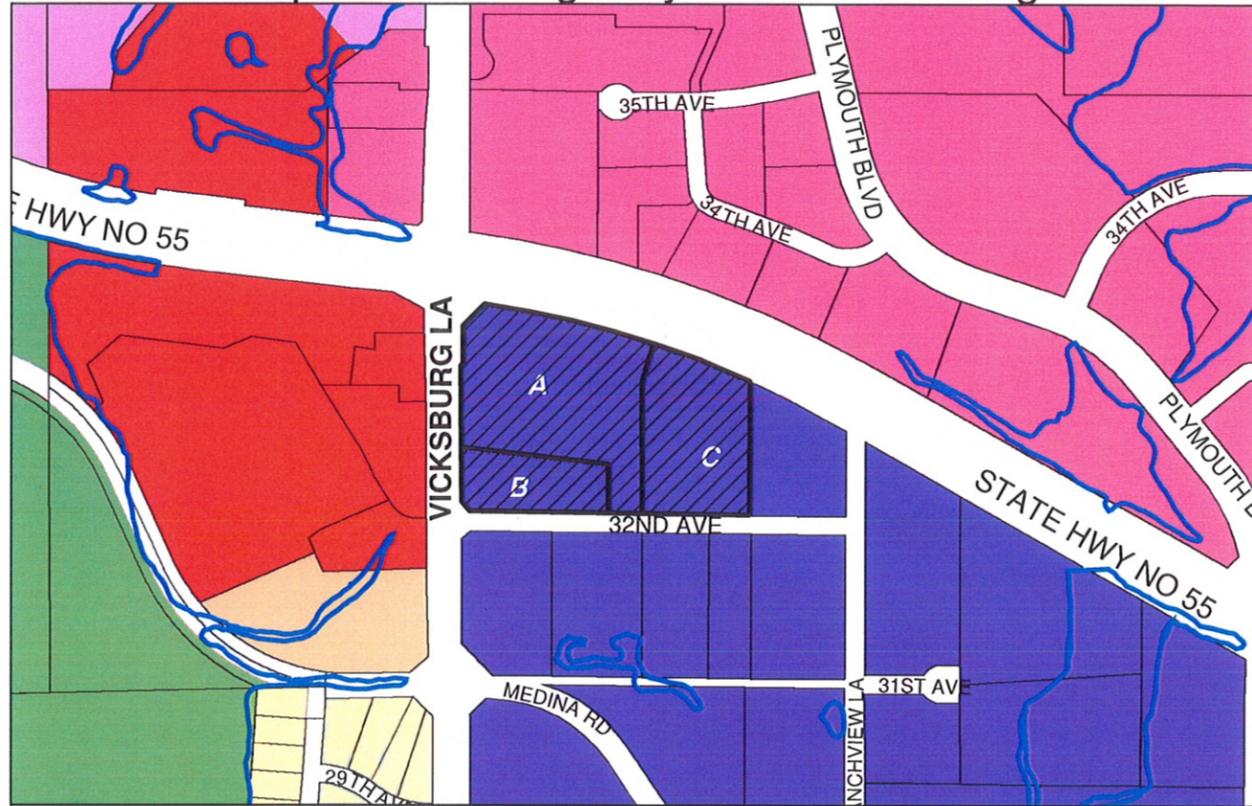
City of
Plymouth, Minnesota

* Total over last 10 years; numbers are rounded
 ** Utility property
 *** Consolidated with Parcel N

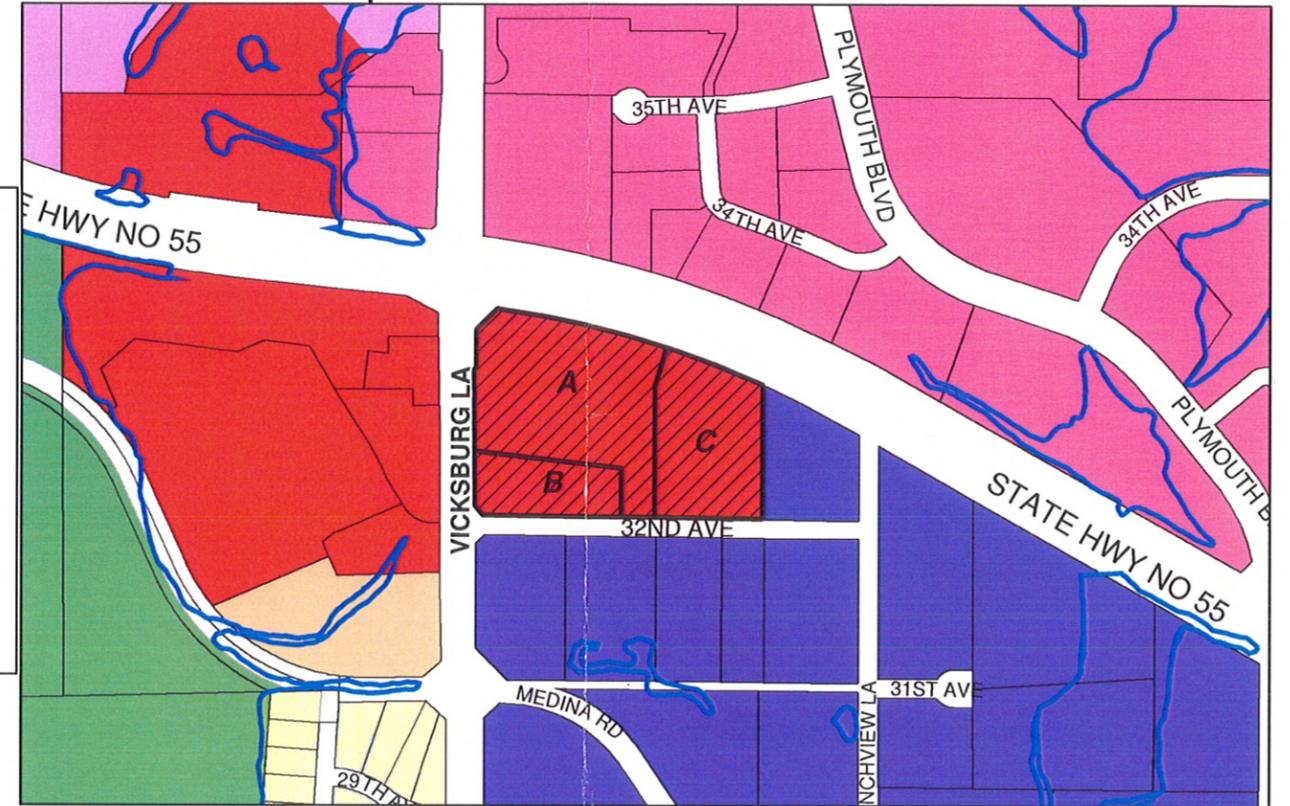
Proposed Land Use Guide Plan Amendment, Area I

Plymouth Comprehensive Plan Update, March 2007

Southwest quadrant of Highway 55 and Vicksburg Lane

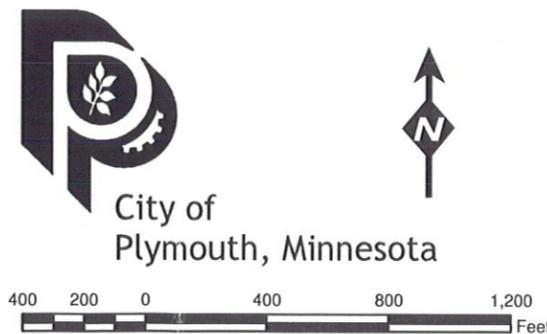


Proposed Land Use Guide Plan



Site Background:

- § This area is guided Industrial.
- § The Council analyzed this area assuming future commercial land use as part of the traffic study for the CSM project directly opposite on the west side of Vicksburg Lane. The traffic study found that with the installation of the traffic signal at 32nd Avenue and the addition of left and right turn lanes, the intersection of 32nd and Vicksburg would operate at an acceptable level of service.
- § Three of the quadrants of the intersection of Highway 55 and Vicksburg Lane are commercial; this quadrant is industrial.
- § Staff has had inquiries about the possible redevelopment of these lots.
- § The age, condition and improvement history of each of the three lots are illustrated in the table below.



Lot	Year Built	Quality of Construction	Building Condition	Maintenance Improvements*	Tenant Improvements*
A	1958	Remodeled/Fair	Average	NA	\$402,600
B	1991	Good	Good	\$3,300	\$18,000
C	1974	Average	Average	\$134,000	NA

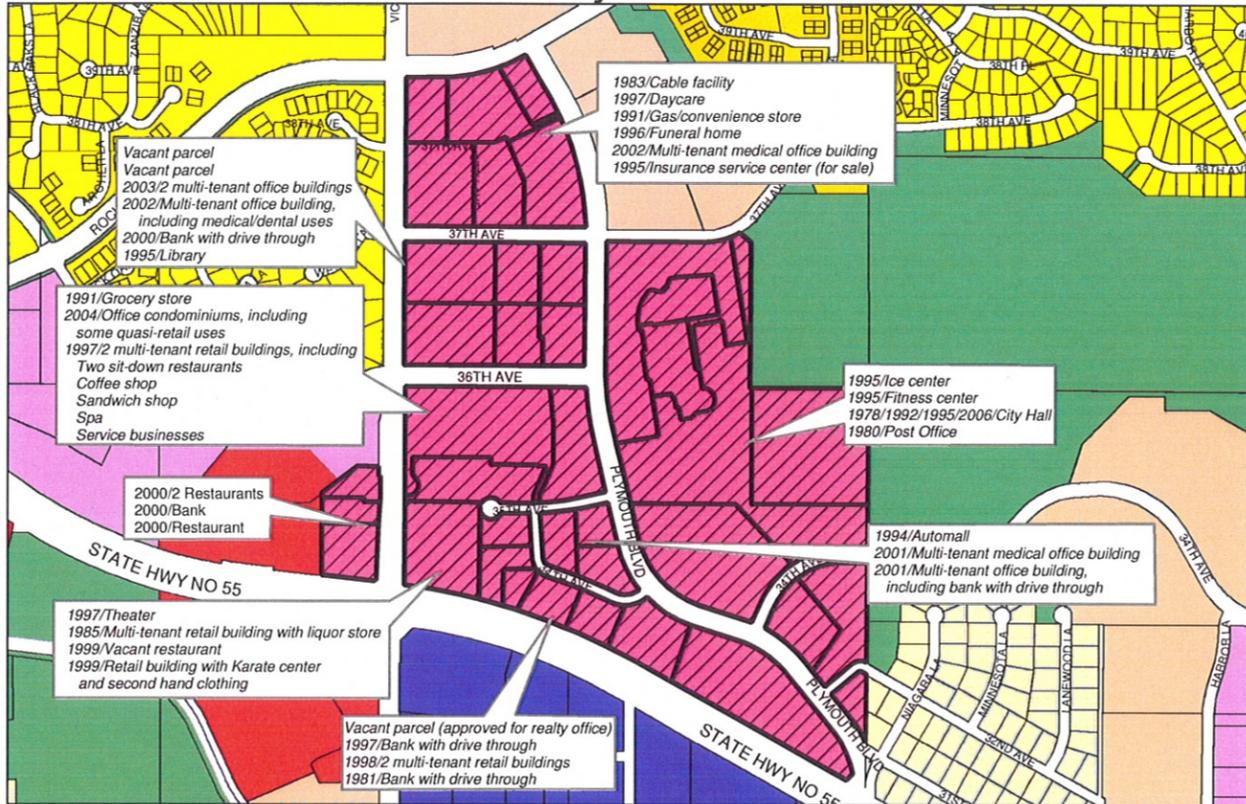
*Total over last 10 years; numbers are rounded

Recommendation: Change the guiding from Industrial to Commercial.

Proposed Land Use Guide Plan Amendment, Area J

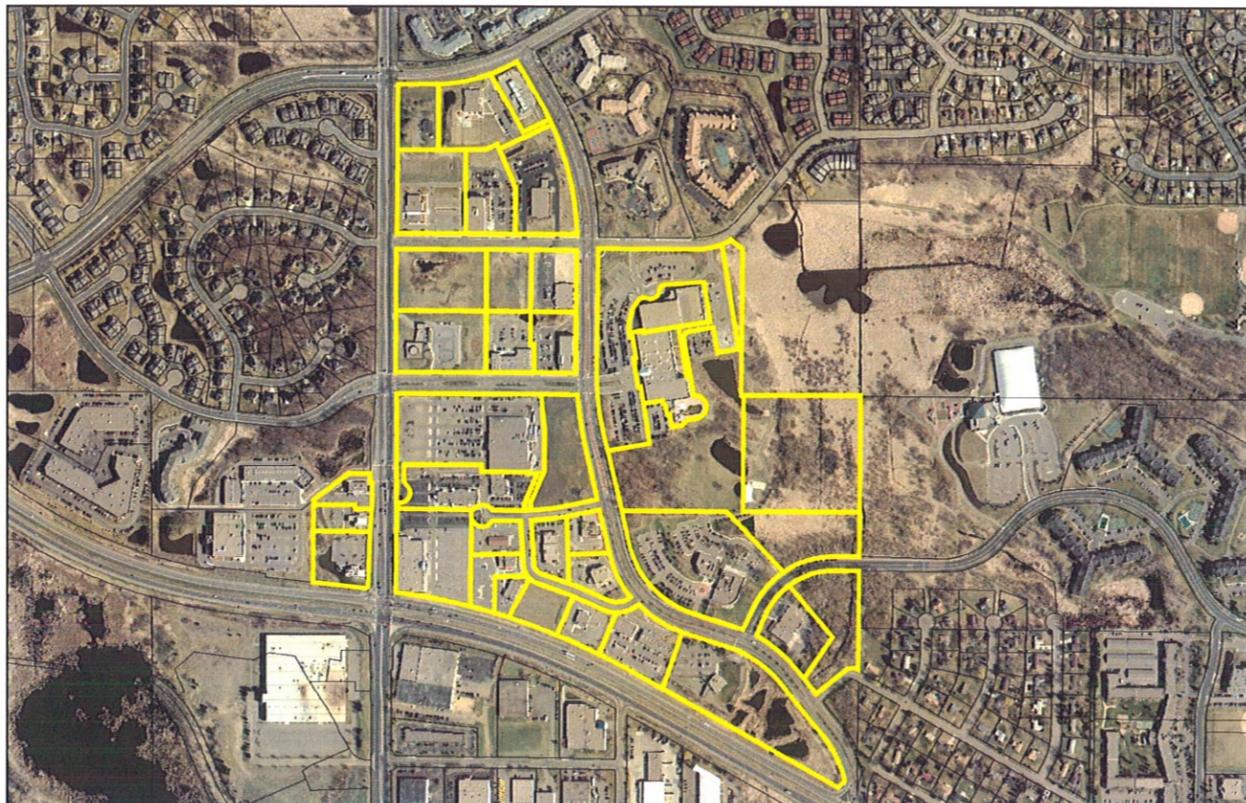
Plymouth Comprehensive Plan Update, March 2007

City Center



Site Background:

- § The City Center plan is 11 years old. The plan's vision was to establish an identity in the City Center that would symbolize the area as the heart of the community. The plan called for a mix of uses and for building design that helped reinforce a pedestrian environment and a sense of permanence. The plan also recognized the significant natural features in the area and the importance of connecting those features to natural features in the rest of the City.
- § There are only a handful of lots remaining to be developed. However, several lots are being redeveloped or have the potential for redevelopment. These include the library site, which will be undergoing redevelopment by 2008, the State Farm site, the cable site at the corner of Rockford Road and Vicksburg Lane and the northern portion of the funeral home site.
- § Creating a unique, identifiable image is one of the keystones of the City Center Plan. Over the past several years, the City has added a number of public features to help identify City Center. These include the ornamental street lighting, landscaping of two of the medians on Plymouth Boulevard and the City Center sign at Highway 55 and Vicksburg Lane. These features have been implemented in phases and none are complete at this time.
- § City Hall, LifeTime Fitness, the Ice Center and Hilde Center are all destinations within City Center. Do these fulfill the need for destination locations within the area? Should the City encourage or develop any further destination location in City Center?
- § Has the current plan achieved what the City was looking for in the City Center? Should the City consider changes to the plan goals or changes in how the City hopes to achieve the plan goals?



City of
Plymouth, Minnesota



City Center Materials:

- Section on City Center from 2000 Comprehensive Plan
- Section on City Center Streetscape Plan from 2000 Plan Appendix
- Illustrative Site Plan of City Center: comparison to actual development
- City Center background
- List of City Center uses and year built
- Map of City Center uses
- List of City Center public improvements
- Map of City Center public improvements
- Recent informal development/redevelopment discussions
- City Center questions
- March 9, 2007 Star Tribune article on City Center

4.4.2 CITY CENTER

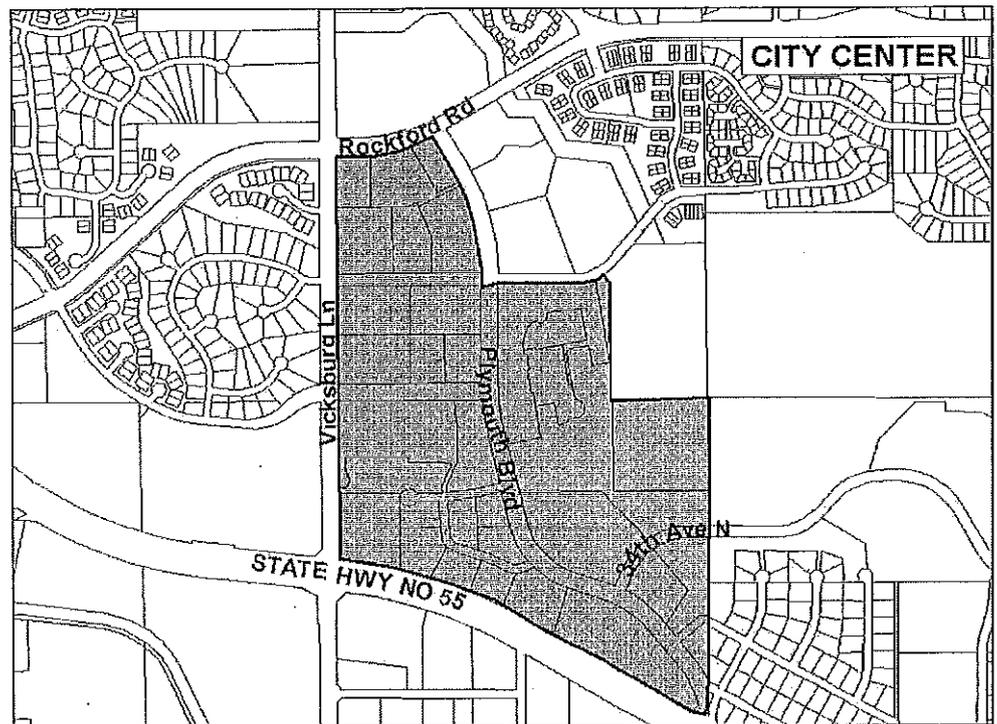
For many years, Plymouth identified an area of about 75 acres near the center of the community as its “downtown.” For most of that time nothing happened that would provide any sense of it being a downtown. Recognizing this, the City undertook a process that culminated in the adoption of *City Center Concept Plan and Design Guidelines* in January 1996. Three years later in June 1999, the City Council adopted a *Streetscape Element* to complement the 1996 plan. This section incorporates the vision, guiding principles and concepts from the 1996 plan. The detailed plan strategies as well as the public space design guidelines and supporting graphics from the *Streetscape Element* are included in Appendix 4-B.

4.4.2.1 Site Context

Plymouth’s City Center is located about one mile west of I-494 on Trunk Highway 55. The district is bounded on the south by Highway 55, on the west by Vicksburg Lane, on the north by CSAH 9 (Rockford Road) and the east by Plymouth Boulevard. Wooded areas and wetlands occur to the west, east and within the site, creating 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.

Land adjacent to City Center is fully developed with the exception of one vacant parcel on the west side of Vicksburg north of Trunk Highway 55. Adjacent uses include single family homes, townhomes, apartments and light industrial uses across Highway 55.



4.4.2.2 City Center Vision and Guiding Principles/Concepts

City Center will 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, the City Center will orient to people.

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

Identity Related to Place. An identity will be established that is meaningful to the community, symbolizing the area as the heart of the community and reflecting the spirit of the people and the place. This identity must be recognizable from the edges of City Center and from within. Elements used to tie the center together need to reflect both the urban and natural qualities of the community.

The best opportunities for creating a distinct City Center will be in its public components (which are controlled by the City). Buildings like City Hall and the Plymouth Creek Center are strong civic elements. However, streetscape elements, such as lighting, landscaping, signage and street furniture will play a greater role in 1) unifying the City Center area through consistent design, 2) creating a unique and identifiable image for City Center and 3) emphasizing pedestrian-friendly streets that encourage walking through the center.

Recognition of Natural Resources. Forests, wetlands, topography and other features of the natural environment will be recognized as elements that lend identity to City Center, as a means to connect City Center to areas at its edges and as a force that shapes patterns of development. Significant patterns of the natural landscape need to be integrated into new development, so that they become amenities for new development rather than the space left over. Emphasis will be placed on creating a seamless landscape, without break across the lines that might otherwise divide the private from the public area of the center.

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 will include public facilities, such as City Hall, the amphitheater, the ice arena and the Hennepin County Library, but also includes parks, plazas and community-oriented open space. Mixing may occur vertically within a building, with offices over commercial uses. Mixing will occur horizontally, so that a range of uses occurs along the length of a street. However, mixing needs to respect the specific character of the land and resources and to consider the character of the City Center's neighbors.

Retail entertainment and retail uses will be focused in the areas north of Highway 55. Convenience retail will occur at the southeast corner of Vicksburg Lane and CSAH 9 (Rockford Road).

Office and office-technical uses will occur in the central portion of City Center. Traditional office uses are encouraged, but office-technical uses would also be appropriate. This type of use is in higher demand in the region and would be entirely compatible with other uses of City

Center. Office-technical uses resemble traditional offices, have similar service/loading and parking requirements, can have the same level of aesthetic enhancement, but provide space for research and testing in addition to office functions. They do not contain warehouse spaces, but might have showroom function as a minor part of the development.

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 be active as public spaces, they cannot be used for cars alone; pedestrians must be an integral part of the street environment. Development along streets 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. Community and civic uses will front on major streets and buildings will address streets instead of parking lots.

Circulation patterns throughout City Center will be planned to allow for people to move about without their cars, to allow people to park once and shop twice and to coordinate with future changes to larger transportation systems. Streets will be planned to create comfort and interest for pedestrians, with cars moving at speeds that allow for recognition of more than the generic symbols of the retail environment.

The existing pattern of streets in the center serves as a good foundation for the structure of City Center. Vicksburg Lane and Plymouth Boulevard define the west and east boundaries, while cross streets break the center into discrete blocks.

Parking for People. The land in City Center is too valuable to cover with asphalt and cars. In order to provide focus on the architecture and activities of the 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 north of 35th Avenue and on the cross streets (35th, 36th and 37th Avenues). All parking will be developed to relate to people as well as to cars.

Design of Buildings. Development of City Center needs to generate intensity and permanence and set a hierarchy of building types, including the establishment of landmarks. Consistently high standards will be set for building materials and construction to achieve an architecture that is meant to last. City Center will be developed in ways that use the land to its highest potential, not in ways that simply await the next development opportunity.

Buildings will unify City Center in the ways they address the street, responding to the pedestrian environment and reinforcing adjacent structures. Buildings will be set close to the street, resulting in the buildings becoming the focus rather than parking lots. Buildings close to the streets will also shield neighboring residential areas from parking areas and lights and create a sense of density for City Center. Commercial buildings will provide for walk-in trade from nearby residential areas and adjacent civic facilities, as well as for customers who drive.

Connection to, from and within City Center. Strong connections are needed between City Center and the neighborhoods that surround it, and extending into more distant neighborhoods by continuous and convenient trails. In addition, City Center must be walkable—no more than a ten-minute walk between major features. To facilitate pedestrian movement through the center, developers need to establish north-south mid-block connections through the center. Transit is

also a method of connection; transit needs will be considered as development proposals are reviewed.

Orientation to Families. Plymouth's center will have an orientation to families, with activities and events that build a sense of community across generations. Activities will be encouraged that make City Center active in the evenings as well as during the day, and for civic and entertainment reasons as well as for shopping or work.

PARKWAY Plymouth Blvd., 34th Ave. N.

EMPHASIZE "WOODED" QUALITY

- Infill open spaces with tree massings
- Uplight tree groupings
- Street tree planting
- Additional canopy trees in median islands

SOFT LIGHTING

CONTROL VEHICLE SPEEDS

- Traffic calming measures
- On-street parking at select locations

PRIMARY GATEWAY Vicksburg Lane south of 35th Ave.

EMPHASIZE DOWNTOWN CHARACTER

- Incorporate secondary gateway monuments
- Create an urban edge at parking lots
- Higher intensity lighting
- Protect existing vegetation on west side of Vicksburg
- Design elements in median islands

ENHANCE PEDESTRIAN FACILITIES

- Provide textured crosswalks
- Utilize pedestrian scaled elements to define urban edge
- Screen parking from pedestrians

SECONDARY GATEWAY Vicksburg Lane north of 36th Ave., County Rd. 9

BUFFER ADJACENT RESIDENTIAL

- Emphasize canopy street trees
- Additional planting outside street ROW
- Medium intensity lights

HIGHLIGHT CITY CENTER

- Street trees in boulevards
- Possible primary gateway monuments at Vicksburg Lane and Plymouth Boulevard

PEDESTRIAN FOCUS Pedestrian Spine, 34th Ave., 35th Ave., 36th Ave., 37th Ave.

PEDESTRIANS HAVE HIGH PRIORITY

- Incorporate pedestrian spine
- Emphasize pedestrian amenities
- Mid-block pedestrian crossings
- Decorative plantings

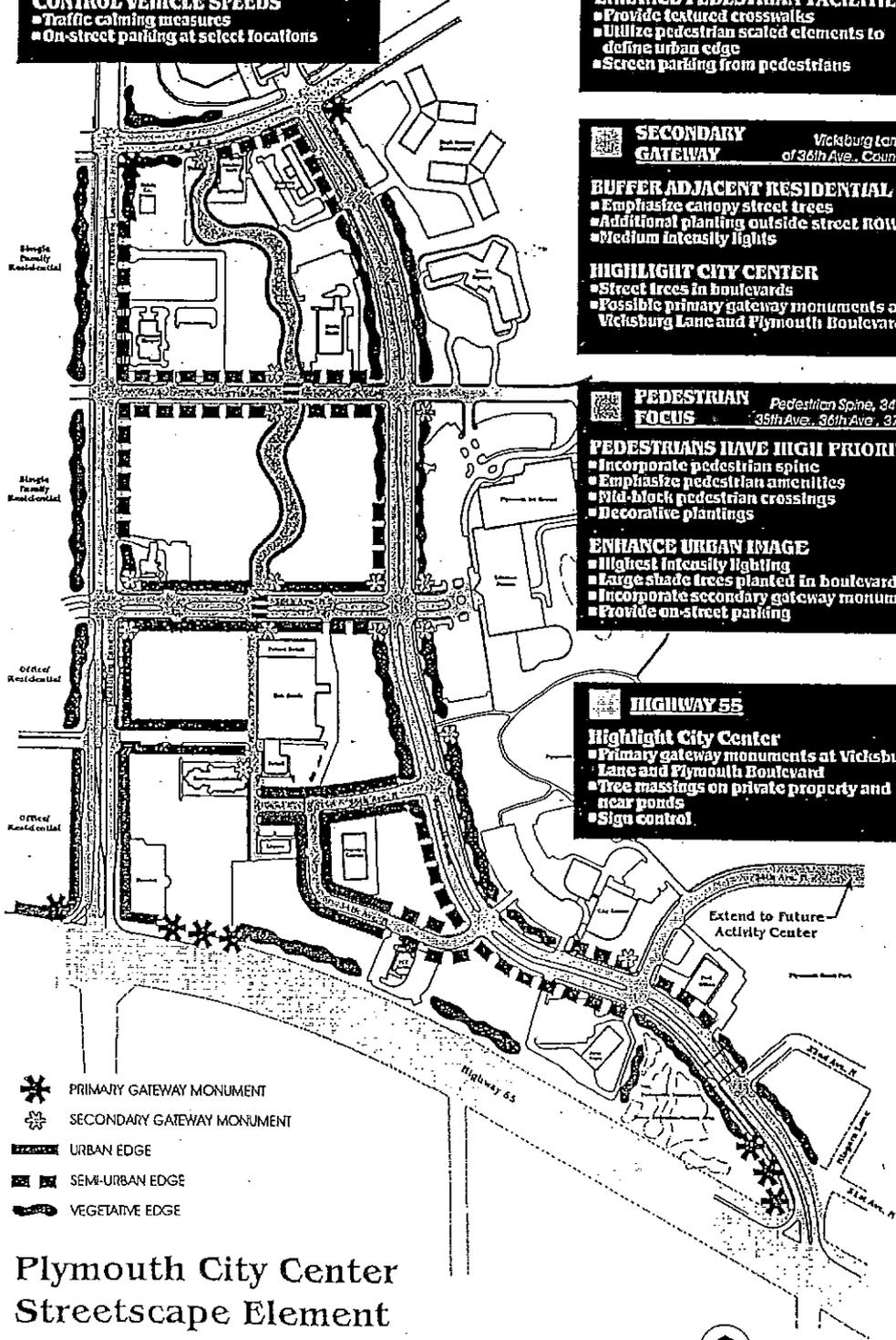
ENHANCE URBAN IMAGE

- Highest intensity lighting
- Large shade trees planted in boulevards
- Incorporate secondary gateway monuments
- Provide on-street parking

HIGHWAY 55

Highlight City Center

- Primary gateway monuments at Vicksburg Lane and Plymouth Boulevard
- Tree massings on private property and near ponds
- Sign control



- PRIMARY GATEWAY MONUMENT
- SECONDARY GATEWAY MONUMENT
- URBAN EDGE
- SEMI-URBAN EDGE
- VEGETATIVE EDGE

**Plymouth City Center
Streetscape Element**

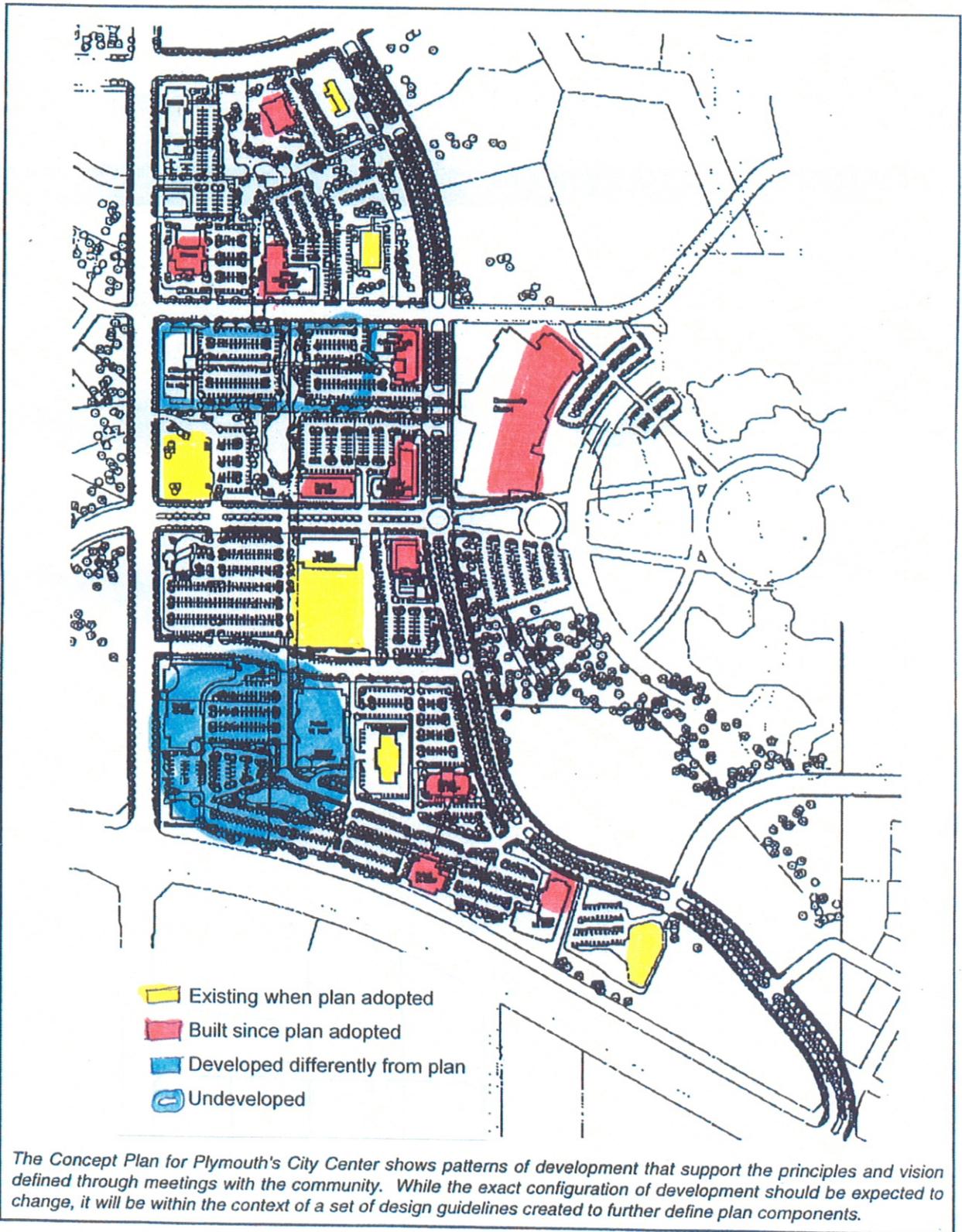
Streetscape Hierarchy Concept
November 6, 1998



PUBLIC SPACE DESIGN GUIDELINES

- Develop a streetscape hierarchy
 - Plymouth-Boulevard should be a parkway
 - Vicksburg should be Plymouth's "Main Street"
 - Use 36th Street as link from Vicksburg to Park
- Create lively streets
 - Allow parking on the streets
 - Avoid blank building facades
 - Screen parking and service areas
 - Reinforce pedestrian aspect of streets with street trees, pedestrian lights and other pedestrian scaled amenities
- Pedestrian environment should be comfortable, safe, convenient and accessible
 - Implement traffic calming measures
 - Require sidewalks from all buildings out to public sidewalk
 - Create pedestrian walkways through parking lots
- Develop a strong streetscape
 - Tie streetscape into the wooded areas on the east and west side of the City Center
 - Utilize the same plant materials of the streetscape in private development plantings
 - Plant shade trees in parking lots
- Create usable open spaces within the City Center to encourage gathering and interaction
 - Develop transit stops
 - Create plazas at front of large private buildings

Illustrative Site Plan



City Center Background

- Most buildings were constructed in the last 10 to 12 years. Exceptions include US Bank, the liquor store building, Cub Foods, the Automall, the Comcast utility building and the BP station.
- With the Streetscape Plan, the City adopted an ambitious plan for public improvements to mitigate for the multi-owner reality of City Center. In short, the public realm is the primary tool the City has to create a sense of unity and place in City Center. Major elements envisioned in the plan that are still lacking include signage (thinking beyond just the entry monuments) and street furniture (the twinkle lights in the boulevard trees are an example of the effectiveness of seemingly small improvements).
- The redevelopment of the library represents an opportunity to expand and reinforce pedestrian movement north/south and also east/west, tying to the residential areas to the east and west and the public areas to the east.
- Staff has seen some activity in development/redevelopment in City Center, but not all of the proposals may fit the City's vision for the area (for example: a bank at the corner of Vicksburg Lane and 37th Avenue).
- City Center has a strong office component, particularly along the west side of Plymouth Boulevard.
- There is very little consumer goods retail in City Center and limited options to introduce this type of retail, which thrives on visibility, access and proximity to other similar types of retail.

City Center Uses

1983/Cable facility
1997/Daycare
1991/Gas/convenience store
1996/Funeral home
2002/Multi-tenant medical office building
1995/Insurance service center (for sale)

Vacant parcel

Vacant parcel

2003/2 multi-tenant office buildings
2002/Multi-tenant office building, including medical/dental uses
2000/Bank with drive through
1995/Library

1991/Grocery store
2004/Office condominiums, including some quasi-retail uses
1997/2 multi-tenant retail buildings, including

- Two sit-down restaurants
- Coffee shop
- Sandwich shop
- Spa
- Service businesses

2000/2 Restaurants
2000/Bank
2000/Restaurant

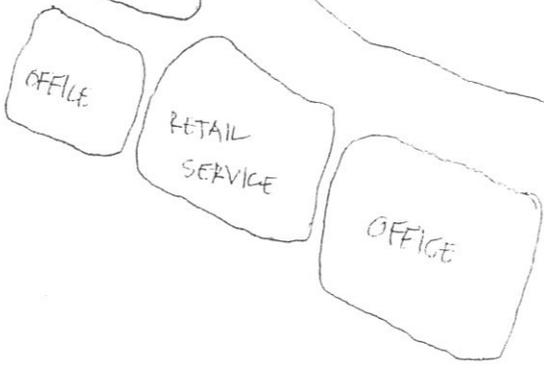
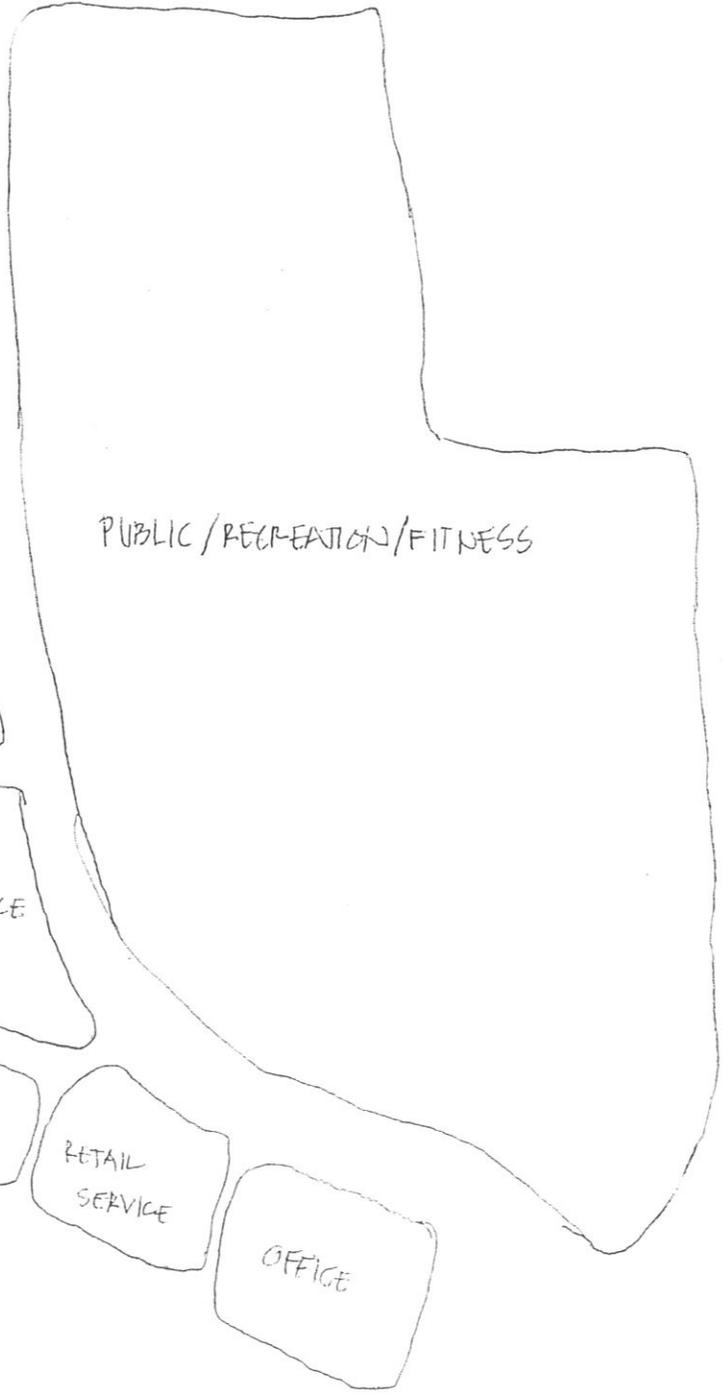
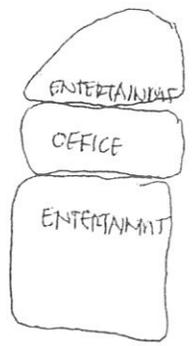
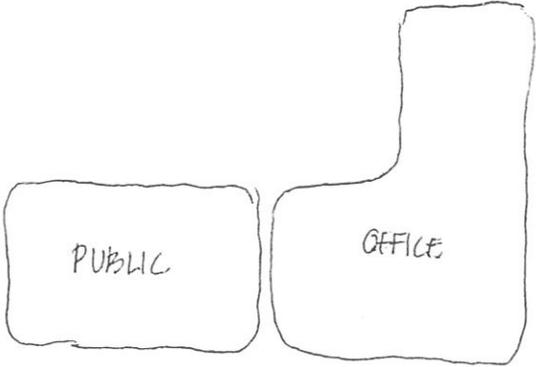
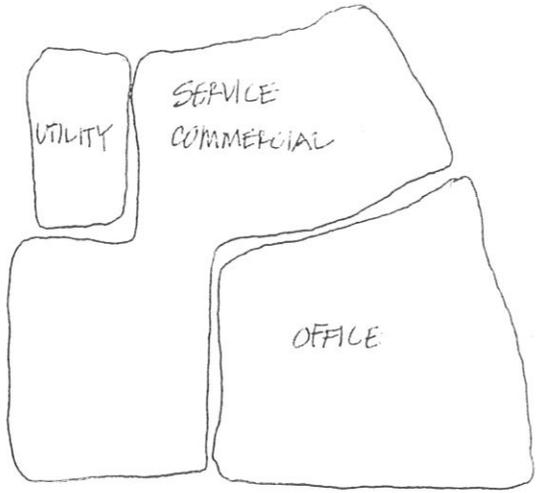
1997/Theater
1985/Multi-tenant retail building with liquor store
1999/Vacant restaurant
1999/Retail building with Karate center and second hand clothing

1994/Automall
2001/Multi-tenant medical office building
2001/Multi-tenant office building, including bank with drive through

Vacant parcel (approved for realty office)
1997/Bank with drive through
1998/2 multi-tenant retail buildings
1981/Bank with drive through

1995/Ice center
1995/Fitness center
1978/1992/1995/2006/City Hall
1980/Post Office

CITY CENTER USES



Public Improvements in City Center

Primary Gateway Monuments

- The Streetscape Plan shows four signs: Highway 55/Plymouth Boulevard, Highway 55/ Vicksburg Lane east, Highway 55/Vicksburg Lane west, Plymouth Boulevard/County Road 9.
- **In 2006, the City constructed one sign at Highway 55/Vicksburg Lane west at a cost of roughly \$111,000.**

Landscape Medians

- The Streetscape Plan designated Plymouth Boulevard as a parkway. To help reinforce the parkway designation, the City contracted with a consultant to prepare landscape plans for eight of the nine medians on Plymouth Boulevard between Highway 55 and County Road 9. The City determined not to add landscaping on the median closest to Highway 55.
- **In 2002, the City redesigned the two medians north of 35th Avenue at a cost of roughly \$240,000.**
- **In 2006, the City added blue and white decorative lighting to the trees on these two medians.**
- Due to the high cost of redesigning the medians, staff is proposing to alter the plan for the remaining medians to 1) maintain the existing trees, 2) add stamped concrete at the ends of the medians as done on the two redesigned medians and 3) plant annuals at either end of the medians, consistent with the plantings on the two redesigned medians.
- When there is sufficient funding to extend power to other medians, the decorative lighting will be extended to other medians. This may occur during the 2007 construction season.

Street Lighting

- The Streetscape Plan called for street lights throughout City Center.
- **In 2000, the City installed decorative street lights along Plymouth Boulevard from Highway 55 to County Road 9 and on 34th Avenue from Plymouth Boulevard to Plymouth Creek Center. In 2006, the City expanded the area with street lighting to include 36th Avenue from Plymouth Boulevard to Vicksburg Lane and Vicksburg Lane from Highway 55 to 36th Avenue. Street lights are assessed against abutting properties.**

Street Light Banners

- The Streetscape Plan called for the inclusion of banners on the street lights in City Center.
- **The Plymouth Arts Council issued has issued an RFP soliciting artists to design and paint original banners for City Center. Winners will be**

announced at Primavera in April 2007. Initially, there will be roughly 15 banners. This program will continue over several years until there are banners to cover all the light poles in City Center. In addition, over the next two years, the City may allocate CIP funds to purchase a set of winter banners and a set of Music in Plymouth banners. The three sets of banners will rotate seasonally each year.

Parking Bays

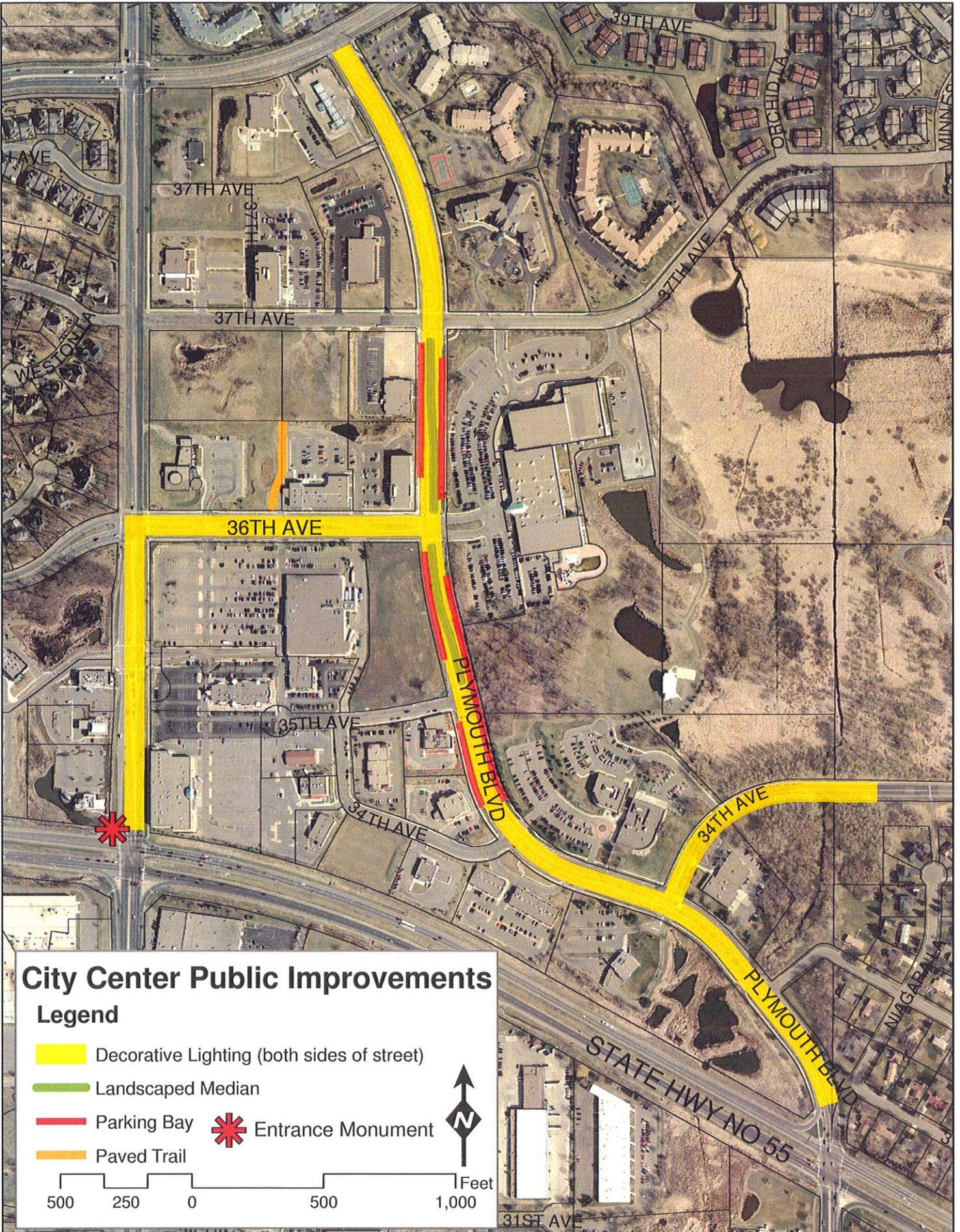
- The Streetscape Plan called for narrowing the right of way on Plymouth Boulevard from 34th Avenue to County Road 9 to help transform it into a parkway.
- **This proved to be an expensive proposition, so the City altered the concept to create bump outs between 35th and 37th Avenues. The bump outs were constructed in 2001.**

Sidewalks/Pedestrian Spine

- Sidewalks are required on both sides of all streets within City Center. However, the sidewalk on Vicksburg Lane adjacent to the funeral home was inadvertently constructed 10 feet wide instead of the standard 5 feet wide. There is no sidewalk on the northern half of the funeral home property and on the Comcast property at the corner of County Road 9 and Vicksburg Lane.
- In addition to sidewalks, the City Center Plan called for a pedestrian spine running mid-block from County Road 9 to the theater area.
- **Sidewalks have been installed with each new development in City Center.**
- **The only portion of the pedestrian spine that has been constructed is in the form of a trail between the library and the Citizen's Bank.**
- The City could consider working with the funeral home and Comcast to construct 5-foot wide sidewalks along their street frontages.
- Staff is working with Hennepin County to expand the spine in the area adjacent to the library and has also contacted the property area to the north about extending the spine through that area as well.

Street Furniture

- The Streetscape Plan calls for a variety of street furniture including benches, trash receptacles and planters.
- **The Parks Department has selected a bench that can be used throughout City Center when required in conjunction with the construction of private plazas.**



City Center Public Improvements

Legend

- Decorative Lighting (both sides of street)
- Landscaped Median
- Parking Bay
- Paved Trail
- ✱ Entrance Monument



Informal Development/Redevelopment Discussions

- State Farm site: A developer is preparing plans to 1) redesign the existing building for multi-tenant use, 2) construct three 2-story office buildings along Plymouth Boulevard and 3) construct a plaza along Plymouth Boulevard to provide views to the State Farm building.
- John Day site: The Day's are seeking to divide a one-acre lot from the four-acre site at the southeast corner of 37th Avenue and Vicksburg Lane. They are working with a bank that wants to construct a bank building with drive through on the one-acre lot. From preliminary site plans, variances would be required for allowing a building without an entrance on a street and for allowing fewer than the required number of stacking spaces for the drive through. Staff has required that the Day's provide a master plan showing that it would be feasible to develop the remaining three acres of the site, assuming a bank at the corner. Staff has also discussed extension of a pedestrian corridor on the eastern portion of this site. The Day's have indicated their willingness to support this concept.
- Library: Hennepin County is working with an architect on design development for a new library that would replace and double the size of the existing facility. The architect is incorporating City Center design guidelines into the new building. In addition, staff is working with the County on enhancing the pedestrian corridor through the library site.
- Cub site: Staff has had several informal meetings about potential additional uses on the site. Cub has indicated that they would like to add gas pumps on the north side of the building adjacent to 36th Avenue. This is an allowed conditional use in the City Center-Retail zoning district. Cub has also indicated they would like to add a retail building along Vicksburg Lane. Depending on the amount of additional square footage, there would be sufficient parking for an additional building.

City Center Questions

- What do like about City Center?
 - Sidewalk system
 - Ease of access
 - Office development on Plymouth Blvd.
 - Public uses—City Hall, Hilde Center, library, post office
 - Casual restaurants, coffee house
 - Movie theater
 - Services—spa, cleaners, minute clinic
 - Overall mix of uses
 - Decorative lighting
 - Landscaped islands
 - Twinkle lighting in trees

- What do dislike about City Center?
 - Sidewalk system
 - Auto access
 - Office development on Plymouth Blvd.
 - Public uses—City Hall, Hilde Center, library, post office
 - Casual restaurants, coffee house
 - Movie theater
 - Services—spa, cleaners, minute clinic
 - Overall mix of uses
 - Lack of businesses selling consumer goods
 - Decorative lighting
 - Landscaped islands
 - Twinkle lighting in trees

- Based on the 1996 City Center plan, what should City Center look like today—types of land uses, ease of pedestrian and/or vehicular access, public amenities?
 - Does what has occurred meet the goals stated in the 2000 Comp Plan?
 - The 2000 Comp Plan includes a goal to “Establish a strong community-wide focal point in City Center with a mix of civic, recreation, entertainment and commercial activities.” Do you agree with this goal? If not, what would you change?
 - What does this goal mean to you?

- Is the City’s goal for City Center to bring more businesses and people to a central place or is it to create a place where people want to come (this could be accomplished with many different uses)?

- Considering what is located in City Center already, the amount and location of land available for additional development and current market considerations, what additional uses should we try to attract to City Center? What uses can be attracted to City Center, based on these same considerations?
- With the sizable office population, there is a lot of weekday daytime activity in City Center. Is the activity in the evening and on weekends at the level desired? If not, what uses would help attract more users on evenings and weekends? Can the City develop these uses or would it require private developers?
- Should the boundaries of City Center be expanded? A recent Star Tribune article included Plymouth Marketplace and the Shops at Plymouth Creek in City Center. Do you view them as part of City Center?
 - If City Center is formally expanded, what if anything is needed to make the entire area look and function as a cohesive development?
- How high a priority is pedestrian movement throughout City Center? Seniors at Towne Square have repeatedly raised safety issues about crossing Plymouth Blvd. Would you be willing to alter the street design at 36th or 37th Avenue to create a safe zone for pedestrians to cross?
- Do all street crossings need to be pedestrian friendly? What pedestrian connections are the most achievable/realistic:
 - east/west at 35th and Vicksburg,
 - east/west at 36th and Vicksburg,
 - east/west at 36th and Plymouth Blvd.,
 - north/south at Highway 55?
- To support development and/or redevelopment in City Center that meets the goals of the City, should the City be prepared to invest additional public money? Are the desires strong enough to support the use of public money to entice specific uses, if market conditions have not attracted them to date?
- If public money is used to continue to enhance City Center, should this money be used for:
 - public projects such as signage, street furniture, sidewalks/trails, road improvements, etc.,
 - private development/redevelopment (TIF assistance to get what we want)
or
 - both public and private projects?

- Assuming there is a role for public investment in development/redevelopment, is City Center the area where the City would get the most return on investment or are there other areas that should receive higher priority (e.g. areas where the buildings are older and in need of redevelopment)?
 - Would you have chosen to use public financial assistance to improve City Center before choosing to put public money in the redevelopment of Plymouth Shopping Center as Plymouth Crossroads Station?

Plymouth is building its own downtown area

Yelena Kibasova

Kim and Karen Bonander moved to Plymouth from Sioux Falls, S.D., last November largely because the northwest suburb is only 15 to 20 minutes from their jobs in downtown Minneapolis.

But they don't have to stray even that far from home for shopping and dining.

Since the late '90s, Plymouth has been chiseling out a downtown at Hwy. 55 and Vicksburg Lane, where there now is a Lunds grocery store and a few chain restaurants and salons in addition to the longstanding Mann Plymouth 12 movie theater and Cub Foods.

Plymouth also has amenities such as a community center, ice skating complex and library, which Mayor Kelli Slavik said will undergo a two-year expansion project starting next year.

On the retail front, the newest development along the south side of Hwy. 55 includes a Lowe's home-improvement store, Michaels arts and crafts store and various chain restaurants.

The Bonanders said they do most of their shopping at the nearby Ridgedale Center in Minnetonka and Arbor Lakes in Maple Grove.

A quick drive east of Lowe's on Hwy. 55 reveals a freshly leveled site near the WestHealth Building that will be developed into a small retail strip mall.

In terms of residential development, Coldwell Banker Burnet agent Mark Geier said many "pocket developments," with clusters of eight to 12 houses, are being built in older neighborhoods developed in the 1960s and 1970s.

In 2006, the average sale price of residences in Plymouth was \$324,175, according to the Minneapolis Area Association of Realtors, a slight increase over the previous year.

The rural northwest corner of the city will also be developed. The city is putting together a comprehensive plan to deliver sewer and water to the area to accommodate more housing.

Slavik said the city also has plans for a greenway in the area to help preserve natural space.

"That area of Plymouth has a lot of hills and wetlands," she said. "There's a lot of opportunities to do land preservation there."

For Geier, a Plymouth resident, the city's parks and lakes provided plenty of opportunities for outings with his children.

"We used to go out to Baker Park, which is five minutes from my home, and we'd camp overnight in a tent," he said. "If the weather got bad or the ghost stories were too scary, we'd come home."

Nearby parks include French Regional Park, Medicine Lake and Parkers Lake.

The Bonanders' two-story home sits directly across from a small neighborhood park, where 5-year-old daughter Allie plays often.

Easy access to parks and walking/biking paths, such as the Luce Line Trail, which starts in Plymouth and extends 63 miles to Winsted, Minn., has the family looking forward to warmer weather.

In the meantime, Karen Bonander said her daughter goes sledding with neighborhood friends. "There are two little girls that are two doors down that are within two years of her age," she said.

Because Allie will be heading off to kindergarten this fall, the Bonanders are exploring school options. Their house is located in the small part of Plymouth served by the Osseo school district, one of four that serves Plymouth. The others are Wayzata, Robbinsdale and Hopkins.

Geier said more private schools are settling into Plymouth, giving parents even more choices.

Yelena Kibasova is a University of Minnesota student reporter on assignment for the Star Tribune.

©2007 Star Tribune. All rights reserved.

Sandy Engdahl

From: Laurie Ahrens
Sent: Tuesday, March 20, 2007 1:28 PM
To: Sandy Engdahl
Subject: Fw: Dunkirk Development

Please have copies for tonight. Thanks. L.

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

From: Kathleen Murdock
To: Council Members
Sent: Tue Mar 20 13:07:56 2007
Subject: FW: Dunkirk Development

Following is some additional information I had requested for tonight's meeting. -Kathleen

From: Steve Juetten
Sent: Tue 3/20/2007 11:36 AM
To: Kathleen Murdock
Subject: FW: Dunkirk Development

Here is additional information on the zoning of the property and where churches can go.

Steve

From: Shawn Drill
Sent: Tuesday, March 20, 2007 11:34 AM
To: Steve Juetten
Cc: Barb Senness
Subject: RE: Dunkirk Development

Steve:

This site was zoned R-O until July 31, 1980--when the City adopted a new Zoning Ordinance. At that time the R-O nomenclature was replaced with "FRD"--which became an equivalent zoning district. At that time, all properties that had been zoned R-O (including this church site) were placed in the then new FRD zoning classification. There have been no other interim zonings for this property.

Religious institutions are allowed by conditional use in all of the single-family and multi-family residential districts (i.e., RSF-1, RSF-2, RSF-3, RSF-4, RMF-1, RMF-2, RMF-3, & RMF-4).

Religious institutions are also allowed as a permitted use in the O (Office), C-3 (Highway Commercial), C-4 (Community Commercial), C-5 (Commercial/Industrial), B-C (Business Campus), and P-I (Public/Institutional) districts, and by conditional use in the C-2 (neighborhood Commercial) and CC (City Center) districts.

As you can see, there are a number of corresponding zoning districts where religious institutions are allowed. That said, the majority of religious institutions in Plymouth happen to be located in the RSF-1 district. Besides this church, there's one other church located in the FRD district. That church is St. Joseph's (located SW corner of Rockford and Northwest Blvd.)

Thanks, Shawn.

From: Steve Juetten
Sent: Tuesday, March 20, 2007 10:24 AM
To: Shawn Drill
Subject: FW: Dunkirk Development

Shawn,

Can you provide me the information that Kathleen is asking?

Thank you.

Steve

From: Kathleen Murdock
Sent: Tuesday, March 20, 2007 10:18 AM
To: Steve Juetten
Subject: RE: Dunkirk Development

Steve,

I do have a couple follow-up questions. We could chat on phone but I would like the responses in writing in case I want to forward to rest of council members. In terms of zoning, the site was zoned R-0 in the 1968 zoning map. So when was it changed to FRD and were there interim zonings? Also, what zoning is typically used in the city for a church? I know a church is an acceptable use in LA-1 (as well as other more occasional type uses besides residential) but what is the corresponding zoning? Thanks. -Kathleen

From: Steve Juetten
Sent: Tue 3/20/2007 9:32 AM
To: Kathleen Murdock
Subject: FW: Dunkirk Development

Kathleen,

This should give you an idea of the land use and zoning timing for the Westside Church.

Call with questions.

Steve

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

From: Shawn Drill
Sent: Monday, March 19, 2007 3:30 PM
To: Steve Juetten
Cc: Barb Senness
Subject: RE: Dunkirk Development

Steve:

The "LA" (Living Area) nomenclature was first introduced in the July 1973 Comp. Plan Update. The City was becoming more "suburbanized", so the plan needed to become more refined. As a result, the old nomenclature --"Single Family Neighborhood (Generalized)" was no longer being used. This property--which had been guided for low density residential use--was given the "LA-1" designation at that time, because LA-1 was the corresponding lowest density residential guiding classification under the new naming system that was provided for at that time.

Shawn.

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

From: Steve Juetten
Sent: Monday, March 19, 2007 3:06 PM
To: Shawn Drill
Cc: Barb Senness
Subject: RE: Dunkirk Development

Shawn,

When did the City guide the site LA-1?

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

From: Shawn Drill
Sent: Monday, March 19, 2007 1:45 PM
To: Steve Juetten
Cc: Barb Senness
Subject: RE: Dunkirk Development

Steve:

The 1965 Land Use Plan was in effect when the church was built in 1972. There were only two residential guiding classifications at that time:

- 1) Single Family Neighborhood (Generalized); and
- 2) High Density Development.

The 1965 Plan show the church site guided as "Single Family Neighborhood (Generalized).

The 1968 Zoning Map & Ordinance was in effect when the church was built. The property was zoned R-O (Open Residence District). Churches were included as "permitted" uses in the R-O district. In 1973, the City issued a Conditional Use Permit (CUP) for a daycare center within the existing church building. The CUP was renewed a number of times over the years. That's the extent of records we have for the site.

Thanks, Shawn.

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

From: Steve Juetten
Sent: Monday, March 19, 2007 11:05 AM
To: Barb Senness; Shawn Drill
Subject: FW: Dunkirk Development

Barb and Shawn,

Can someone look this up (we need it for tomorrow night) -

Did the Church come first or the LA-1 land use?

Was the Church approved with a CUP? What approvals did they get?

Steve

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

From: Laurie Ahrens
Sent: Monday, March 19, 2007 10:37 AM
To: Steve Juetten
Subject: Fw: Dunkirk Development

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

From: Kathleen Murdock
To: Laurie Ahrens
Sent: Mon Mar 19 10:29:18 2007

Subject: RE: Dunkirk Development

Laurie,

For tomorrow's meeting, can we get an answer to the question of whether the church property or the LA-1 guiding came first? Thanks. -Kathleen

From: Laurie Ahrens
Sent: Fri 3/16/2007 1:47 PM
To: 'jiversarch@comcast.net'
Cc: Kathleen Murdock
Subject: RE: Dunkirk Development

I will get this information to the City Council and Planning Commission. Thanks. Laurie Ahrens

From: jiversarch@comcast.net [mailto:jiversarch@comcast.net]
Sent: Friday, March 16, 2007 12:26 PM
To: Laurie Ahrens
Cc: Kathleen Murdock
Subject: Dunkirk Development

Dear Ms. Ahrens,

We hope we're in time to get this email request for Tuesday's Planning Commisision/Council meeting put in the Council's packet.

Please let me know if you have any questions, or comments.

Thank you.

Jackie Ivers Archbold

Dear Mayor and Council,

Our neighborhood group would like to urge you to put the Westside Church parcel up for consideration when discussing additional parcels at the Tuesday, March 20th meeting. It came across clearly at the March 13 Council meeting that our neighborhood uses this site extensively; I need to emphasize that in my informal useage study, I certainly saw neighbors using the site, but I did not know most of the people participating in activities on the site. There was such a great diversity in age and gender among the users of this green space, that it opened my eyes to the potential of the site for many Plymouth residents.

We feel strongly that this parcel deserves a good thoughtful look at Tuesday's meeting due to the benefits it would provide the community at large, as well as our neighborhoods. This unique 5 acre plot has the potential to connect many neighborhoods, parks, retail areas (Plymouth's "Downtown" and the Rainbow complex), the new Goddard preschool, Vicksburg Commons, a large wetland with trails, the fire station that provides us with so many community events, the Dunkirk trail system, all along with a green space that can be used for community identity events. It is also accessible to the freeway system and does not require users to drive through residential areas.

This connectivity contributes to Plymouth residents' quality of life, following the nationwide model of getting people out of their cars and coming together as citizens. What a legacy to leave Plymouth residents; to have a Council that not only took great deliberation and care in developing our newest area, the Nothwest Greenway, but also in creating a true Plymouth downtown, enhancing the image of Plymouth as a desirable place to live, work, and play.

To develop this property without thought to its potential cuts off many options. We urge you to consider the Westside Church parcel when meeting on Tuesday, March 20th.

Thank you for your time.

Jackie Ivers Archbold
16915 32nd Ave North