CITY OF PLYMOUTH
AGENDA
Regular Planning Commission
Council Chambers
3400 Plymouth Boulevard, Plymouth, MN
October 15, 2025, 7:00 PM

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

2. PUBLIC FORUM - Individuals may address the commission about any item not contained on the regular agenda. A maximum of three minutes is allotted per individual with a total of 15 minutes for the forum. If the full 15 minutes are not needed for the forum, the commission will continue with the agenda. The commission will take no official action on items discussed at the forum, with the exception of referral to staff for future report.

3. APPROVE AGENDA - Planning Commission members may add items to the agenda for discussion purposes or staff direction only. The commission will not normally take official action on items added to the agenda.

4. CONSENT AGENDA - These items are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a commission member or individual so requests, in which event the item will be removed from the consent agenda and placed elsewhere on the agenda.

4.1 Approve the September 17, 2025, minutes.
1. Planning Commission Minutes 7-16-25

4.2 Variance request for a detached garage in the front yard at 2319 West Medicine Lake Drive (Sandcon Remodeling, Inc. - 2025055)
1. Planning Report
2. Location Map
3. Variance Standards Responses
4. Surveys
5. Site Plan
6. Plans
7. Resolution

4.3 Variance request for a detached accessory structure that would exceed the height limit at 17840 4th Avenue North (Brad Kramer & Paula Prahl - 2025060)
1. Planning Report
2. Location Map
3. Variance Standards Responses
4. Survey
5. Garden Shed Plans
6. Resolution

5. PUBLIC HEARINGS

5.1 Comprehensive plan reguiding, rezoning, PUD general plan, and preliminary plat for Plymouth Plaza located at 1455 County Road 101 (Marco McLane - 2025042)

1. Planning Commission Report
2. Applicants Narrative
3. Applicants Site Graphics
4. Traffic Study
5. LHB TIF Letter of Finding
6. Public Comments Received
7. Resolution - Reguiding
8. Ordinance - Rezoning
9. Resolution - Zoning Finding of Fact
10. Resolution - Preliminary Plat

6. NEW BUSINESS

7. ADJOURNMENT

Proposed Minutes
Planning Commission Meeting
July 16, 2025

Chair Boo called a Meeting of the Plymouth Planning Commission to order at 7:00 p.m. in the Council Chambers of City Hall, 3400 Plymouth Boulevard, on July 16, 2025.

COMMISSIONERS PRESENT: Chair Michael Boo, Marc Anderson, Julie Olson, Bill Wixon, Josh Fowler, Neha Markanda, and Jim Willis

COMMISSIONERS ABSENT: None

STAFF PRESENT: Planning Manager Lori Sommers, Engineering Services Manager Chris McKenzie, Senior Planner Kip Berglund, and City Council Liaison Julie Pointner

Chair Boo led the Pledge of Allegiance.

Call to Order

Public Forum

Approval of Agenda

Motion was made by Commissioner Anderson and seconded by Commissioner Olson to approve the agenda. With all Commissioners voting in favor, the motion carried.

Consent Agenda

(4.1) Planning Commission minutes from meeting held on June 18, 2025.

Motion was made by Commissioner Fowler and seconded by Commissioner Markanda to approve the consent agenda. With all Commissioners voting in favor, the motion carried.

Public Hearing

(5.1) Preliminary plat, final plat, and site plan request to allow the construction of a nine-unit townhouse development, to be known as Shorewood Enclave, and related improvements at 10900 South Shore Drive (Plateau Properties – 2025009)

Senior Planner Berglund presented the staff report.

Chair Boo asked and received confirmation that the final plat as presented tonight does not include all of the lots, as the second phase will include the remainder of the lots and other public improvements.

Commissioner Anderson commented that historically, final plats are approved by the city council.

Senior Planner Berglund stated that the applicant has submitted the final plat along with the preliminary plat and site plan; therefore, staff is presenting the three requests in one presentation. He confirmed that the final plat only needs to be approved by the city council.

Commissioner Markanda referenced the minimum density of LA-4 and asked if other cases have been approved with a lesser density.

Senior Planner Berglund confirmed that the city has approved other requests that have not met the minimum density. He stated that the applicant has to show unique circumstances in which the minimum density cannot be met, and staff has determined there are unique conditions that prevent the site from achieving the minimum density.

Chair Boo introduced Todd Ofsthun, representing the applicant, who stated that he was present to address any questions.

Commissioner Olson asked if the townhomes would be rental or owner-occupied.

Mr. Ofsthun replied that the property owner has not yet decided but is preparing for either scenario. He stated that separate utilities would be provided to each home.

Chair Boo opened the public hearing.

No comments.

Chair Boo closed the public hearing.

Commissioner Willis asked for additional information on the easements.

Engineer Services Manager McKenzie replied that the property owner was paid for the easements.

Commissioner Willis asked the price the applicant was paid for the easements.

Chair Boo introduced Faisale Boukari, the applicant, who replied that he believes he was paid $18,500 for the easements.

Motion was made by Olson, and seconded by Commissioner Willis, to recommend approval of the preliminary and final plat, and site plan for the construction of a nine-unit townhouse development and related improvements at 10900 South Shore Drive, subject to

the conditions within the draft resolution. With all Commissioners voting in favor, the motion carried.

New Business

(6.1) Site plan and variance request to allow the construction of an assisted living facility development, and related improvements, to be known as Solbakken Assisted Living, at 18035 Old Rockford Road (Solbakken – 2025030)

Senior Planner Berglund presented the staff report.

Commissioner Willis asked if there have been any environmental examinations of this site due to pollution from the previous auto repair.

Senior Planner Berglund did not believe a phase I environmental assessment was completed, as this site previously had single-family homes.

Commissioner Willis commented that there were single-family homes and an auto repair shop on the property.

Commissioner Markanda recognized that this is a non-arterial road and asked for more information on traffic.

Engineer Services Manager McKenzie replied that this would be a low-traffic use for the site and confirmed that the road has capacity for this use.

Chair Boo introduced Josh McKinney, representing the applicant, who stated that they have completed a phase one ESA, and there were no recommendations to complete as the report came back clean.

Chair Boo introduced Darla Thao, the applicant, who stated that she was present to address any questions of the commission.

Commissioner Markanda asked for information on the hours of operation.

Ms. Thao replied that this would be a 24-hour facility with visiting allowed at any time.

Commissioner Markanda asked about the number of employees who would be on-site at any time.

Ms. Thao replied that there would be a total of four employees onsite at any time.

Commissioner Markanda commented that she drives by the site daily and believes that this use would be a good fit, especially for seniors who require complex care or have experienced traumatic brain injury. She believed that this would be a good addition to the community and its senior population.

Motion was made by Markanda, and seconded by Commissioner Olson, to recommend approval of the site plan and variance for the construction of an assisted living facility development at 18035 Old Rockford Road, subject to the conditions within the draft resolution. With all Commissioners voting in favor, the motion carried.

Adjournment

Chair Boo adjourned the meeting at 7:38 p.m.

To: Plymouth Planning Commission

From: Kip Berglund, Senior Planner (763-509-5453)
Community and Economic Development Department

Subject: Sandcon Remodeling, Inc. – variance request to allow a detached garage In the front yard at 2319 West Medicine Lake Drive (2025055)

Ward 3

Deadline: December 20, 2025

Summary

Request for a variance for a 672-square-foot detached garage in the front yard. The variance is to allow for a detached accessory building in the front yard. Under the plan, the existing home and 300-square-foot detached garage would be removed and replaced with a new home and larger detached garage.

The existing home has a side yard setback of 4.1 feet where 8 feet is required in the RSF-3 zoning district. The applicant has applied for a separate administrative permit to expand, but not increase, the non-conforming structure. The proposed home would be constructed 4.7 feet from the north side property line at its closest point.

An aerial view of the site is included on the right for reference on the site context.

Recommended Action

Community and Economic Development Department Staff recommend approval of the variance for the detached accessory structure in the front yard.

Site Information

Zoning and Land Use
The property is zoned RSF-3 (single family detached 3) and guided LA-1 (living area 1).

	Use	Zoning	Land Use Designation (2040 Comprehensive Plan)
Subject Property	Single-family home	RSF-3	LA-1
North and South	Single-family homes in the Elmhurst Subdivision	RSF-3	LA-1
West *(across Hemlock Ln)*	Single-family homes in the Elmhurst Subdivision	RSF-3	LA-1
East *(across Medicine Lake Dr)*	Medicine Lake	N/A	N/A

Natural Characteristics of Site
The lot is located in the Bassett Creek watershed and is within the shoreland overlay district for Medicine Lake. It is not located in a floodplain management overlay district, and there are no wetlands on the property.

Previous City Actions Affecting Site
The subject lot was created in 1912 as part of the Elmhurst subdivision. The home was built in 1918.

Analysis of Request
The applicant is requesting approval of a variance to allow the construction of a new detached garage that would replace an existing detached garage on the lot. The variance would allow the new garage to be larger than the existing garage, be in a different location, and be in a front yard (the area between the home and Hemlock Lane where access is gained).

The subject property is zoned RSF-3, contains 10,085 square feet and is 49.7 feet in width at the front setback. The zoning ordinance specifies that lots within the RSF-3 zoning district shall contain a minimum lot size of 7,000 square feet and 65 feet in width. Therefore, the subject property is undersized for lot width requirements. The existing detached garage is located southwest of the existing home and is located 2.5 feet from the southern side property line and roughly 63 feet from the western front property line. For architectural and aesthetic proposes, and to limit the amount of impervious surface, the proposed detached garage would align with the placement of the home on the lot and be located 6 feet from the north side property line, and 25 feet from the west front property line.

The applicant states that the current 300-square-foot detached garage is not large enough for the owner's needs, who purchased the property in 2024. If approved, the new garage would allow the owners to park their vehicles inside and allow for additional storage space. The applicant also states that the proposed detached garage would not be out of character for the neighborhood. Staff notes that the two properties to the north and two properties to the south of the subject property all contain detached garages in the front yards that range from 0.53 feet to 4 feet from the side property lines and 8 feet to 50 feet from the front property lines.

Impervious surface

The property is in the shoreland overlay district for Medicine Lake and therefore the ordinance stipulates a maximum impervious surface coverage of 25 percent. The subject property is 10,085 square feet and currently contains 34.6 percent (3,493 square feet) impervious surface coverage. The applicant has provided a survey that includes the proposed impervious surface coverage stating that, if approved, the impervious surface of the lot would be 33.9 percent (3,421 square feet). The existing non-conforming impervious surface percentage would be reduced by 0.7 percent. Therefore, the proposed impervious surface percentage would remain at or below the existing percent and meet zoning ordinance requirements for properties located within shoreland overlay districts.

Stormwater

If approved, the detached garage would be located six feet from the north side property line. The applicant submitted a proposed survey that shows drainage arrows and elevations that would direct stormwater coming from the adjacent property and subject property, north of the garage and home, east along a graded contour toward Medicine Lake. The placement of the detached

garage and home shall not cause any additional stormwater runoff onto adjacent properties. A condition is in the attached resolution that requires approval of the proposed grading and drainage plan prior to the issuance of a building permit.

Findings
In review of the request, staff finds that all the applicable variance standards would be met, as follows:

1. Would the variance, and its resulting construction or project, be in harmony with the general purposes and intent of the Zoning Ordinance, and be consistent with the comprehensive plan?
   Finding: Staff finds that the request is in harmony with the general purpose of the zoning ordinance and comprehensive plan. There is a need for a garage in Minnesota's climate, and detached garages are a permitted accessory use in the RSF-3 zoning district.
2. The variance applicant has satisfactorily established that there are practical difficulties in complying with this Chapter. "Practical difficulties" means that:
   a. Does the applicant propose to use the property in a reasonable manner permitted by this Chapter?
      Finding: Staff finds that the request is reasonable. The property will be used in a reasonable manner, as permitted by the zoning ordinance. Upon the granting of the variance, and administrative permit, the project will comply with the zoning ordinance.
   b. Is the plight of the landowner due to circumstances unique to the property that were not created by the landowner?
      Finding: Staff finds that the property characteristics were not caused by the applicant as they recently purchased it and currently contains a detached garage in the front yard that does not meet their vehicle parking and storage needs.
   c. The variance, if granted, would not alter the essential character of the locality?
      Finding: Staff finds that the request would not alter the essential character of the locality as several properties within the neighborhood have detached garages in the front yard.

3. Is the variance request based exclusively upon economic considerations?
   Finding: Staff finds that the request is not solely based on economic considerations but based upon the need for additional garage space, limiting the need for outdoor storage.

4. Would the variance, and its resulting construction or project, be detrimental to the public welfare, or would it be injurious to other land or improvements in the neighborhood?
   Finding: Staff finds that the request would not be detrimental to the public welfare and would not be injurious to other land/improvements in the neighborhood. The larger

detached garage would allow for vehicles to be parked inside and for additional storage space.

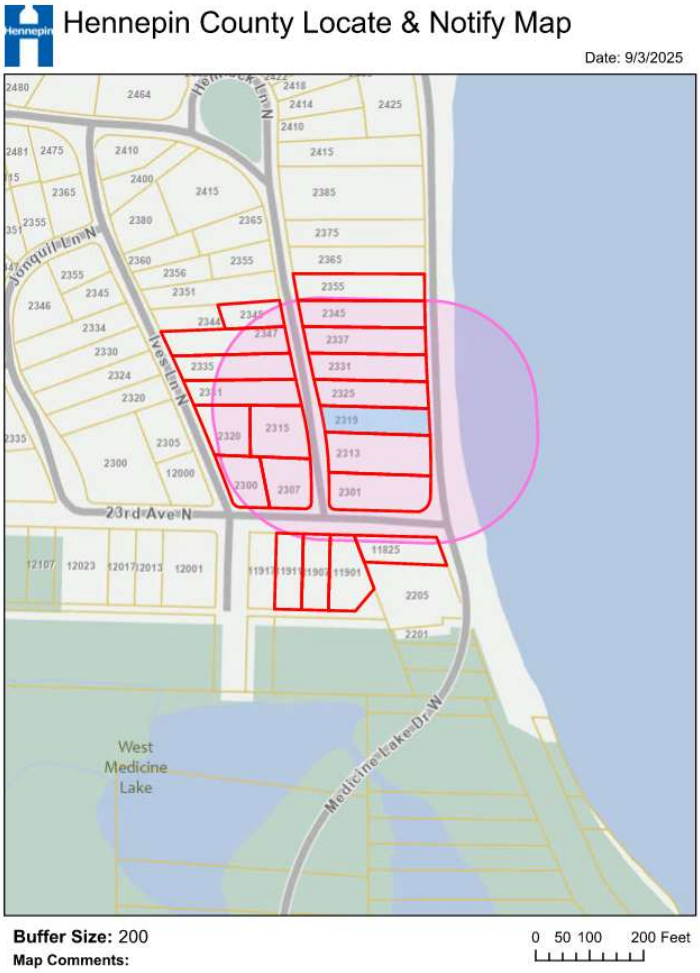
5. Would variance, and its resulting construction or project, impair an adequate supply of light and air to adjacent properties? Or would it substantially increase traffic congestion in public streets, increase the danger of fire, endanger the public safety, or substantially diminish property values within the neighborhood?
   Finding: Staff finds that the request would not impair light and air, nor increase traffic, risk of fire, nor endanger the public safety, nor dimmish property values in the neighborhood. The detached garage would be in character with the neighborhood, match the architecture of the home and increase the value of the property.

6. Is the variance requested the minimum action required to address or alleviate the practical difficulties?
   Finding: Staff finds that the variance is the minimum action required to address the practical difficulties. The design and placement of the detached garage is based on both architectural and aesthetic purposes, would limit the impervious surface percentage, and would meet or exceed all other zoning requirements.

The Planning Commission must review the variance request for compliance with the standards outlined in the zoning ordinance. A copy of the variance standards is attached.

Level of Discretion in Decision-Making
The City's discretion in approving or denying a variance is limited to whether or not the proposal meets the standards for a variance. The City has a relatively high level of discretion with a variance because the burden of proof is on the applicant to show that they meet the standards for a variance.

Public Notice
Notice of the public meeting was mailed to all property owners within 200 feet of the site.



2025055
Sandcon Remodeling, Inc.
2319 West Medicine Lake Drive
Request for a Variance

250 125 0 250 500 Feet

City of Plymouth

Legend

- C, Comercial
- CC, City Center
- CO, Commercial Office
- IND
- LA-1, Living Area 1
- LA-2, Living Area 2
- LA-3, Living Area 3
- LA-4, Living Area 4
- LA-5
- MXD
- MXD-R
- P-I, Public/Semi-Public/Institutional

Community and Economic Development Department
3400 Plymouth Blvd
Plymouth, MN 55447
(763) 509-5450

Variance
Application Checklist

Please submit digital (emailed, USB) copies of the following items via email to planning@plymouthmn.gov to submit your application.
Applications will be processed once all items on this checklist are submitted.

Requirements

- **Completed Application Form,** signed by the property owner.
- **Answers** to the questions on page 2.
- **Accurate Certified Survey** showing the proposal, drawn to scale, including all dimensions and square footages.
- **Site Plan** showing any applicable changes in landscaping, signage, lighting, and grading.
- **Application Fee** payable to the City of Plymouth:
  - $150 for subdivision code variance
  - $200 for 1 and 2 family lots
  - $300 for all other lots,
  - Plus, for non-residential uses within 500 lineal feet of any residential property, an additional $165 fee for a development sign on one street frontage and $50 per sign for each additional street frontage.

    The fee for staff-prepared mailing labels is included in the application fee. Please contact planning@plymouthmn.gov to set up online payment or submit a check or cash with the request.

Additional information may be requested concerning operational factors or to retain expert testimony with the consent and at the expense of the applicant as necessary to establish performance conditions in relation to all pertinent sections of the zoning ordinance. For a complete list of required materials, refer to Section 21030 of the Plymouth Zoning Ordinance.

Community and Economic Development Department
3400 Plymouth Blvd
Plymouth, MN 55447
(763) 509-5450

What is the proposed project? Explain what you're doing and why you need a variance.

Requesting a variance for proposed detached garage, as it is located in a front yard.

Would the variance, and its resulting construction or project, be in harmony with the general purposes and intent of the Zoning Ordinance, and consistent with the comprehensive plan? Explain.

Yes. It enhances the quality of housing. A new home is proposed to replace one that is over 100 years old. improvements the property, compliance with current watershed standards, and reduction in maintenance comparative to the existing structure.

Would the variance, and its resulting construction or project, be detrimental to the public welfare, or injurious to other land or improvements in the neighborhood? Explain.

It will be an improvement financially and aesthetically to its neighborhood. The new home is proposed in similar position to the existing, with detached garage placement similar to but more zone compliant than neighboring properties. It does not pose a danger to public welfare, nor is it injurious to other land or improvements.

Would the variance, and resulting project, impair an adequate supply of light and air to adjacent properties, substantially increase traffic congestion in public streets, increase the danger of fire, endanger the public safety, or substantially diminish property values within the neighborhood? Explain.

No. Then new garage placement is compliant in terms of setbacks. This increases distance from property lines and street, which increases space for air, light and traffic. It decreases fire hazard. The new structure will be an improvement in property value.

Explain the "practical difficulties" present by answering the following questions:

Is the variance the minimum action required to address or alleviate the practical difficulties? Explain.

Do you plan to use the property in a reasonable manner, permitted by the Zoning Ordinance? Explain.

Yes, the intent is for this home to be the primary residence of the home owner.

Community and Economic Development Department
3400 Plymouth Blvd
Plymouth, MN 55447
(763) 509-5450

Would the variance, if granted, alter the essential character of the locality?

It would not. The adjacent properties in fact have non-conforming detached garages, except that they do comply with current zoning setback requirements, as this one does.

Is the variance request based exclusively upon economic considerations? Explain.

No. It is based on a goal of building a new structure that matches and/or compliments the design and character of the existing neigborhood. It would be less expensive to contruct an attached garage but would increase impervious coverage. It would be less expensive to construct the garage closer to the front setback (like the adjoining properties which do not comply with setback requirements).

Is the difficulty due to circumstances unique to the property and was the issue created by the property owner? Explain.

The difficulty is due to Hemlock Lane being defined as the front the property, because there is not good access from Medicine Lake Drive in terms placing a garage or driveway. This requires the garage to be placed on the Hemlock Lane side, the front side of the home.

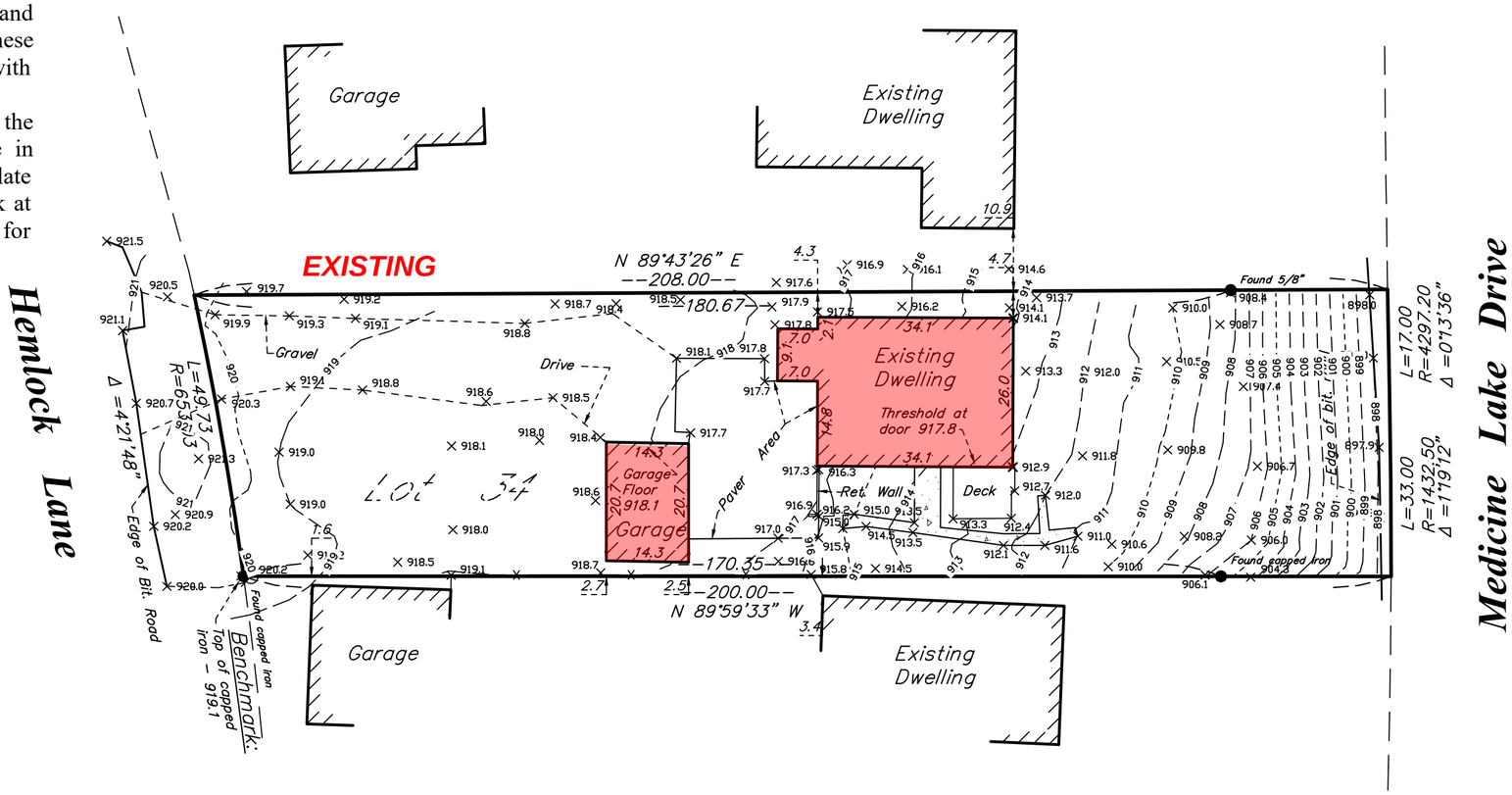
LEGAL DESCRIPTION:
Lot 34, Block 1, ELMHURST, Hennepin County, Minnesota.

SCOPE OF WORK & LIMITATIONS:

1. Showing the length and direction of boundary lines of the legal description listed above. The scope of our services does not include determining what you own, which is a legal matter. Please check the legal description with your records or consult with competent legal counsel, if necessary, to make sure that it is correct and that any matters of record, such as easements, that you wish to be included on the survey have been shown.
2. Showing the location of observed existing improvements we deem necessary for the survey.
3. Setting survey markers or verifying existing survey markers to establish the corners of the property.
4. This survey has been completed without the benefit of a current title commitment. There may be existing easements or other encumbrances that would be revealed by a current title commitment. Therefore, this survey does not purport to show any easements or encumbrances other than the ones shown hereon.
5. Note that all building dimensions and building tie dimensions to the property lines, are taken from the siding and or stucco of the building.
6. Showing and tabulating impervious surface coverage of the lot for your review and for the review of such governmental agencies that may have jurisdiction over these requirements to verify they are correctly shown before proceeding with construction.
7. Showing elevations on the site at selected locations to give some indication of the topography of the site. We have also provided a benchmark for your use in determining elevations for construction on this site. The elevations shown relate only to the benchmark provided on this survey. Use that benchmark and check at least one other feature shown on the survey when determining other elevations for use on this site or before beginning construction.

STANDARD SYMBOLS & CONVENTIONS:

"●" Denotes iron survey marker, set, unless otherwise noted.



EXISTING HARDCOVER	
House	948 Sq. Ft.
Existing Deck	94 Sq. Ft.
Gravel Driveway	1,208 Sq. Ft.
Garage	296 Sq. Ft.
Concrete Surfaces	133 Sq. Ft.
Paver Patio	696 Sq. Ft.
Ret. Walls	4 Sq. Ft.
Bituminous Road	114 Sq. Ft.
TOTAL EXISTING HARDCOVER	3,493 Sq. Ft.
AREA OF LOT	10,085 Sq. Ft.
PERCENTAGE OF HARDCOVER TO LOT	34.6%

LEGEND

- = CATCH BASIN
- = GAS METER
- = FIRE HYDRANT
- = POWER POLE
- = MANHOLE
- = TELEPHONE PED.
- = ELEC. TRANSFORMER
- = WELL
- = GATE VALVE
- = LIGHT POLE
- = TREE
- = FENCE LINE
- S = SANITARY SEWER LINE
- W = WATER LINE
- G = GAS LINE
- ST = STORM DRAIN LINE
- E = OVERHEAD UTILITY LINE
- =BITUMINOUS SURFACE
- = CONCRETE SURFACE

DATE	REVISION DESCRIPTION

DRAWING ORIENTATION & SCALE
SCALE - 1" = 20'
0 20 40

CLIENT NAME / JOB ADDRESS
LISA NORCROSS
2319 MEDICINE LAKE DRIVE WEST
PLYMOUTH, MN

Advance
Surveying & Engineering, Co.
18202 Minnetonka Boulevard, Suite 401
Deephaven, Minnesota 55391
Phone (952) 474-7964
Web: www.advsur.com

I HEREBY CERTIFY THAT THIS PLAN, SURVEY OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
Thomas M. Bloom
42379
LICENSE NO.
AUGUST 20, 2024
DATE

DATE SURVEYED: AUGUST 20, 2024
DATE DRAFTED: AUGUST 20, 2024

SHEET TITLE
EXISTING CONDITIONS SURVEY
DRAWING NUMBER
241017 TB

SHEET SIZE *17 X 22*
SHEET NO.
S1
SHEET 1 OF 1

LEGAL DESCRIPTION:
Lot 34, Block 1, ELMHURST, Hennepin County, Minnesota.

SCOPE OF WORK & LIMITATIONS:

1. Showing the length and direction of boundary lines of the legal description listed above. The scope of our services does not include determining what you own, which is a legal matter. Please check the legal description with your records or consult with competent legal counsel, if necessary, to make sure that it is correct and that any matters of record, such as easements, that you wish to be included on the survey have been shown.
2. Showing the location of observed existing improvements we deem necessary for the survey.
3. Setting survey markers or verifying existing survey markers to establish the corners of the property.
4. This survey has been completed without the benefit of a current title commitment. There may be existing easements or other encumbrances that would be revealed by a current title commitment. Therefore, this survey does not purport to show any easements or encumbrances other than the ones shown hereon.
5. Note that all building dimensions and building tie dimensions to the property lines, are taken from the siding and or stucco of the building.
6. Showing and tabulating impervious surface coverage of the lot for your review and for the review of such governmental agencies that may have jurisdiction over these requirements to verify they are correctly shown before proceeding with construction.
7. Showing elevations on the site at selected locations to give some indication of the topography of the site. We have also provided a benchmark for your use in determining elevations for construction on this site. The elevations shown relate only to the benchmark provided on this survey. Use that benchmark and check at least one other feature shown on the survey when determining other elevations for use on this site or before beginning construction.
8. While we show a proposed location for this home or addition, we are not as familiar with your proposed plans as you, your architect, or the builder are. Review our proposed location of the improvements and proposed yard grades carefully to verify that they match your plans before construction begins. Also, we are not as familiar with local codes and minimum requirements as the local building and zoning officials in this community are. Be sure to show this survey to said officials, or any other officials that may have jurisdiction over the proposed improvements and obtain their approvals before beginning construction or planning improvements to the property.
9. While we show the building setback lines per the City of Plymouth web site, we suggest you show this survey to the appropriate city officials to be sure that the setback lines are shown correctly. Do this BEFORE you use this survey to design anything for this site.

STANDARD SYMBOLS & CONVENTIONS:
"●" Denotes iron survey marker, set, unless otherwise noted.

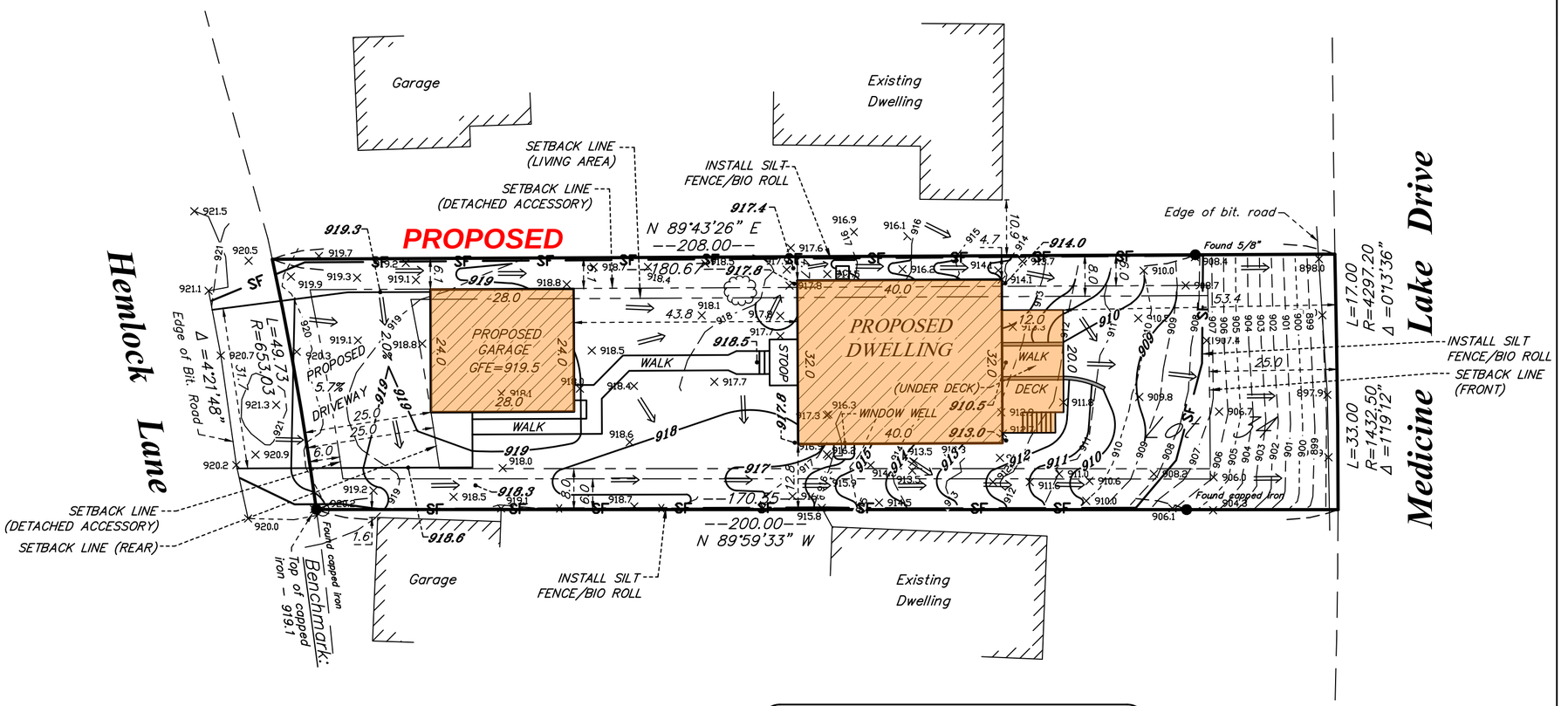
GRADING & EROSION CONTROL NOTES:

BEFORE DEMOLITION AND GRADING BEGIN

- Install silt fence/bio roll around the perimeter of the construction area.
- Sediment control measures must remain in place until final stabilization has been established and then shall be removed. Sediment controls may be removed to accommodate short term construction activity but must be replaced before the next rain.
- Contractor shall install inlet protection on all existing storm sewer inlets in accordance with the city standard details. Inlet protection shall also be provided on all proposed storm sewer inlets immediately following construction of the inlet. Inlet protection must be installed in a manner that will not impound water for extended periods of time or in a manner that presents a hazard to vehicular or pedestrian traffic.

SITE WORK COMPLETION:

- When final grading has been completed but before placement of seed or sod an "as built" survey shall be done per City of Plymouth requirements to insure that grading was properly done.
- When any remedial grading has been completed, sod or seeding shall be completed including any erosion control blankets for steep areas.
- When turf is established, silt fence and inlet protection and other erosion control devices shall be disposed of and adjacent streets, alleys and walks shall be cleaned as needed to deliver a site that is erosion resistant and clean.
- Contractor shall maintain positive drainage of a minimum 2% slope away from proposed building.



PROPOSED ELEVATIONS

FIRST FLOOR (SUB-FLOOR) = 920.39
TOP OF FOUNDATION = 918.70
BASEMENT FLOOR = 910.79

LEGEND

EXISTING CONTOUR	– – –915– – –
EXISTING SPOT ELEVATION	X 915.5
PROPOSED CONTOUR	——915——
PROPOSED SPOT ELEVATION	915.5
DRAINAGE ARROW – FLOW	⟹
SILT FENCE/BIO ROLL	—— SF ——

EXISTING HARDCOVER

House	948 Sq. Ft.
Existing Deck	94 Sq. Ft.
Gravel Driveway	1,208 Sq. Ft.
Garage	296 Sq. Ft.
Concrete Surfaces	133 Sq. Ft.
Paver Patio	696 Sq. Ft.
Ret. Walls	4 Sq. Ft.
Bituminous Road	114 Sq. Ft.
TOTAL EXISTING HARDCOVER	3,493 Sq. Ft.
AREA OF LOT	10,085 Sq. Ft.
PERCENTAGE OF HARDCOVER TO LOT	34.6%

PROPOSED HARDCOVER

House	1,280 Sq. Ft.
Front Stoop	59 Sq. Ft.
Rear Walk/Steps	72 Sq. Ft.
Walk	211 Sq. Ft.
Proposed Garage	672 Sq. Ft.
Ret. Walls	22 Sq. Ft.
Driveway	985 Sq. Ft.
Bituminous Road	114 Sq. Ft.
AC Pad	6 Sq. Ft.
TOTAL PROPOSED HARDCOVER	3,421 Sq. Ft.
AREA OF LOT	10,085 Sq. Ft.
PERCENTAGE OF HARDCOVER TO LOT	33.9%

DATE	REVISION DESCRIPTION
9-16-25	EXPANDED PROPOSED GARAGE, UPDATED HC

DRAWING ORIENTATION & SCALE
SCALE - 1" = 20'
0 20 40

CLIENT NAME / JOB ADDRESS
LISA NORCROSS
2319 MEDICINE LAKE DRIVE WEST
PLYMOUTH, MN

Advance
Surveying & Engineering, Co.
18202 Minnetonka Boulevard, Suite 401
Deephaven, Minnesota 55391
Phone (952) 474-7964
Web: www.advsur.com

I HEREBY CERTIFY THAT THIS PLAN, SURVEY OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
Thomas M. Bloom
42379
LICENSE NO.
AUGUST 19, 2025
DATE

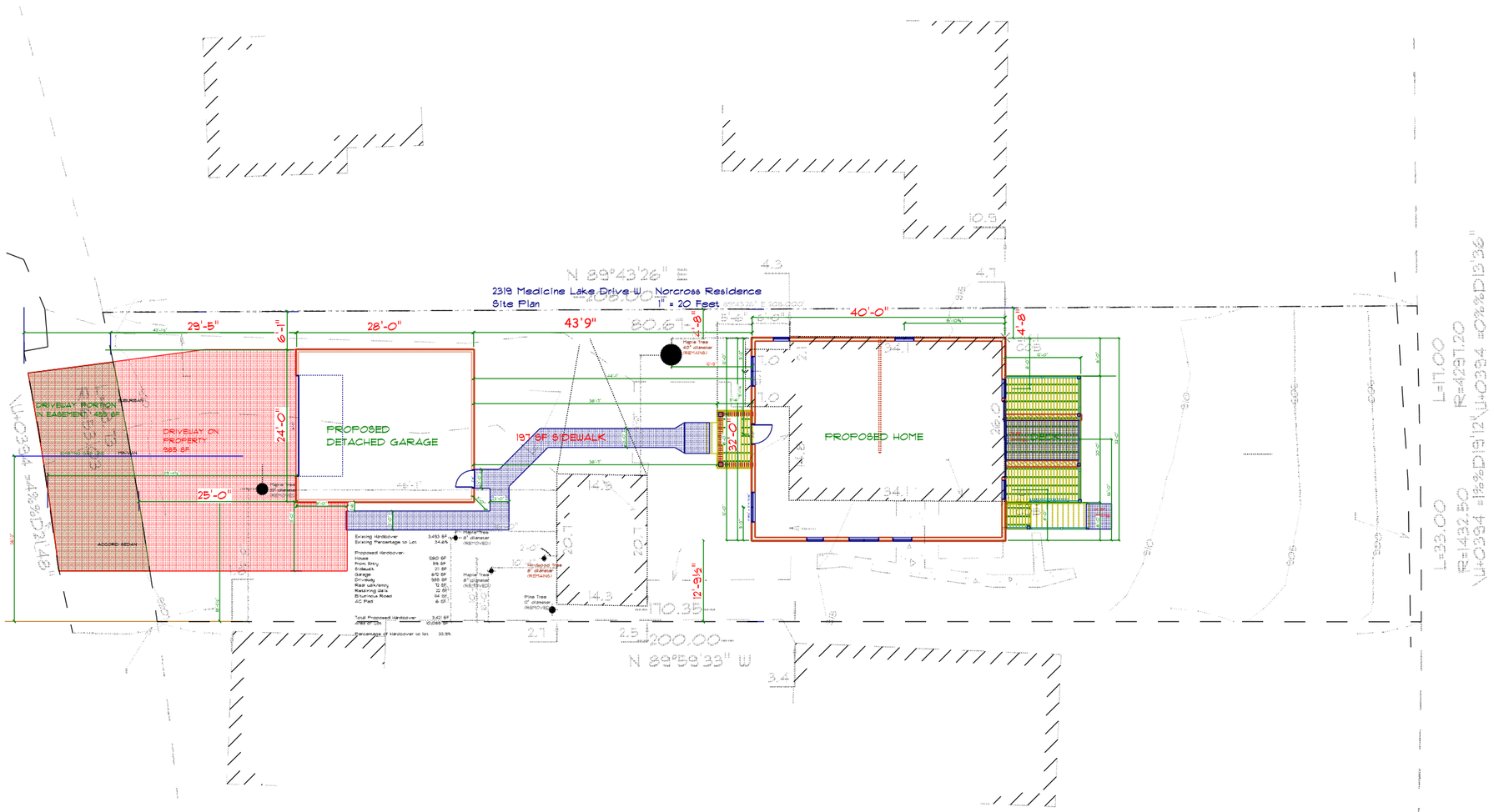
DATE SURVEYED: AUGUST 20, 2024
DATE DRAFTED: AUGUST 19, 2025

SHEET TITLE
PROPOSED SURVEY

DRAWING NUMBER
251405 JR

SHEET SIZE 17 X 22
SHEET NO.
S1
SHEET 1 OF 1

2319 Medicine Lake Drive W - Norcross Residence
Site Plan
1" = 20 Feet



2319 Medicine Lake Drive W Norcross Residence
Lower Level Revised 1/4" = 1 Foot

= 12" concrete block wall

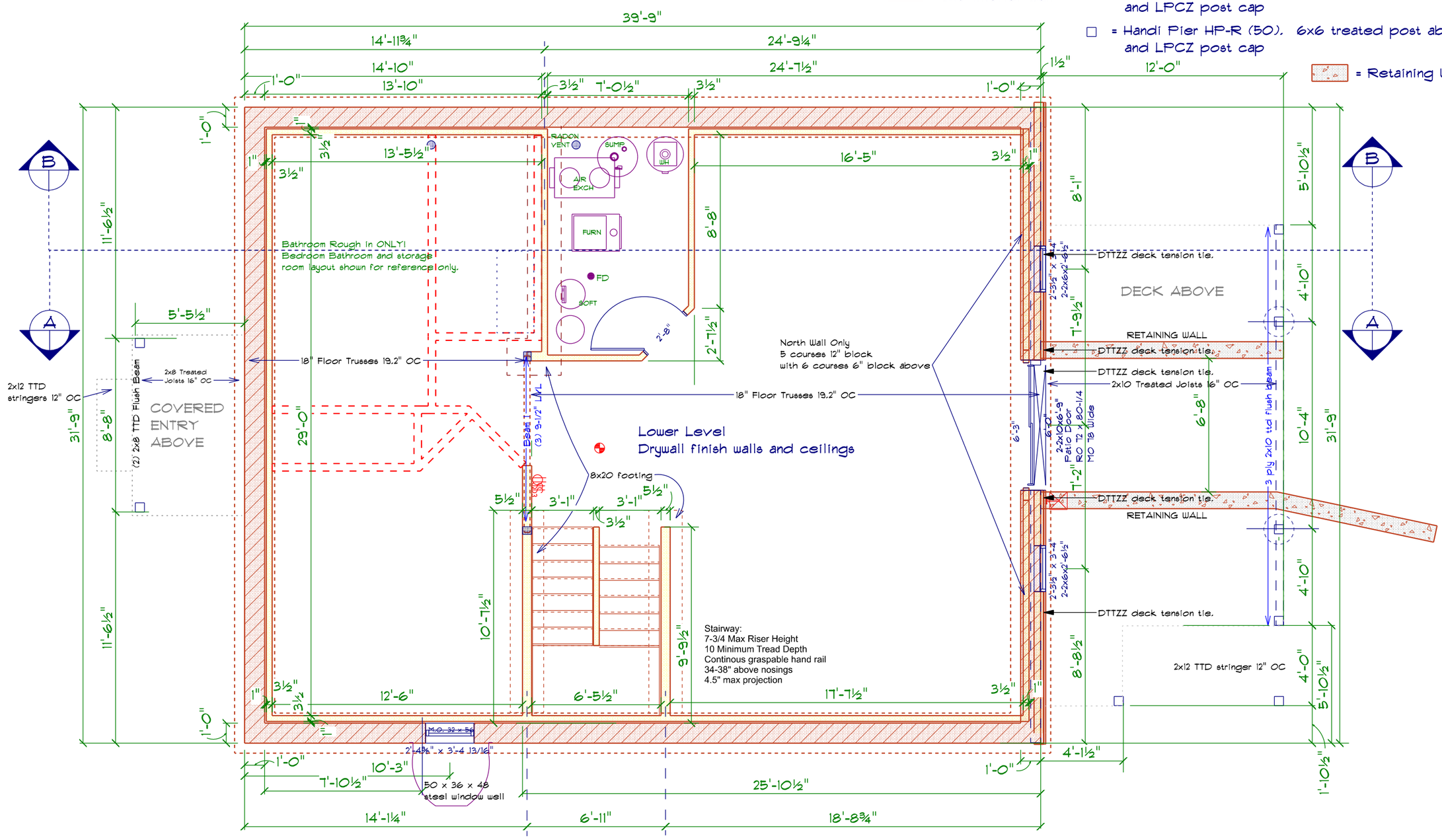
= 2x4 Interior Wall

= 2x6 Interior Wall

= 18" concrete footing, flare bottom, to 21" diameter, 6x6 treated post above on ABA66Z post base and LPCZ post cap

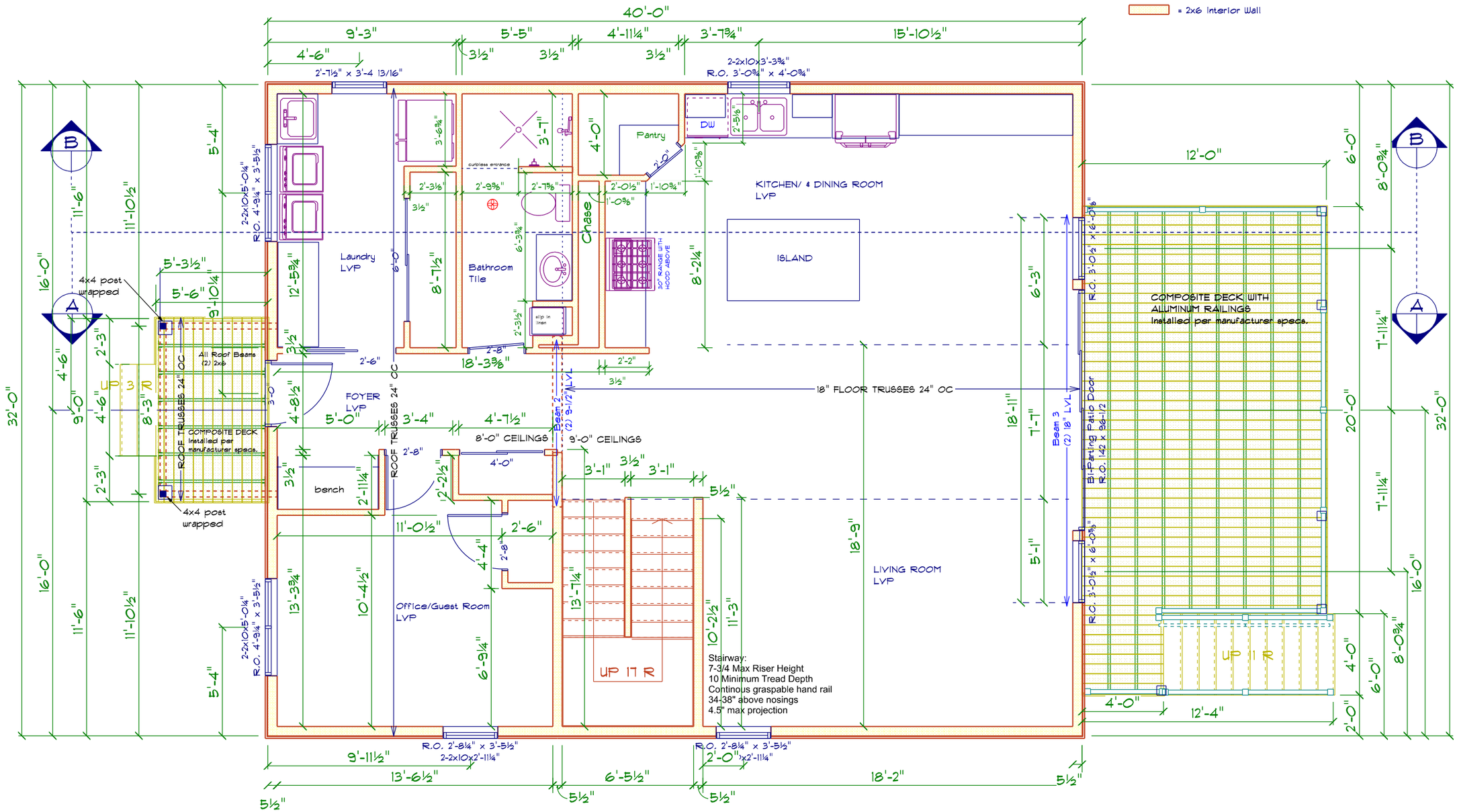
= Handi Pier HP-R (50), 6x6 treated post above on ABA66Z post base and LPCZ post cap

= Retaining Wall

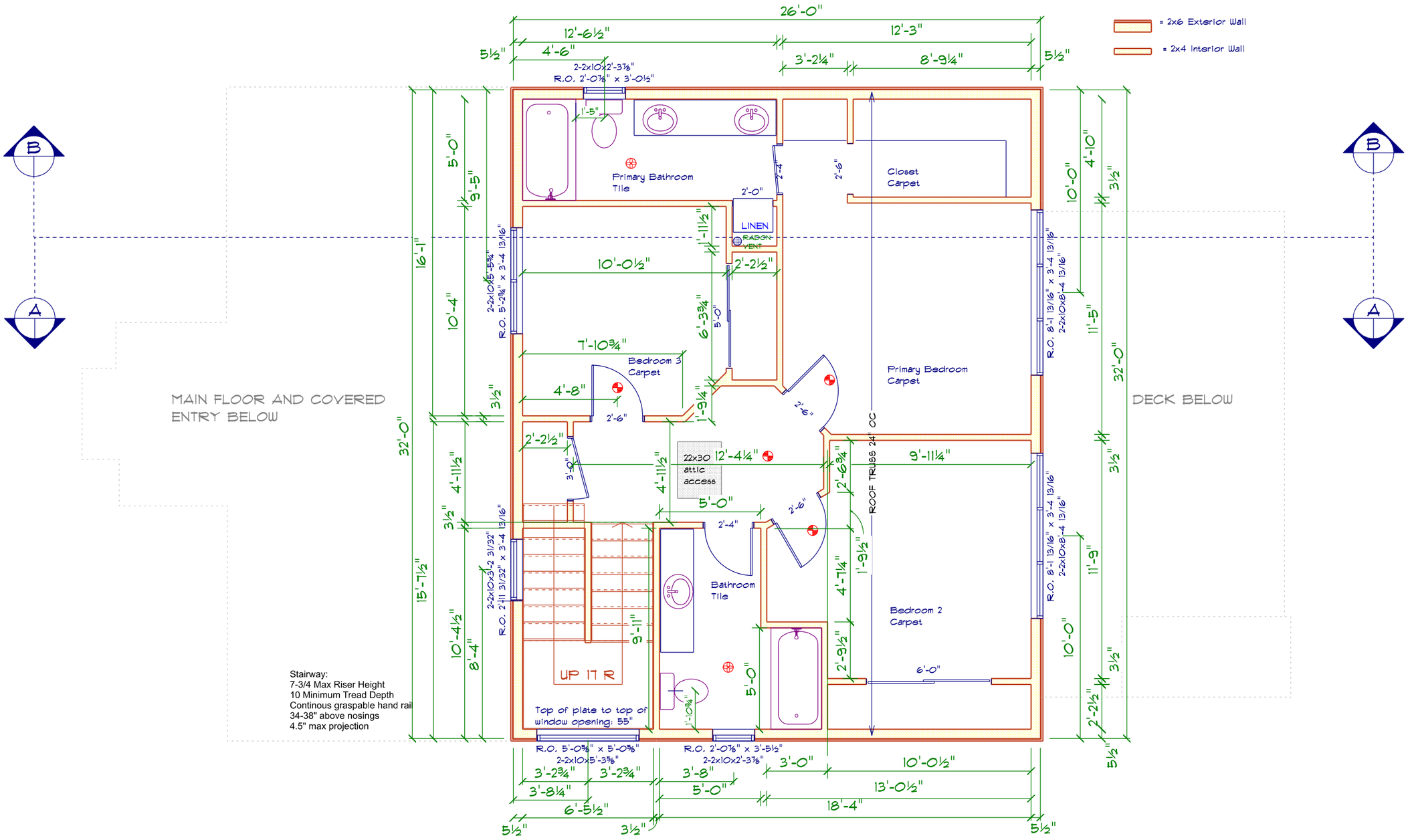


2319 Medicine Lake Drive W Norcross Residence
Main Floor Plan 1/4" = 1 Foot

= 2x6 Exterior Wall
= 2x4 Interior Wall
= 2x6 Interior Wall



2319 Medicine Lake Drive W Norcross Residence
2nd Floor 1/4" = 1 Foot

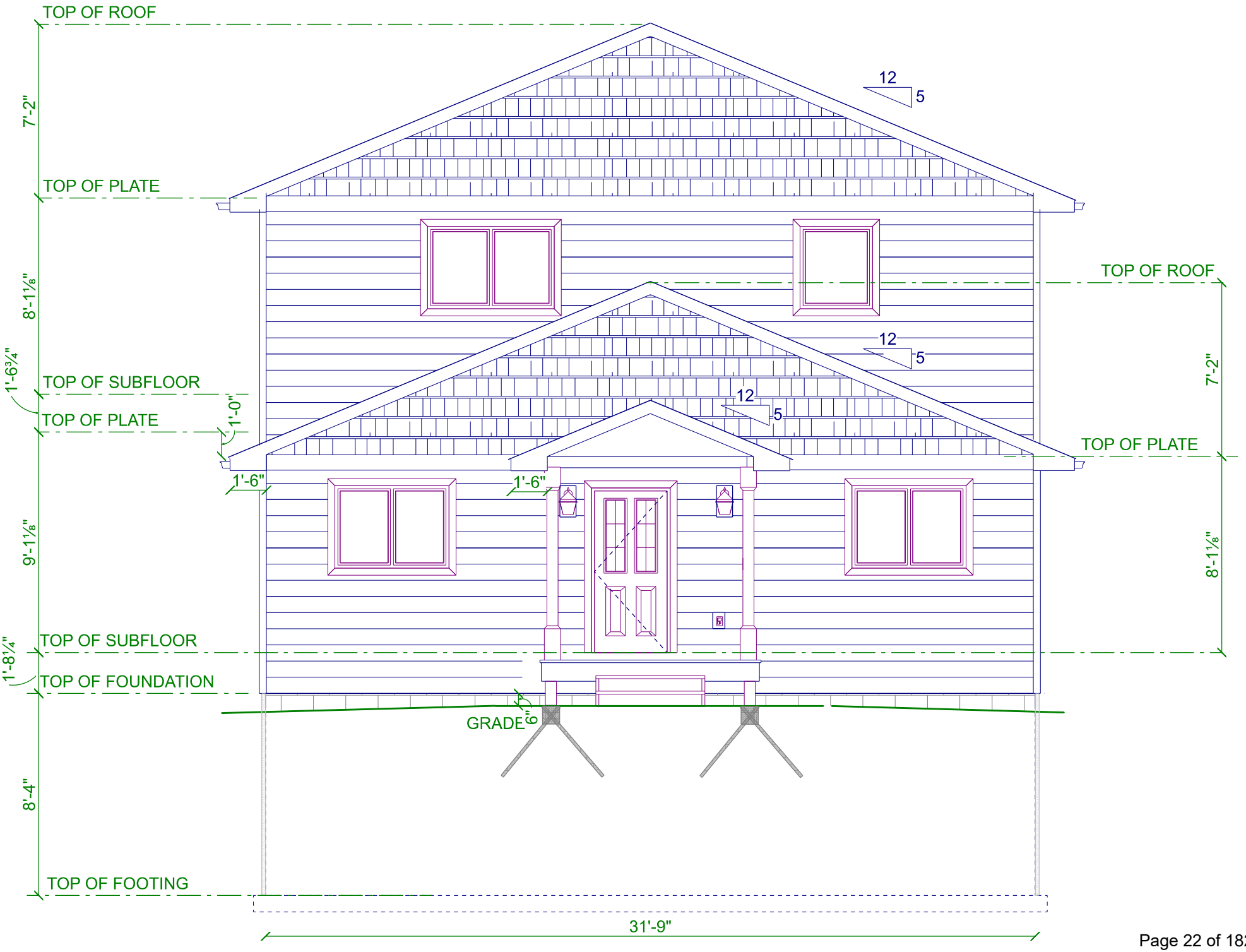


MAIN FLOOR AND COVERED ENTRY BELOW

DECK BELOW

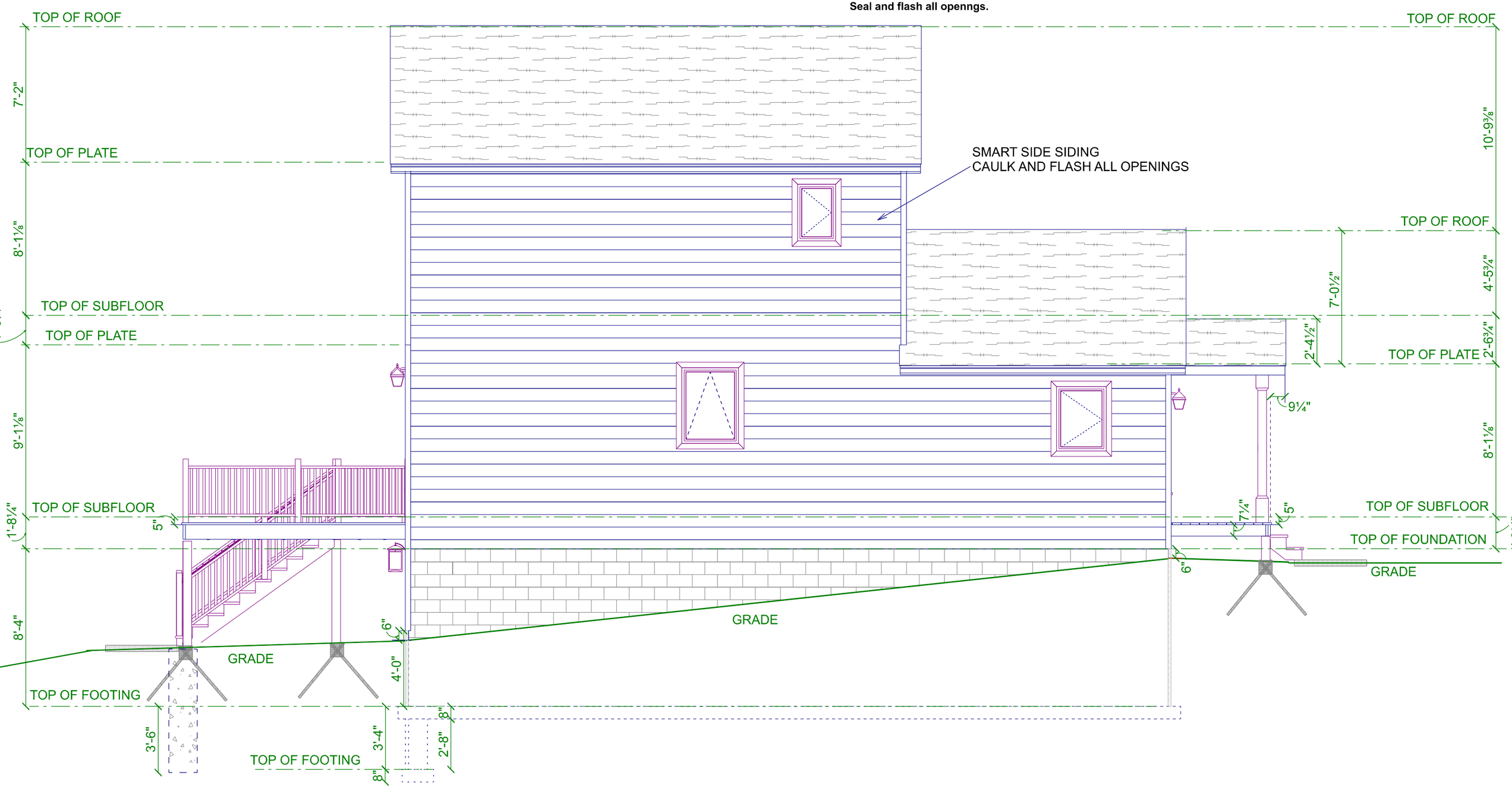
Stairway:
7-3/4 Max Riser Height
10 Minimum Tread Depth
Continous graspable hand rail
34-38" above nosings
4.5" max projection

WEST ELEVATION 1/4" = 1 FOOT

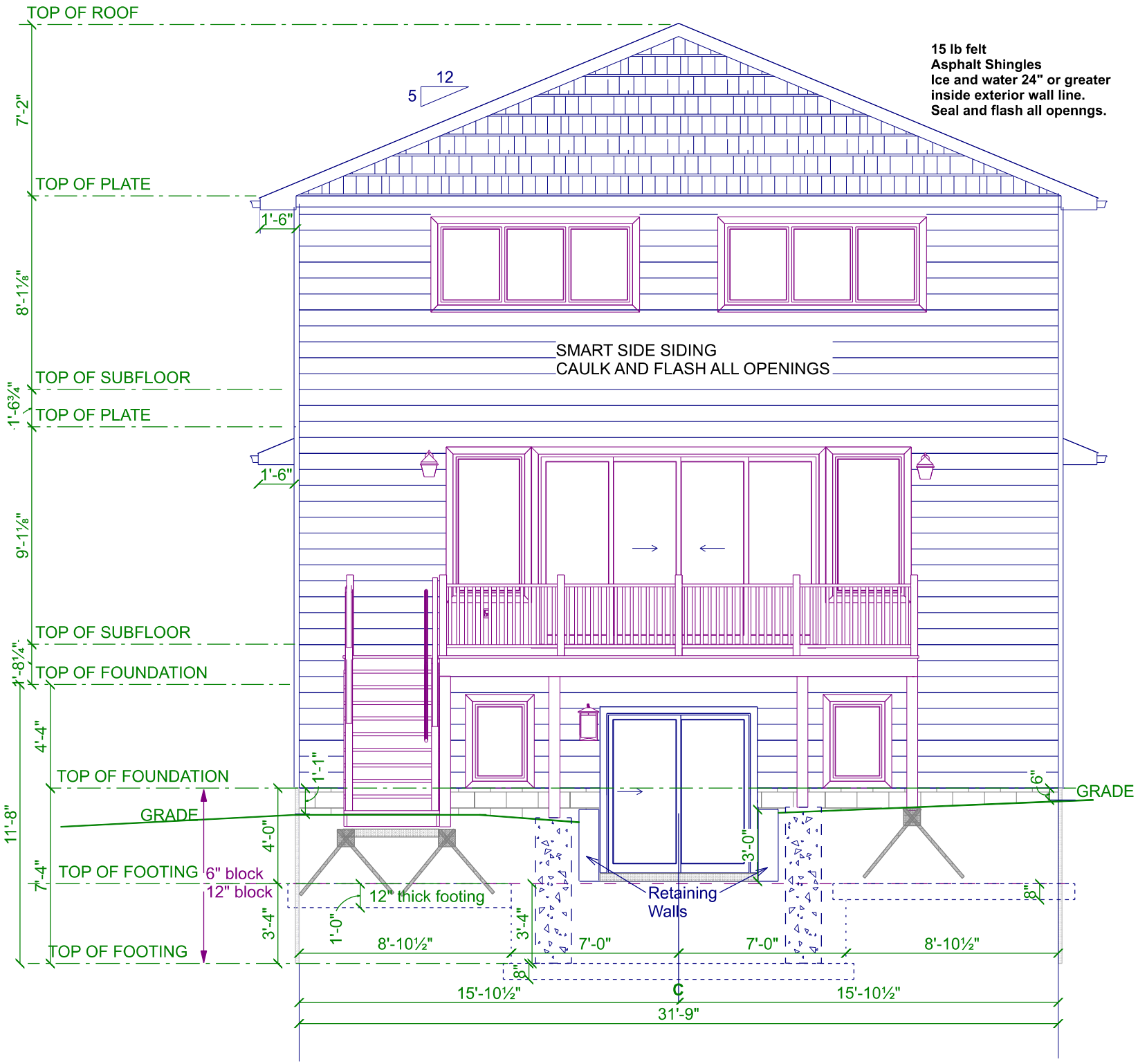


NORTH ELEVATION 1/4" = 1 FOOT

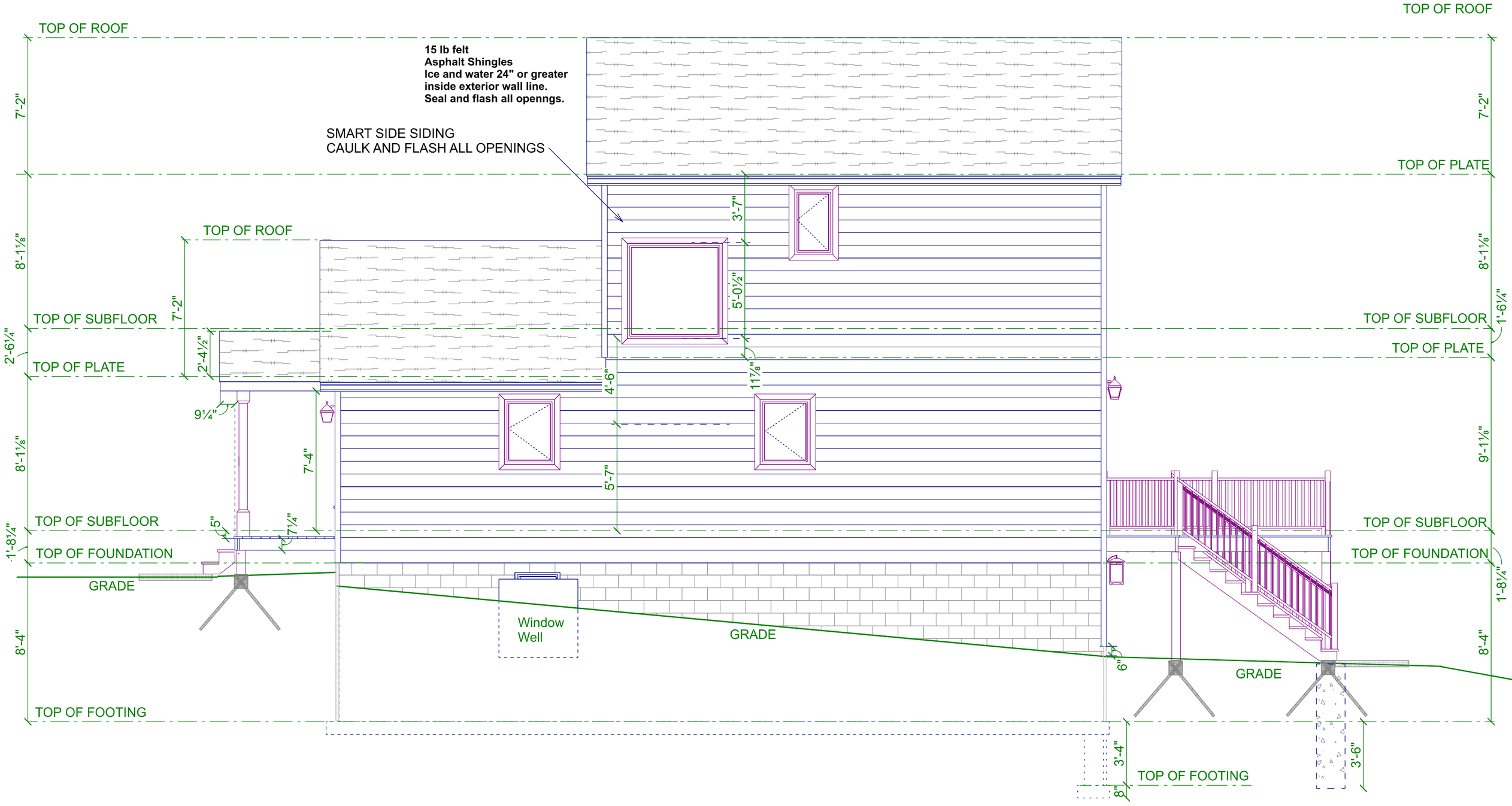
15 lb felt
Asphalt Shingles
Ice and water 24" or greater
inside exterior wall line.
Seal and flash all openngs.



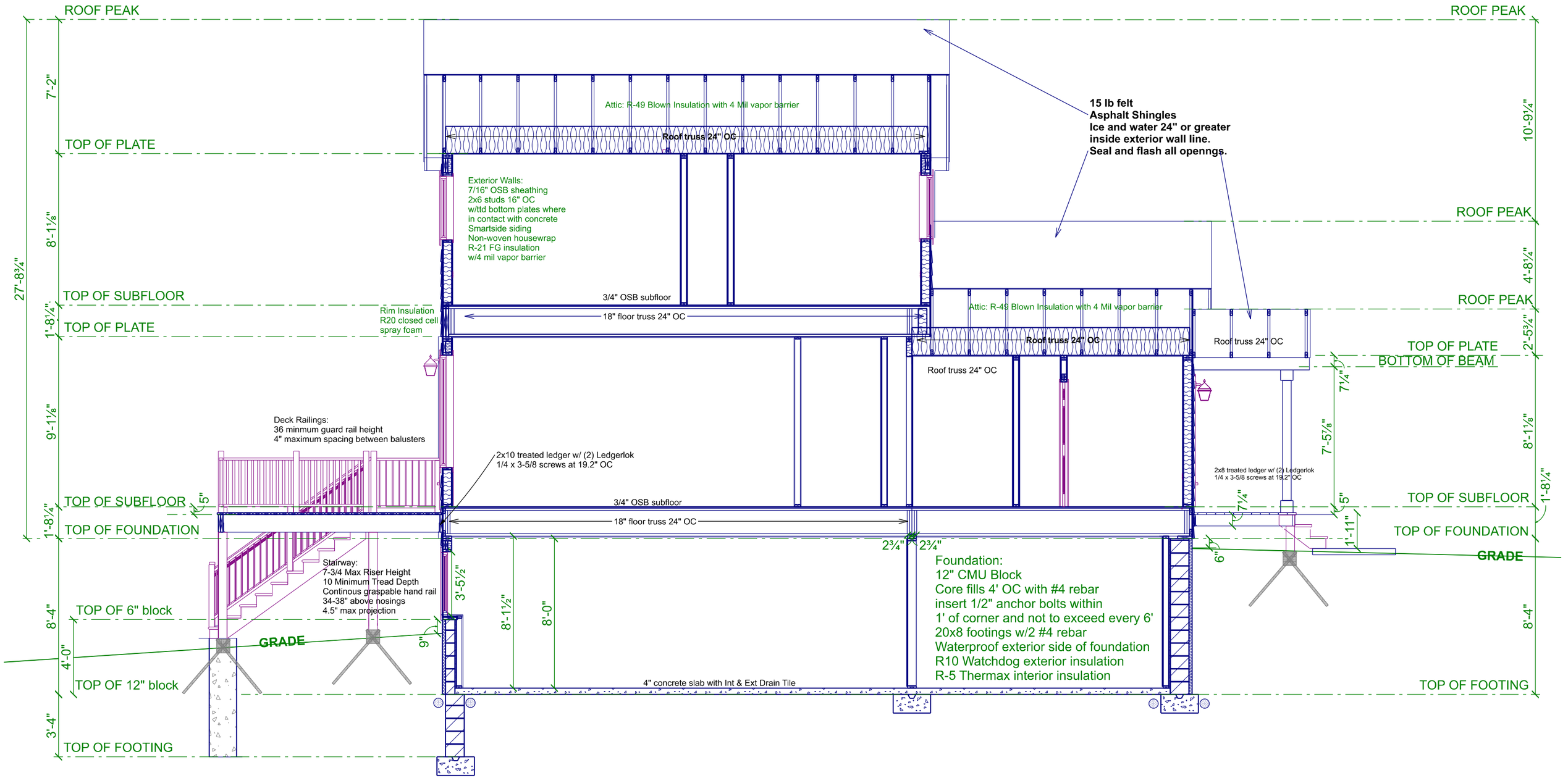
EAST ELEVATION 1/4" = 1 FOOT



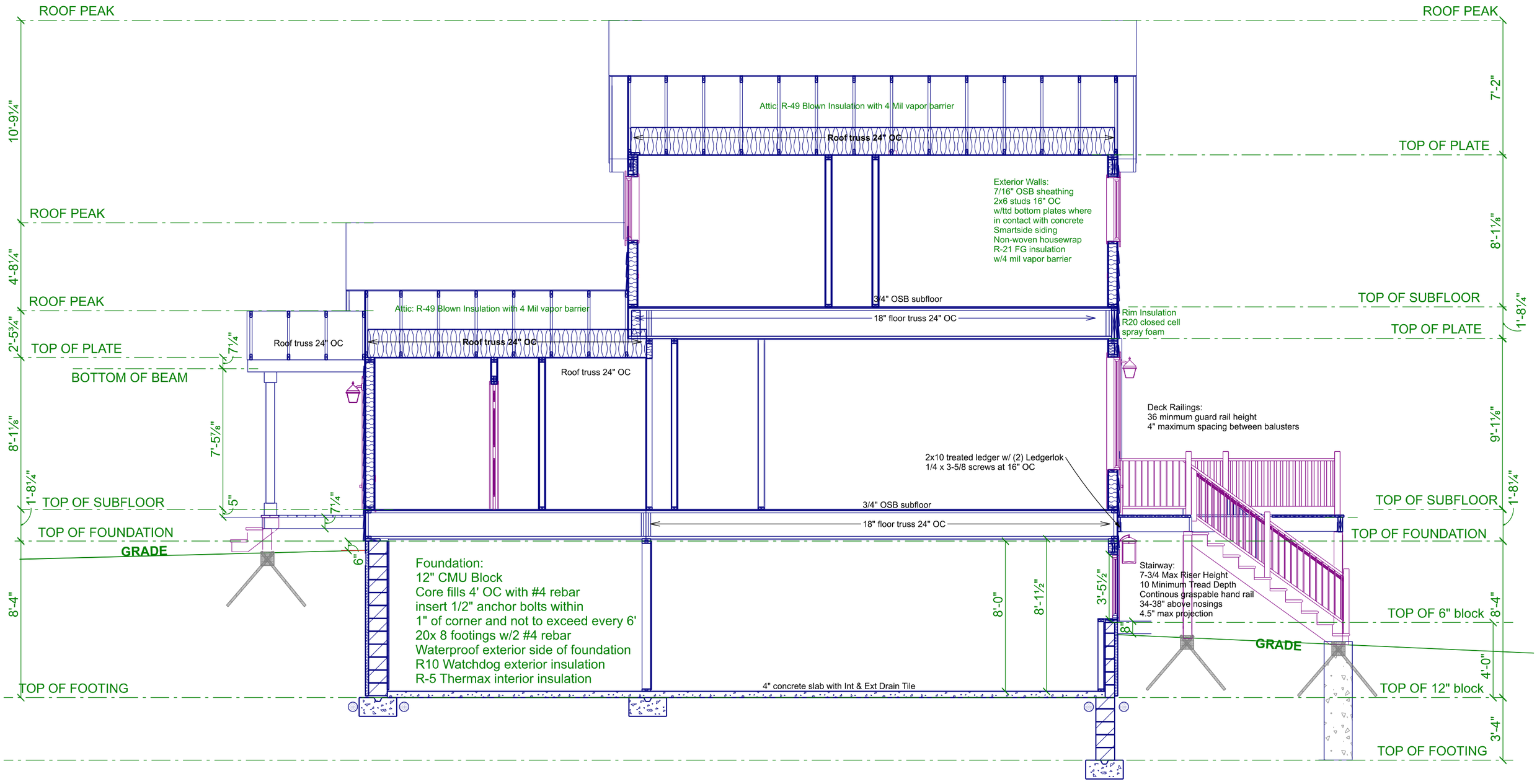
SOUTH ELEVATION 1/4" = 1 FOOT



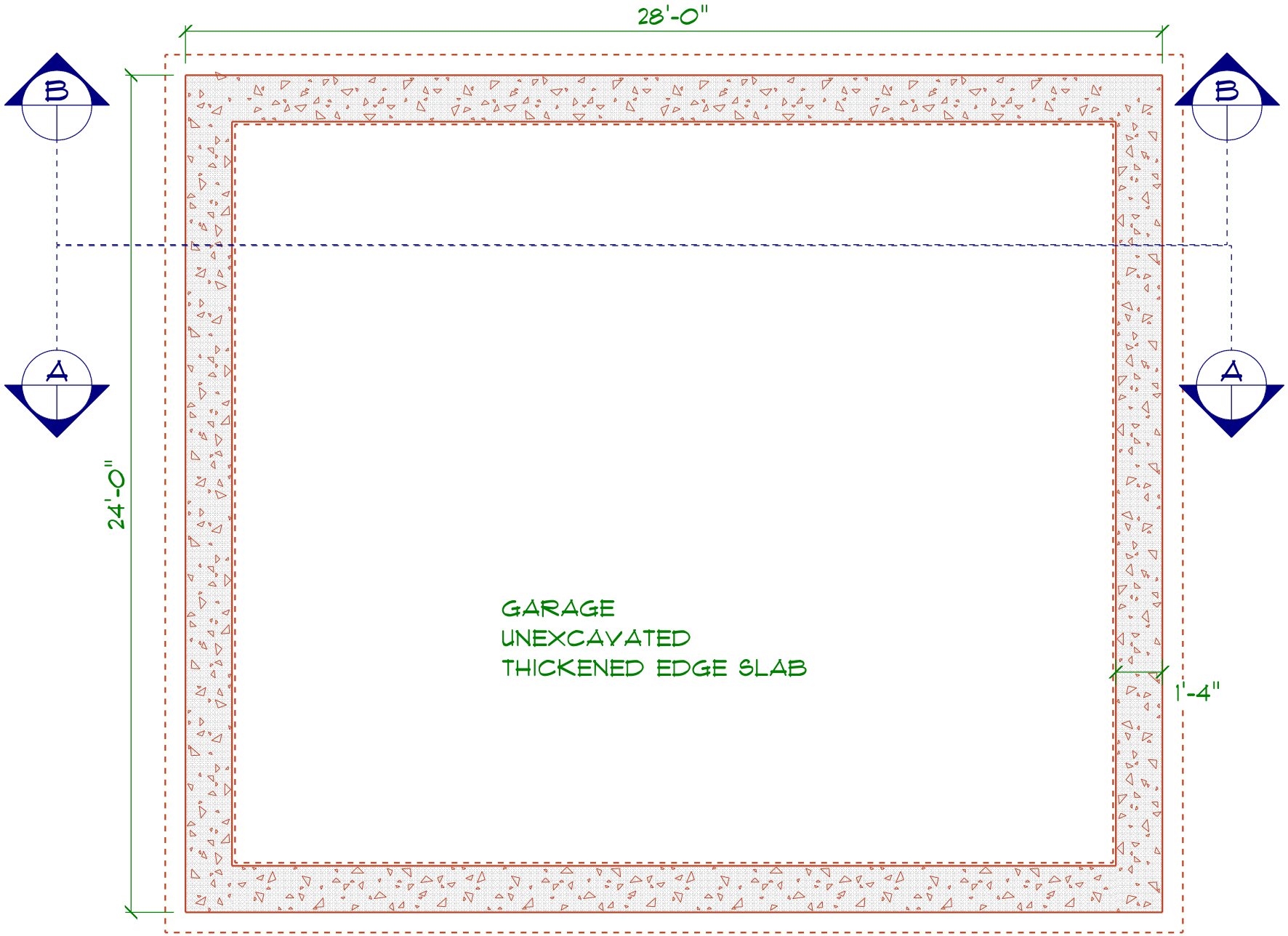
CROSS SECTION A (VIEWED FROM NORTH SIDE) 1/4" = 1 FOOT



CROSS SECTION B (VIEWED FROM SOUTH SIDE) 1/4" = 1 FOOT

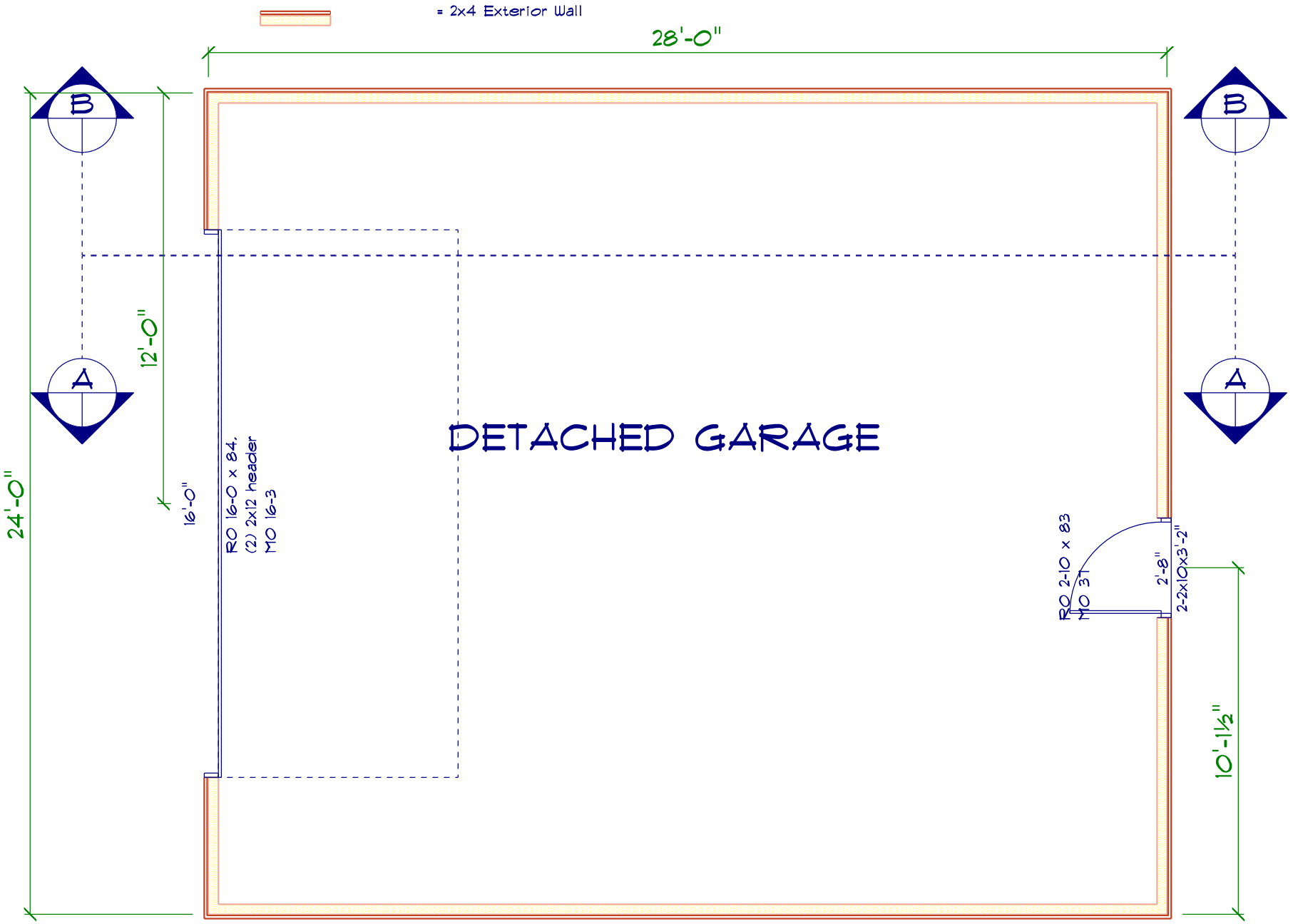


2319 Medicine Lake Drive W Norcross Residence
Detached Garage Foundation 1/4" = 1 Foot

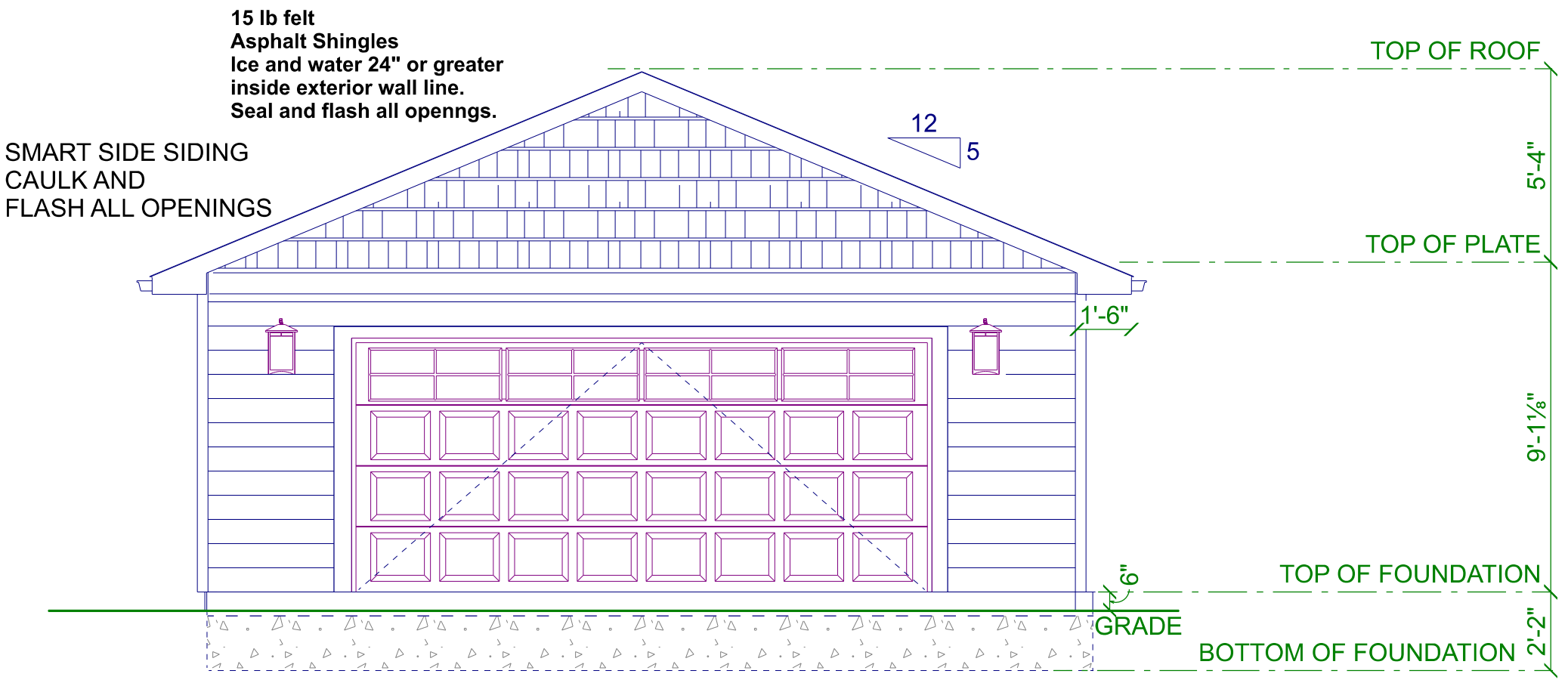


2319 Medicine Lake Drive W Norcross Residence

Detatched Garage 1/4" = 1 Foot

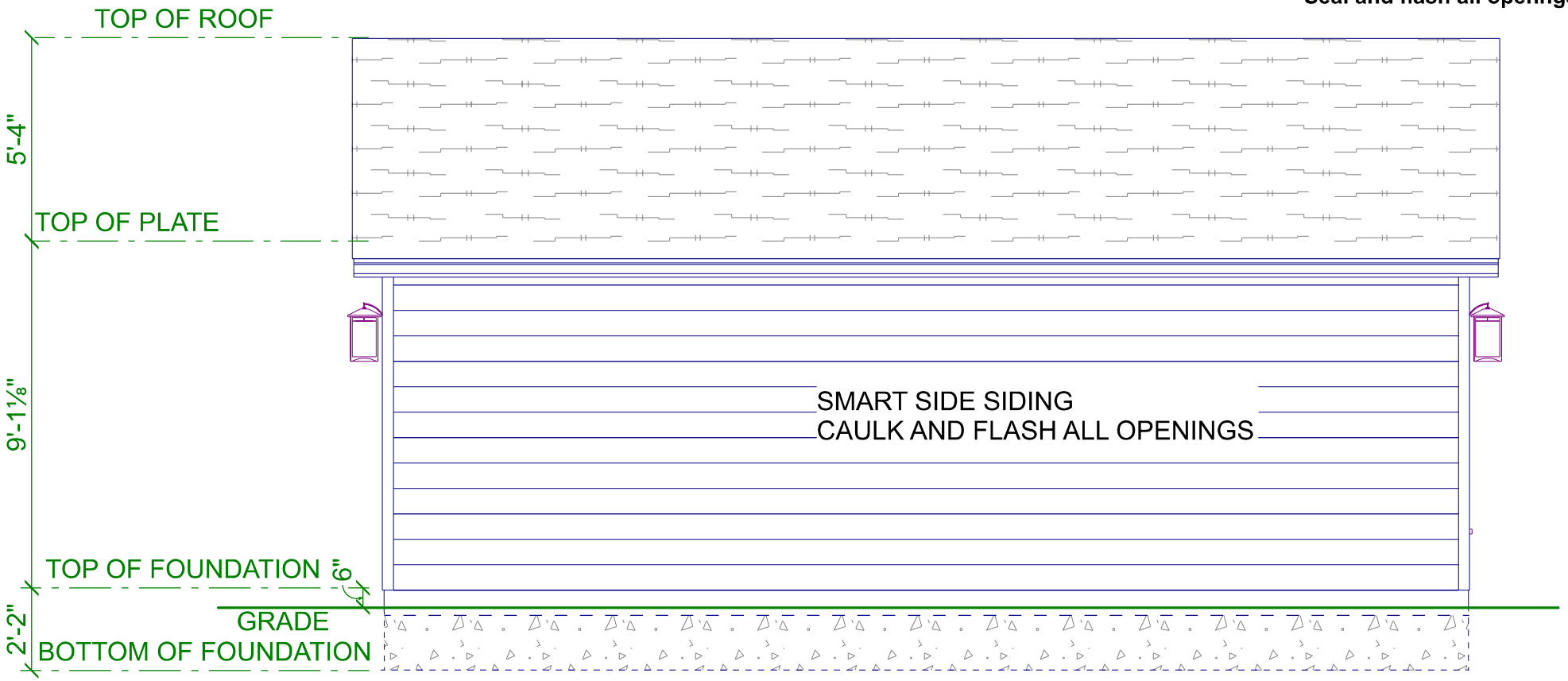


WEST ELEVATION 1/4" = 1 FOOT

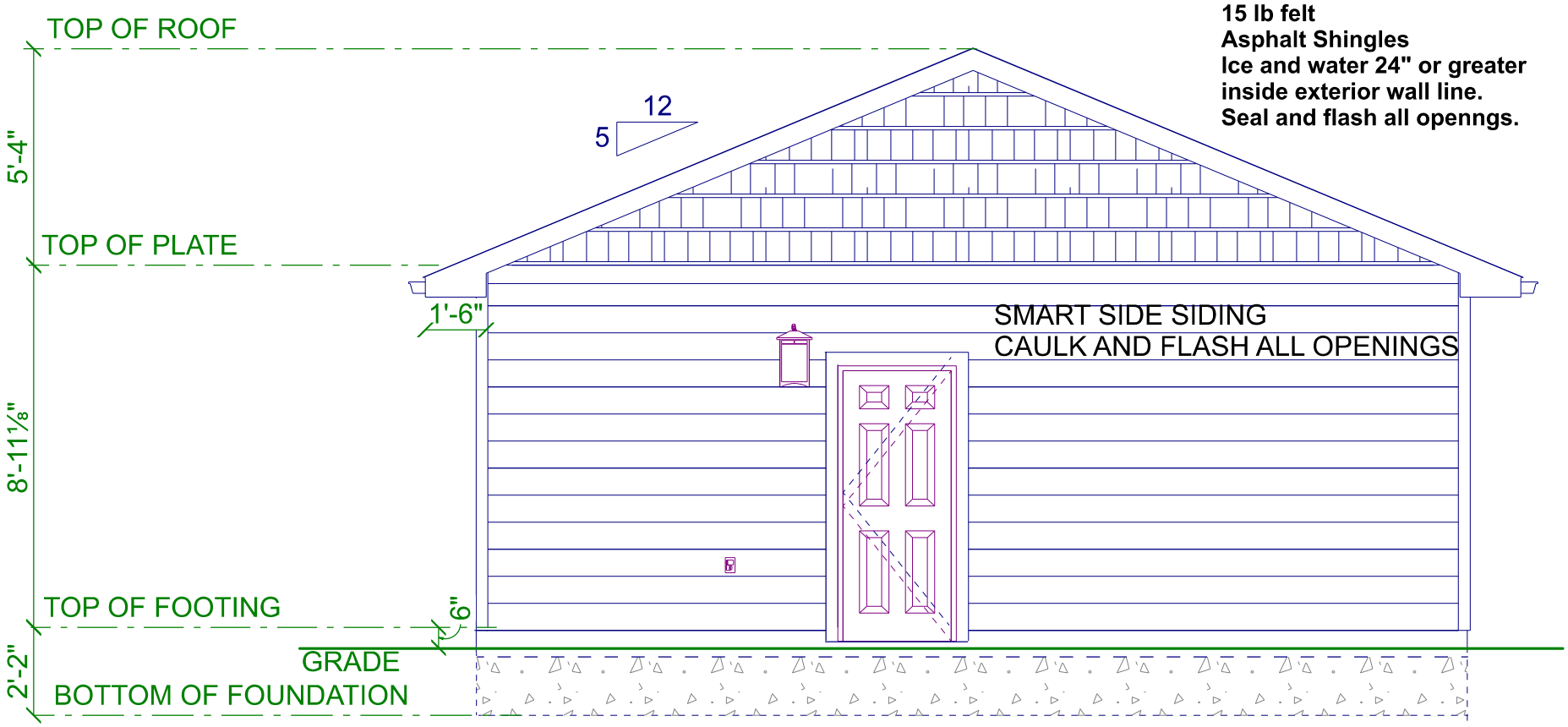


NORTH ELEVATION 1/4" = 1 FOOT

15 lb felt
Asphalt Shingles
Ice and water 24" or greater inside exterior wall line.
Seal and flash all openngs.

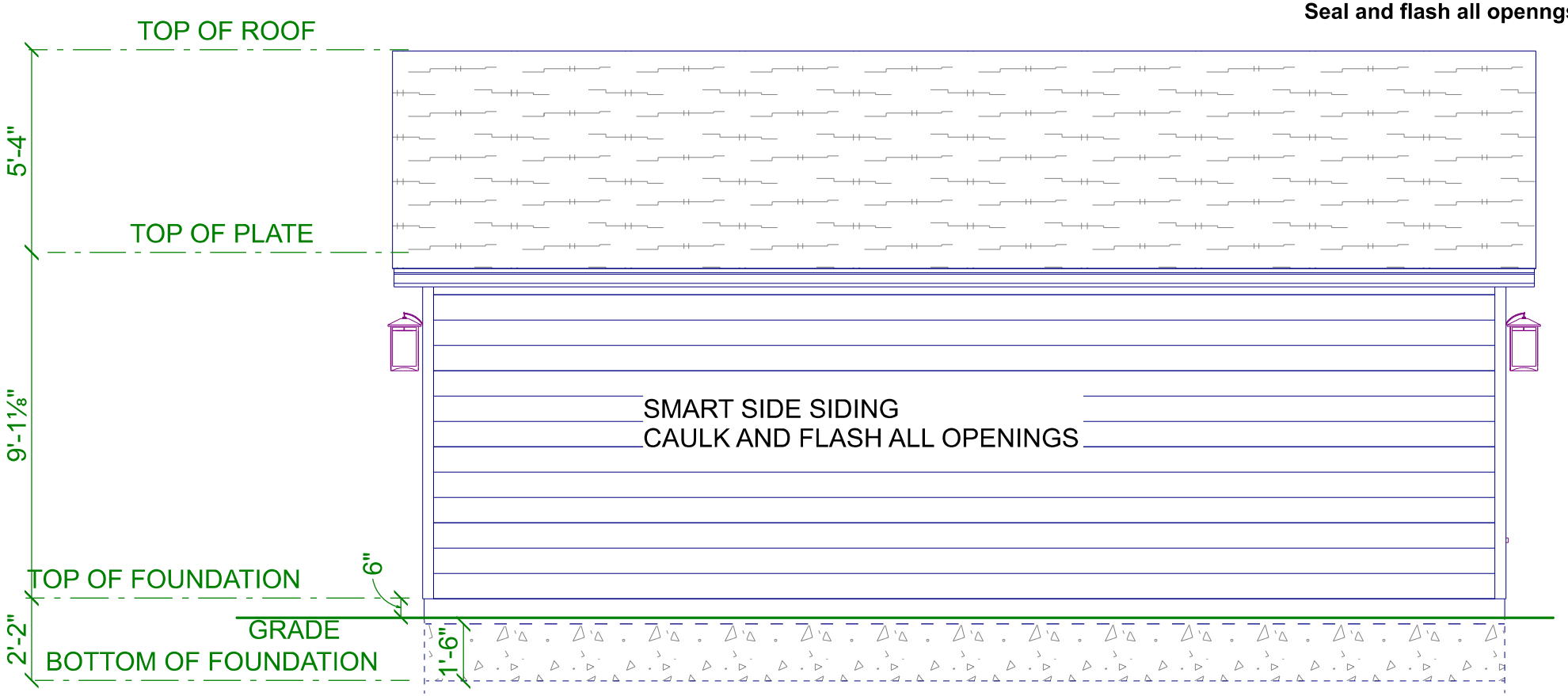


EAST ELEVATION 1/4" = 1 FOOT

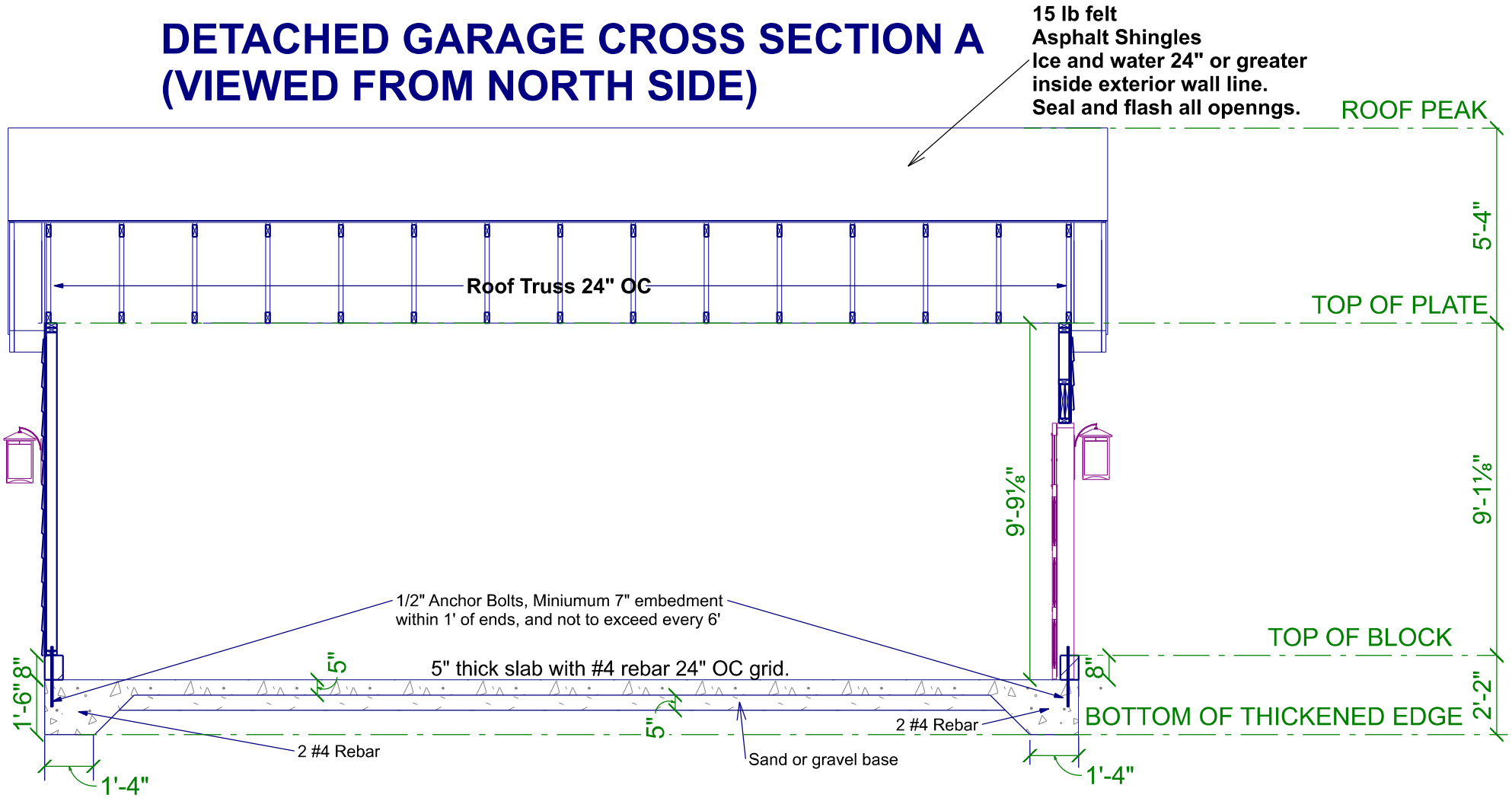


SOUTH ELEVATION 1/4" = 1 FOOT

15 lb felt
Asphalt Shingles
Ice and water 24" or greater
inside exterior wall line.
Seal and flash all openngs.



DETACHED GARAGE CROSS SECTION A (VIEWED FROM NORTH SIDE)



CITY OF PLYMOUTH

RESOLUTION NO. 2025-

RESOLUTION APPROVING A VARIANCE FOR SANDCON REMODELING, INC. FOR PROPERTY LOCATED AT 2319 WEST MEDICINE LAKE DRIVE (2025055)

WHEREAS, Sandcon Remodeling, Inc. has requested approval of a variance for a detached garage that would be in the front yard; and

WHEREAS, the subject property is legally described as: Lot 34, Block 1, Elmhurst, Hennepin County, Minnesota; and

WHEREAS, the Planning Commission has reviewed said request at a duly called public meeting,

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 Sandcon Remodeling, Inc., for a variance for a detached garage in the front yard, for property located at 2319 West Medicine Lake Drive, subject to the following:

1. The requested variance to allow construction of a detached garage containing 672 square feet (24-foot by 28-foot) in the front yard, is hereby approved, in accordance with the plans received by the city on August 21 and 22, 2025, and September 17, 2025, except as may be amended by this resolution.

2. The requested variance is approved based on the finding that all applicable variance standards have been met, specifically:

    a) The requested variance, and its resulting construction project, would be in harmony with the general purposes and intent of the ordinance, and would be consistent with the comprehensive plan.

    b) The applicant has demonstrated that there are practical difficulties in complying with the ordinance regulations, because:

        1. The applicant proposes to use the property in a reasonable manner, as permitted by the zoning ordinance. Upon the granting of the variance, and administrative permit, the project will comply with the zoning ordinance.
        2. The request is due to unique circumstances not created by the property owners as they are not the original owners of the home. In addition, the property currently contains a detached garage in the front yard that does not meet their vehicle parking and storage needs.
        3. The variance would not alter the essential character of the lot or neighborhood. Several properties in the neighborhood have detached garages in the front yard.

c) The requested variance is not based upon economic considerations but rather, based upon the need for additional garage storage space, limiting the need for outdoor storage.

d) The variance, and its resulting construction, would not be detrimental to the public welfare, nor would it be injurious to other land or improvements in the neighborhood. The larger detached garage would allow for vehicles to be parked inside and for additional storage space.

e) The variance, and its resulting construction, would not impair an adequate supply of light and air to adjacent properties, nor would it increase traffic congestion or the danger of fire, endanger the public safety, or substantially diminish property values within the neighborhood. The detached garage would be in character with the neighborhood, match the architecture of the home, and increase the value of the property.

f) The variance requested is the minimum action required to address the practical difficulties. The design and placement of the detached garage is based on both architectural and aesthetic purposes, would limit the impervious surface percentage, and would meet or exceed all other zoning regulations.

3. **A building permit is required prior to commencement of the project.** Prior to the issuance of a building permit, the applicant shall: 1) revise the proposed survey to include at least two front yard trees to be planted (minimum 2.5-inch diameter breast height if deciduous, or minimum 6 feet in height if coniferous) or preserved; and 2) receive approval of the grading and drainage plan.

4. Building code related items will be addressed at the building permit application submittal.

5. A separate demolition permit is required to remove the existing structures. A sewer and water disconnect permit is required to disconnect the existing structure from the city utilities.

6. Any unused wells are required to be properly sealed per Minnesota Department of Health requirements.

7. The detached garage shall be designed to be architecturally consistent with the home and incorporate similar design elements and colors.

8. The variance shall expire one year after the date of approval, unless the property owner or applicant has commenced the authorized improvement or use, or unless the applicant, with the consent of the property owner, has received prior approval from the city to extend the expiration date for up to one additional year, as regulated under section 21030.06 of the zoning ordinance.

APPROVED by the Plymouth City Council on this **** day of *******.

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 *******, 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

To: Plymouth Planning Commission

From: Kip Berglund, Senior Planner (763-509-5453)
Community and Economic Development Department

Subject: Brad Kramer & Paula Prahl – variance request to allow a detached accessory structure that exceeds the height limit at 17840 4th Avenue North (2025060)

Ward 2

Deadline: January 22, 2026

Summary

Request for a variance for a 160-square-foot detached accessory structure, located southeast of the existing home, that would exceed the height limit for a detached accessory structure less than 200 square feet in area. Under the plan, the shed would be designed to match the architecture of the home, including the roof slope, and be built on a slope.

As a result, due to the method in how building height is measured for detached structures, one side of the shed would be 15 feet in height, and the other side would be 13 feet in height, where up to 10 feet in height is permitted for a detached accessory structure less than 200 square feet in area.

An aerial view of the site is included on the right for reference on the site context.

Recommended Action

Community and Economic Development Department Staff recommend approval of the variance for the detached accessory structure, less than 200 square feet, that would exceed the height limit.

Site Information

Zoning and Land Use
The property is zoned RSF-1 (single family detached 1) and guided LA-1 (living area 1).

	Use	Zoning	Land Use Designation (2040 Comprehensive Plan)
Subject Property	Single-family home	RSF-1	LA-1
North, South, East, and West	Single-family homes in the Hawthorne Ponds subdivision	RSF-1	LA-1

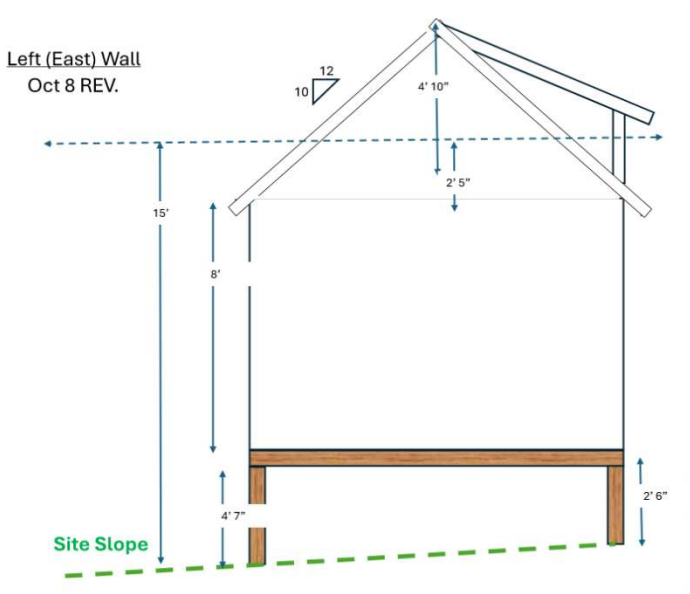
Natural Characteristics of Site
The lot is located in the Minnehaha Creek watershed. It is not located in a shoreland or floodplain management overlay district, and there are no wetlands on the property.

Previous City Actions Affecting Site
The subject lot was part of the original Lot 10, Block 1, as part of the Hawthorne Ponds subdivision created in 1961. In 1983, the Council approved a lot division to split the lot in order to create the subject property. The home was built in 1985.

Analysis of Request
The applicant is requesting approval of a variance to allow a 160 square-foot (11.67-foot x 13.67-foot) garden shed, located southeast of the existing home, to exceed the height limit for a detached accessory structure that is less than 200 square feet in area. A building permit is not required for detached accessory structures less than 200 square feet, however, they must meet height and setback requirements. Section 21120 of the zoning ordinance allows detached accessory structures, less than 200 square feet in area, to be up to 10 feet in height, and detached accessory structures, greater than 200 square feet in area, to be up to 15 feet in height.

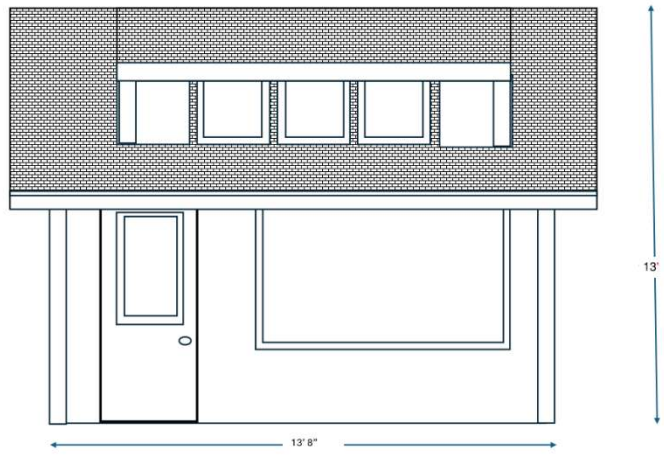
Building height for detached accessory structures are measured by the vertical distance from the lowest point of grade for that portion of the lot covered by the building to the highest point of the roof for flat roofs, to the roof deck line of mansard roofs, and to the mean height between eaves and ridge for gable, hip, and gambrel roofs. The structure itself would be 10.5 feet in height. However, due to the slope of the yard going down toward the southeast, the garden shed would be located on a slope and measured from the lowest point of grade. Therefore, the height of the shed on the eastern side would be 15 feet, and the height of the shed on the western side would be 13 feet.

The proposed garden shed would be connected to an existing deck on the southeast side of the home, be adjacent to a side building façade, and be located roughly 13 feet from the east rear property line and 44 feet from the south front property line along 4th Avenue. The proposed location would meet the setback requirements for a detached accessory structure. Staff notes that the floor frame has been constructed off the existing deck.



Shed design

The applicant states that the proposed design of the garden shed is for aesthetic purposes and to meet the architecture of the home, including the roof pitch, rooflines cedar shake roof, and stained board and batten siding. The applicant states that the steepness of the proposed 10/12 roof pitch increases the height of the shed. The applicant also states that the proposed location is conveniently located off an existing deck. Staff notes that the northeastern and southeastern portions of the property contain significant topography limiting the areas where a detached structure could be constructed.



Findings

In review of the request, staff finds that all the applicable variance standards would be met, as follows:

1. Would the variance, and its resulting construction or project, be in harmony with the general purposes and intent of the Zoning Ordinance, and be consistent with the comprehensive plan?
   Finding: Staff finds that the request is in harmony with the general purpose of the zoning ordinance and comprehensive plan. Detached accessory structures are a permitted accessory use in the RSF-1 zoning district.
2. The variance applicant has satisfactorily established that there are practical difficulties in complying with this Chapter. "Practical difficulties" means that:

a. Does the applicant propose to use the property in a reasonable manner permitted by this Chapter?
Finding: Staff finds that the request is reasonable. The property will be used in a reasonable manner, as permitted by the zoning ordinance. Upon the granting of the variance, the project will comply with the zoning ordinance.
b. Is the plight of the landowner due to circumstances unique to the property that were not created by the landowner?
Finding: Staff finds that the property characteristics were not caused by the applicant as they recently purchased it and that there is topography in the northeastern and southeastern portions of the property which limits the area for the construction of a detached accessory structure.
c. The variance, if granted, would not alter the essential character of the locality?
Finding: Staff finds that the request would not alter the essential character of the locality as the garden shed would be constructed to be aesthetically and architecturally compatible with the existing home.

3. Is the variance request based exclusively upon economic considerations?
Finding: Staff finds that the request is not solely based on economic considerations but based upon the need for additional storage space.

4. Would the variance, and its resulting construction or project, be detrimental to the public welfare, or would it be injurious to other land or improvements in the neighborhood?
Finding: Staff finds that the request would not be detrimental to the public welfare and would not be injurious to other land/improvements in the neighborhood. The garden shed would allow for additional storage space and be constructed to be architecturally compatible with the existing home.

5. Would variance, and its resulting construction or project, impair an adequate supply of light and air to adjacent properties? Or would it substantially increase traffic congestion in public streets, increase the danger of fire, endanger the public safety, or substantially diminish property values within the neighborhood?
Finding: Staff finds that the request would not impair light and air, nor increase traffic, risk of fire, nor endanger the public safety, nor dimmish property values in the neighborhood. The garden shed would be in character with the neighborhood and match the architecture of the home.

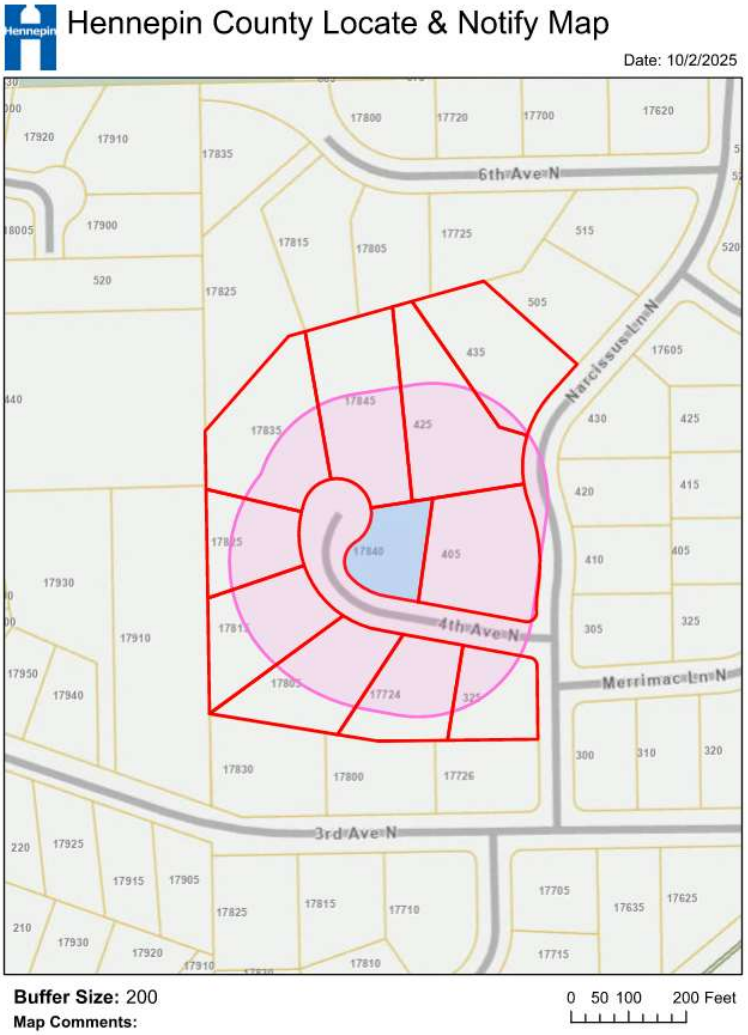
6. Is the variance requested the minimum action required to address or alleviate the practical difficulties?
Finding: Staff finds that the variance is the minimum action required to address the practical difficulties. The placement of the garden shed is based on topographical

conditions, and the design is based on both architectural and aesthetic purposes and would meet or exceed all other zoning requirements.

The Planning Commission must review the variance request for compliance with the standards outlined in the zoning ordinance. A copy of the variance standards is attached.

Level of Discretion in Decision-Making
The City's discretion in approving or denying a variance is limited to whether or not the proposal meets the standards for a variance. The City has a relatively high level of discretion with a variance because the burden of proof is on the applicant to show that they meet the standards for a variance.

Public Notice
Notice of the public meeting was mailed to all property owners within 200 feet of the site.



2025060
Brad Kramer & Paula Prahl
17840 4th Avenue
Request for a Variance

375 187.5 0 375 750
Feet

City of Plymouth

Legend

- C, Comercial
- CC, City Center
- CO, Commercial Office
- IND
- LA-1, Living Area 1
- LA-2, Living Area 2
- LA-3, Living Area 3
- LA-4, Living Area 4
- LA-5
- MXD
- MXD-R
- P-I, Public/Semi-Public/Institutional

What is the proposed project? Explain what you're doing and why you need a variance.

I am seeking to build a 11' 8" by 13' 8" shed/studio. Given the size, the shed would not require a building permit or a variance except for 2 issues. Issue # 1 is that the shed will be built on a hill with an entrance from the top of the hill. Issue # 2 is driven by my preference (and the preference of the Ordinance) for the shed to look like my house, which has a 10:12 pitch roof. When these two issues are combined, the shed will exceed the height limitation for a small shed. At the top of the hill, where the shed will be entered and where the house is located, the shed exceeds the height limitation by 3 feet. On the other side, where the property drops off, the shed will exceed the height limit by approximately 5 feet.

I plan to fully finish the support structure for the shed with rock veneer and to add landscaping so that it will not be obtrusive or even noticeable by neighbors or from the street. As an aside, the property was fully overgrown with buckthorn when I purchased it. We have been systematically removing the invasive species and replanting, mostly with native species. The property is heavily wooded and will continue to be.

Would the variance, and its resulting construction or project, be in harmony with the general purposes and intent of the Zoning Ordinance, and consistent with the comprehensive plan? Explain.

I believe the project will be in full compliance with the Ordinance. In particular, the new structure will be designed and finished to be identical to the existing house, with identical cedar shake roof, appropriate rooflines, and stained board and batten siding.

Would the variance, and its resulting construction or project, be detrimental to the public welfare, or injurious to other land or improvements in the neighborhood? Explain.

No, the project will not infringe on property lines or cause any issue for neighbors.

Would the variance, and resulting project, impair an adequate supply of light and air to adjacent properties, substantially increase traffic congestion in public streets, increase the danger of fire, endanger the public safety, or substantially diminish property values within the neighborhood? Explain.

The proposed project will add value to my property while not detracting from neighboring properties. It will not be nearly as tall as the existing house that it will be

next to, so no neighbor will have their current sight lines altered by the structure. Furthermore, the shed will be in what was the general proximity of a 250-year-old oak tree that collapsed last year. The closest neighbor likely will have more light than in previous years.

Explain the "practical difficulties" present by answering the following questions: Is the variance the minimum action required to address or alleviate the practical difficulties? Explain.

Yes, the variance would be the minimum action to solve the problem. I would not be in full compliance with the intent of the Ordinance if I reduced the pitch ratio of the roof, as it would no longer look like the house. If I did extensive grading the essentially eliminate the hill under the shed, I would be significantly changing the typography, which often has unplanned results.

Do you plan to use the property in a reasonable manner, permitted by the Zoning Ordinance? Explain.

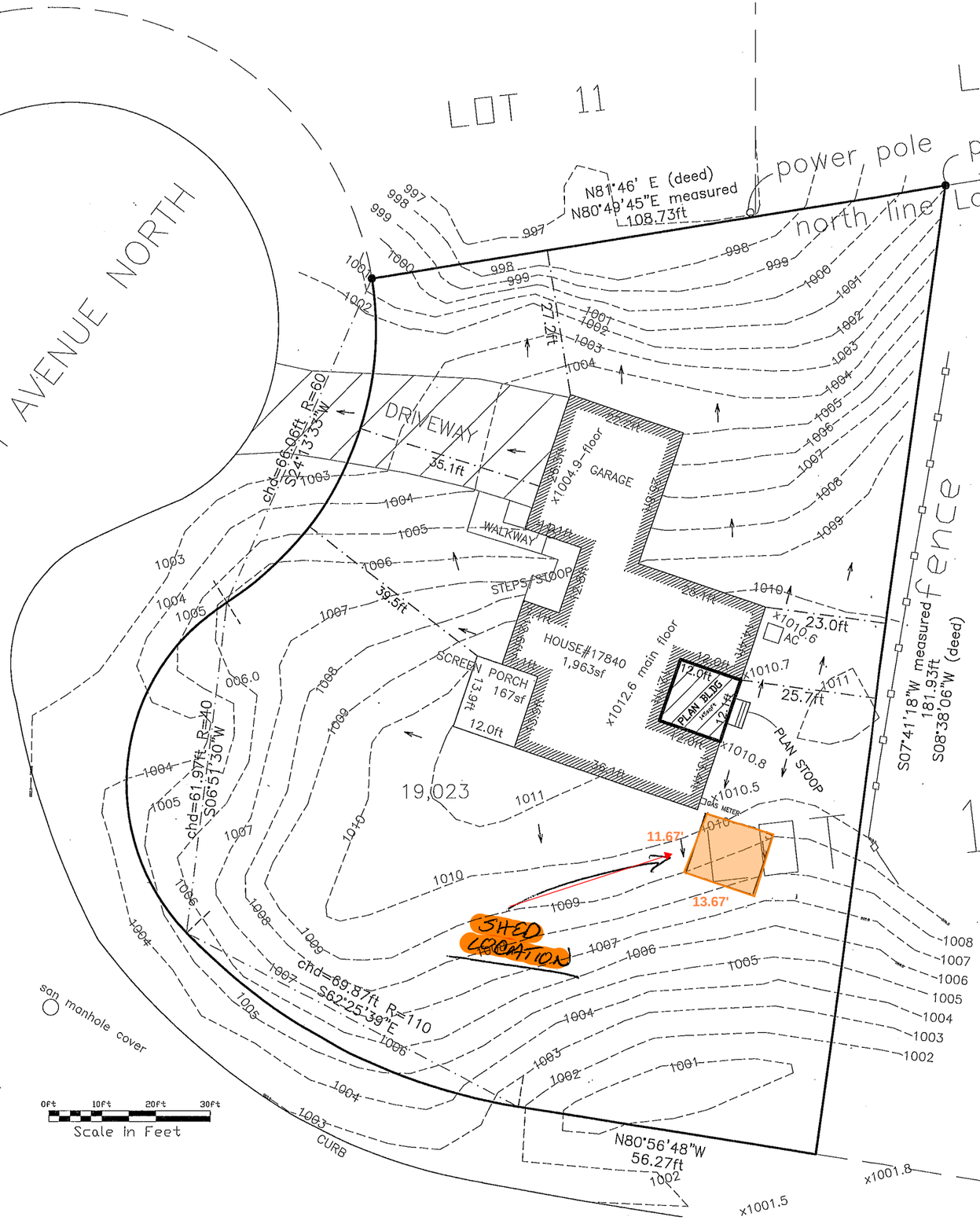
The shed will be used for garden and art projects, which is permitted by the Zoning Ordinance. The shed will not have water or plumbing and will not be used as living space.

Would the variance, if granted, alter the essential character of the locality? Is the variance request based exclusively upon economic considerations? Explain.

No, the new shed would not alter the character of the property or the neighborhood. It will enhance the property. The requested variance is not based whatsoever on economic considerations.

Is the difficulty due to circumstances unique to the property and was the issue created by the property owner? Explain.

Yes, the difficulty is due to circumstances unique to the property as the property has significant changes in grade. Those grade changes were not created by the homeowner (past or present).



LEGAL DESCRIPTION **

Thot Part Of Lot 10 Block 1 HAWTHORNE PONDS which Lies Wly Of A Line Com At Nw Cor Thof Th N 81 Deg 46 Min E Along Nly Line Thof Dist Of 108.8 Ft To Pt Of Beg Th S 8 Deg 38 min 06 sec W to south line of said Lot 10 and there terminating.

** According to Hennepin County Property and Tax Records
All easements recorded or unrecorded, if any, are not shown.

NOTES

1. OBSERVED UTILITIES ARE SHOWN; ALL OTHER UTILITIES, IF ANY, ARE NOT SHOWN
2. MARKINGS FOR ANY 811 UNDERGROUND UTILITY LOCATE ARE NOT SHOWN
3. THIS SITE WAS LAST OBSERVED ON NOV 5, 2022
4. LINE DIRECTIONS ARE ASSUMED RELATIVE BEARINGS
5. EXISTING CONTOURS AND SPOT ELEVATIONS ARE SHOWN
6. IRON PIN MONUMENT FOUND ●
8. DRAINAGE DIRECTION EXISTING ←
9. ELEVATIONS SHOWN ARE ON NGVD 1929 DATUM

CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

NAME: JAMES MICHAEL BRIDELL, R.L.S.

SIGNATURE James Bridell DATE NOV 9, 2022
Professional Land Surveyor, Minnesota License No. 23266
Firm Name: State Engineering & Surveying Company.
This certification is limited to SITE PLAN BUILDING ADDITION.

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IMPERVIOUS AREAS	sqft	percent
TOTAL LOT	19020	100.00
PLANNED AREA		
PLAN BLDG	0145	00.76
PLAN STOOP	0015	00.08
EXISTING AREAS		
DRIVEWAY	0698	03.67
HOUSE	1963	10.32
PORCH	0167	00.88
WALKWAY	0073	00.38
STEPS/STOOP	0078	00.41
TOTAL	2979	15.66

State Engineering and Surveying Company
5709 McGUIRE ROAD
EDINA MN 55439
952-854-9002
www.state-engineering.com

SITE PLAN BUILDING ADDITION

PREPARED FOR
HANSON REMODELING
4210 East 34th Street
Minneapolis, MN 55406

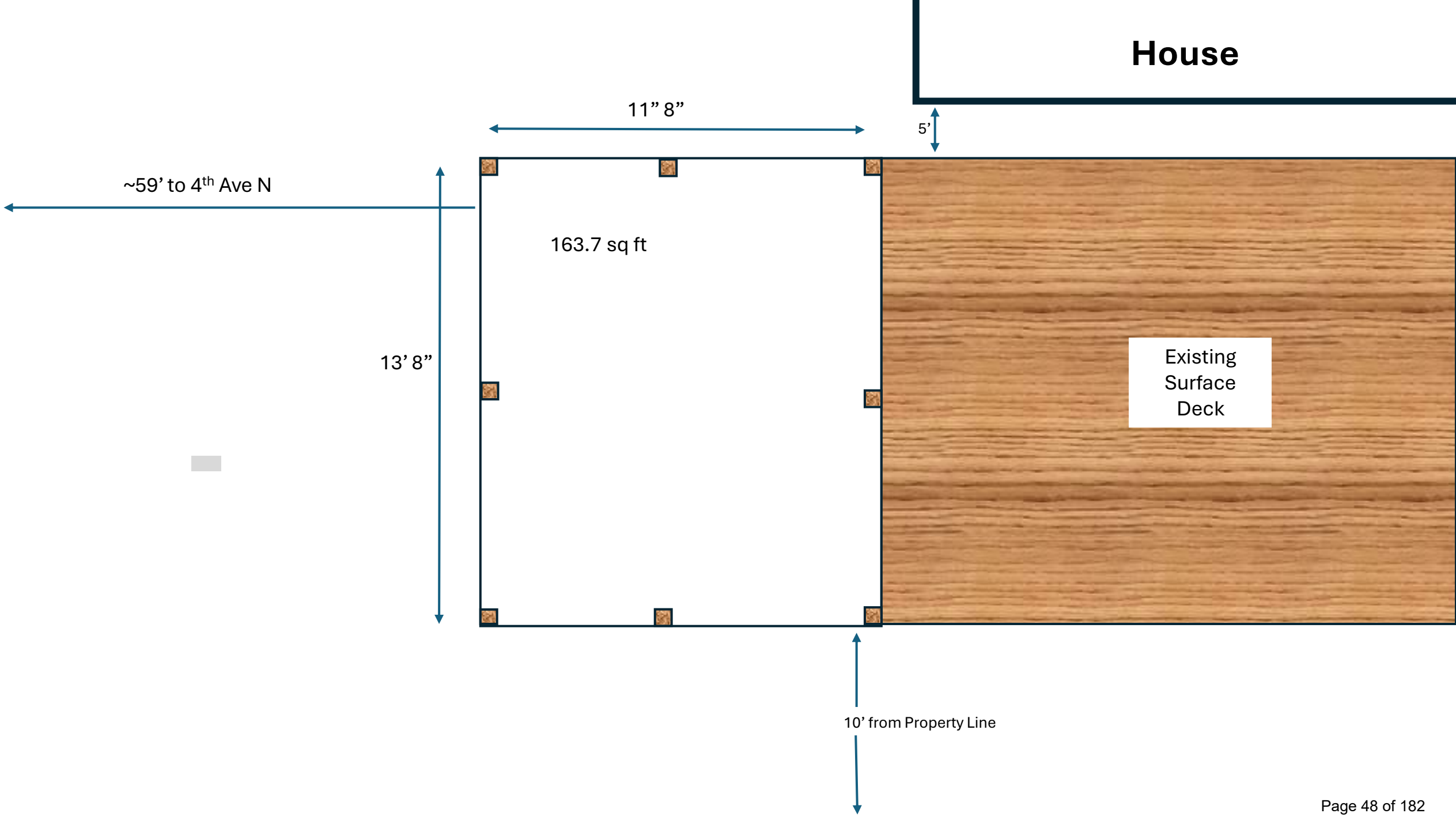
SITE LOCATION
17840 4TH AVE N
PLYMOUTH MN 55447

Job Number
2022439

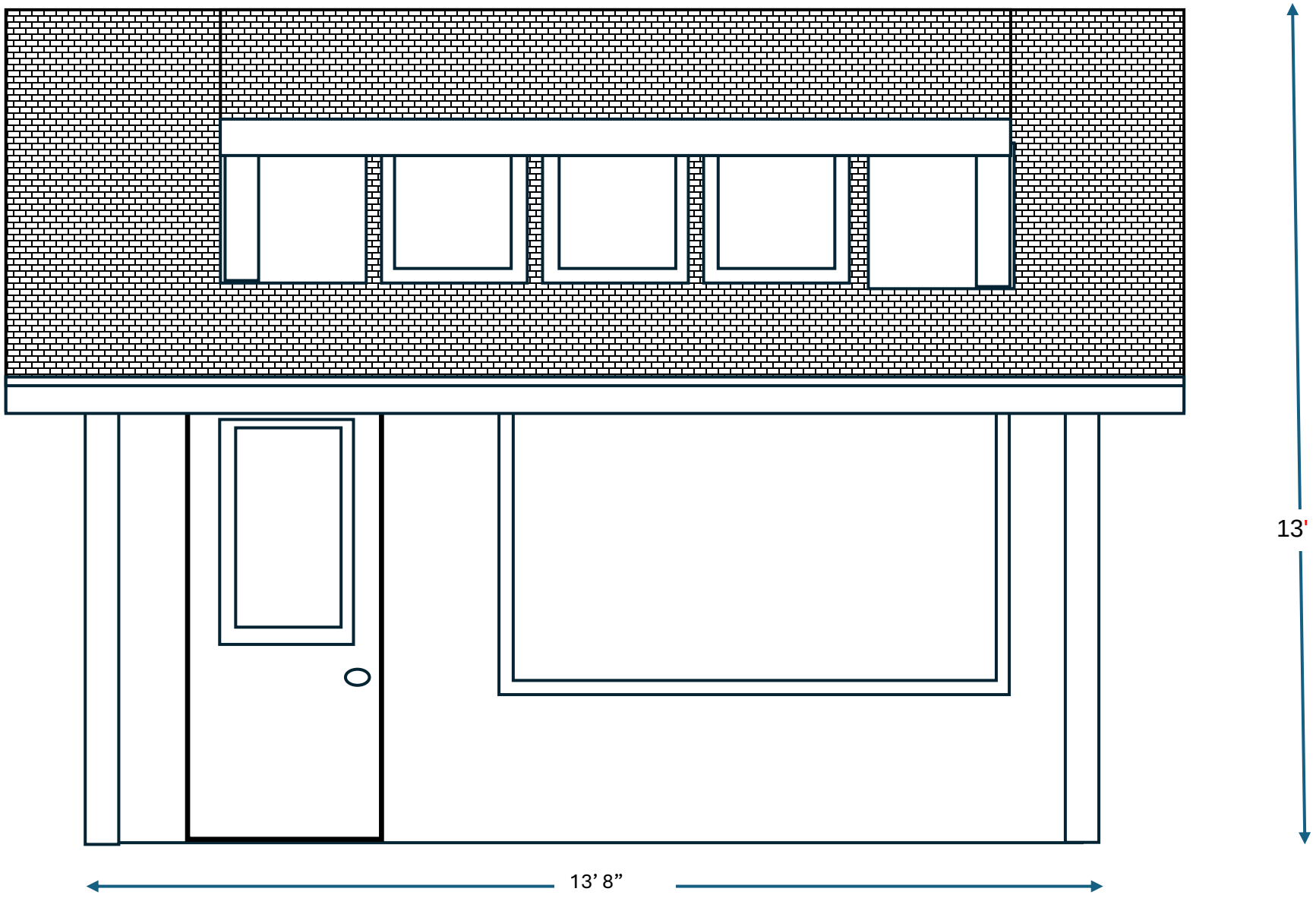
Paula Prahl
17840 4th Ave N
Plymouth
(763) 360-1314
paulaj.prahl@gmail.com

Garden Shed Project

Oct 8 REV.

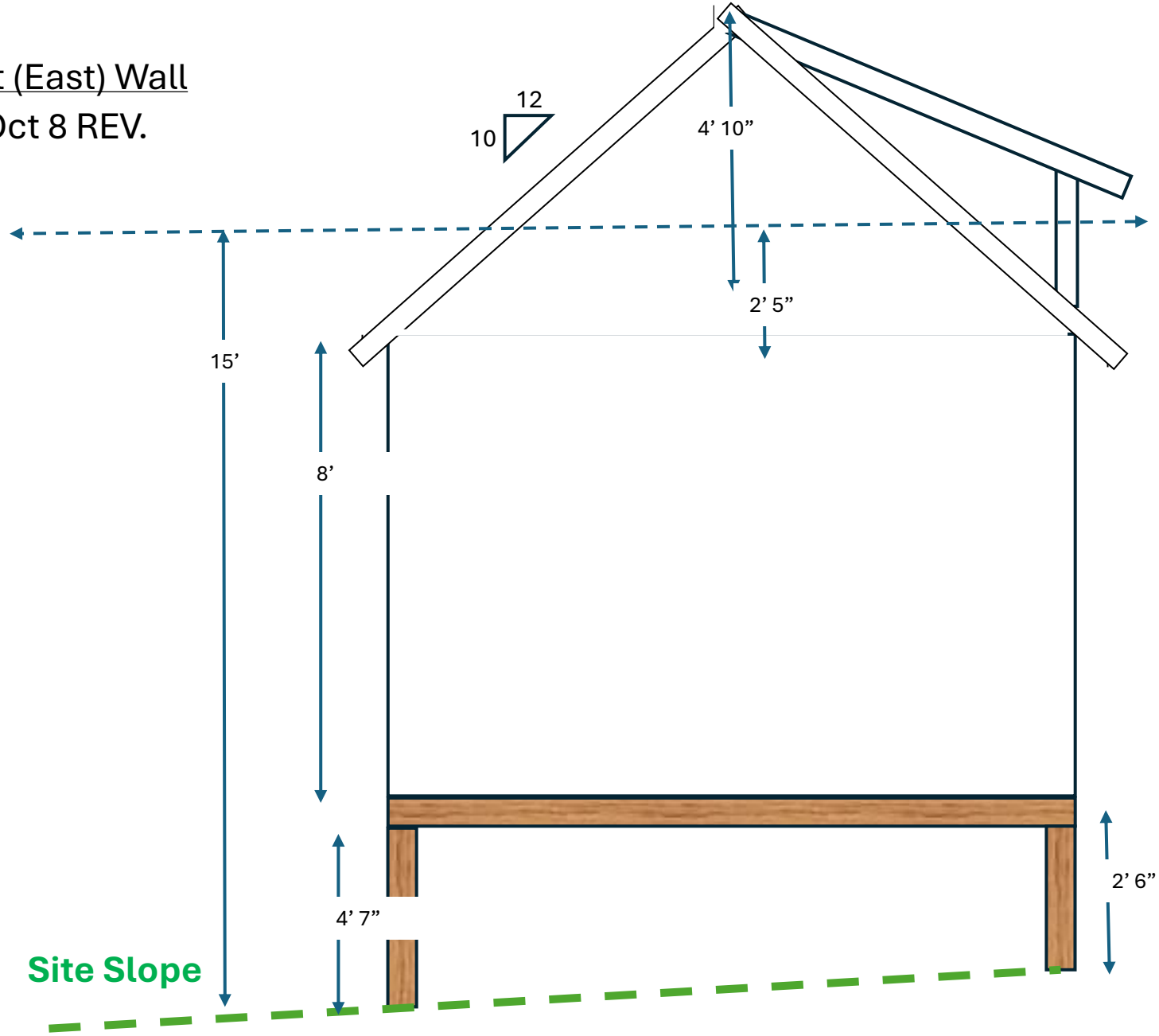

House
11” 8”
5’
~59’ to 4th Ave N
163.7 sq ft
13’ 8”
Existing Surface Deck
10’ from Property Line

Front (North) Wall

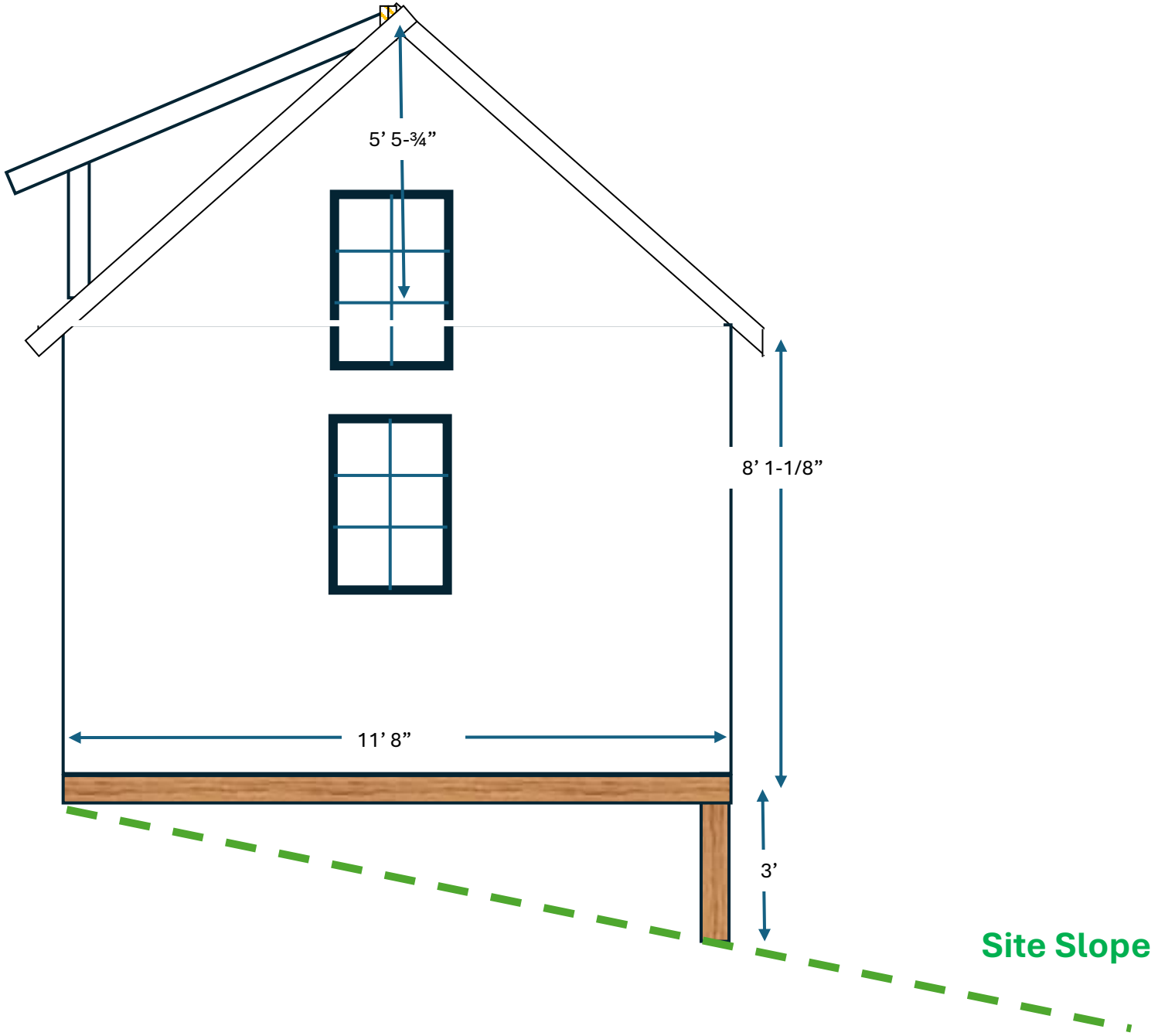


Left (East) Wall

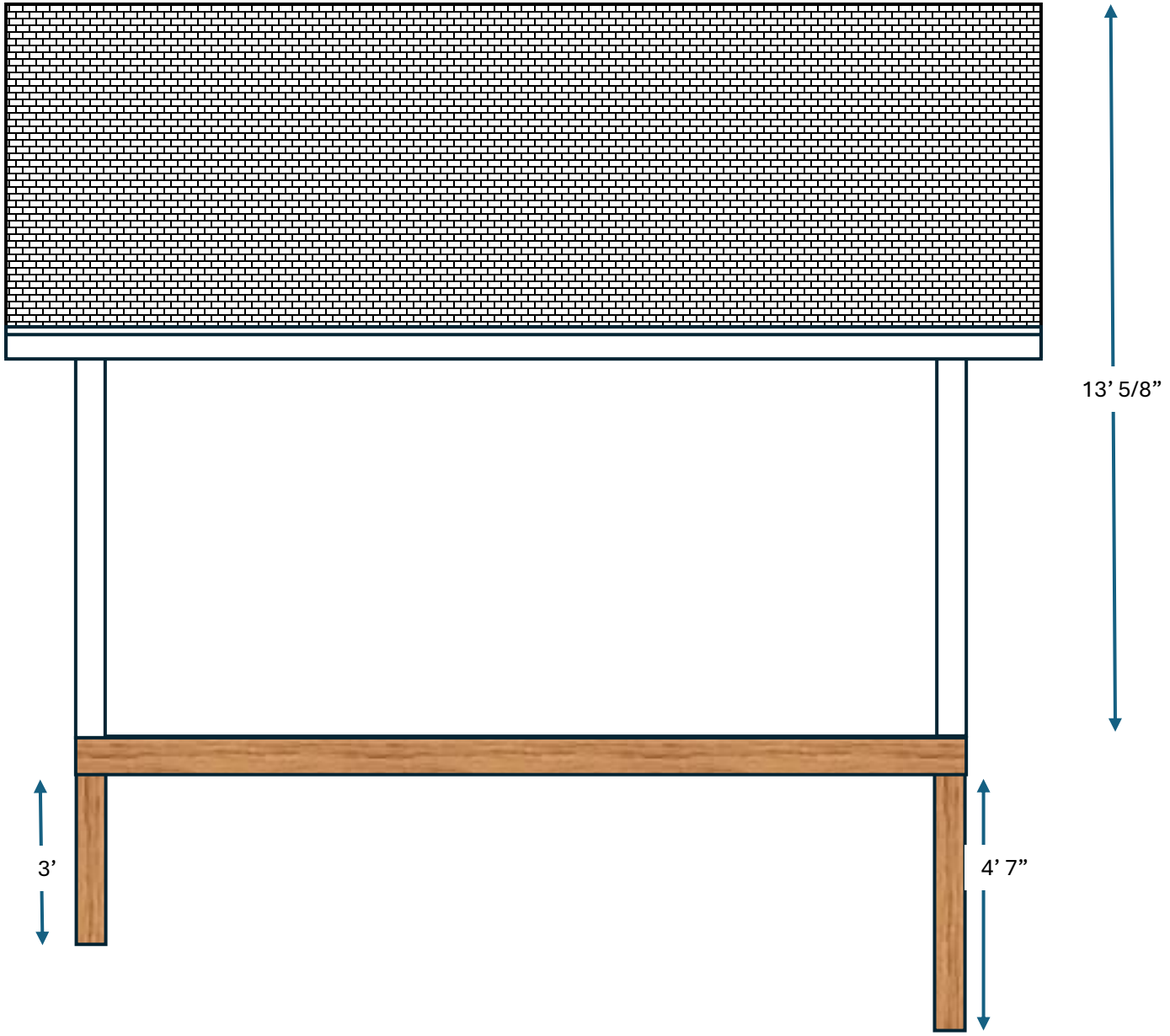
Oct 8 REV.



Right (West) Wall



Rear (South) Wall



CITY OF PLYMOUTH

RESOLUTION NO. 2025-

RESOLUTION APPROVING A VARIANCE FOR BRAD KRAMER FOR PROPERTY LOCATED AT 17840 4TH AVENUE NORTH (2025060)

WHEREAS, Brad Kramer has requested approval of a variance for a detached accessory structure that would exceed the height limit; and

WHEREAS, the subject property is legally described as:

That part of lot 10, Block 1, Hawthorne Ponds, Hennepin County, Minnesota, which lies westerly of the following described line; commencing at the northwest corner of said Lot 10; thence on an assumed bearing of North 81 degrees 46 minutes East along the northerly line of said Lot 10 a distance of 108.8 feet to the point of beginning of the line to be described; thence South 8 degrees 38 minutes 06 seconds West, 181.95 feet to the southerly line of said Lot 10 and said line there terminating; and

WHEREAS, the Planning Commission has reviewed said request at a duly called public meeting,

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 Brad Kramer, for a variance for a detached accessory structure that exceeds the height limit, for property located at 17840 4th Avenue North, subject to the following:

1. The requested variance to allow construction of a detached accessory structure containing 160 square feet (11.67-foot by 13.67-foot), southeast of the existing home, that would be 15 feet in height, where up to 10 feet in height is permitted for detached accessory structures less than 200 feet in area, is hereby approved, in accordance with the plans received by the city on September 24, 2025, and October 8, 2025, except as may be amended by this resolution.

2. The requested variance is approved based on the finding that all applicable variance standards have been met, specifically:

    a) The requested variance, and its resulting construction project, would be in harmony with the general purposes and intent of the ordinance, and would be consistent with the comprehensive plan. Detached accessory structures are a permitted accessory use in the RSF-1 zoning district.

    b) The applicant has demonstrated that there are practical difficulties in complying with the ordinance regulations, because:

        1. The applicant proposes to use the property in a reasonable manner, as permitted by the zoning ordinance. Upon the granting of the variance, the project will comply with the zoning ordinance.

2. The request is due to unique circumstances not created by the property owners as they are not the original owners of the home. In addition, there is topography in the northeastern and southeastern portions of the property which limits the area for the construction of a detached accessory structure.
3. The variance would not alter the essential character of the lot or neighborhood. The garden she would be constructed to be aesthetically and architecturally compatible with the existing home.

c) The requested variance is not based upon economic considerations but rather, based upon the need for additional storage space.

d) The variance, and its resulting construction, would not be detrimental to the public welfare, nor would it be injurious to other land or improvements in the neighborhood. The garden shed would allow for additional storage space and be constructed to be architecturally compatible with the existing home.

e) The variance, and its resulting construction, would not impair an adequate supply of light and air to adjacent properties, nor would it increase traffic congestion or the danger of fire, endanger the public safety, or substantially diminish property values within the neighborhood. The garden shed would be in character with the neighborhood and match the architecture of the home.

f) The variance requested is the minimum action required to address the practical difficulties. The placement of the garden shed is based on topographical conditions, and the design is based on both architectural and aesthetic purposes and would meet or exceed all other zoning regulations.

3. The detached accessory structure shall be designed to be architecturally consistent with the home and incorporate similar design elements and colors.

4. The variance shall expire one year after the date of approval, unless the property owner or applicant has commenced the authorized improvement or use, or unless the applicant, with the consent of the property owner, has received prior approval from the city to extend the expiration date for up to one additional year, as regulated under section 21030.06 of the zoning ordinance.

APPROVED by the Plymouth City Council on this **** day of *******.

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 *******, 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

Regular Planning Commission
October 15, 2025
Agenda Number: 5.1

To:	Planning Commission
Prepared by:	Lori Sommers, Planning Manager
Reviewed by:	Grant Fernelius, CED Director
Item:	**Comprehensive plan reguiding, rezoning, PUD general plan, and preliminary plat for Plymouth Plaza located at 1455 County Road 101 (Marco McLane - 2025042)**

1. Action Requested:

Review submitted information, hold a public hearing and make recommendations for a compressive plan reguiding, rezoning, PUD general plan, and preliminary plat for Plymouth Plaza located at 1455 County Road 101.

2. Background:

See attached staff report.

3. Budget Impact:

N/A

4. Attachments:

1. Planning Commission Report
2. Applicants Narrative
3. Applicants Site Graphics
4. Traffic Study
5. LHB TIF Letter of Finding
6. Public Comments Received
7. Resolution - Reguiding
8. Ordinance - Rezoning
9. Resolution - Zoning Finding of Fact
10. Resolution - Preliminary Plat

To: Plymouth Planning Commission

From: Lori Sommers, Planning Manager (763-509-5457)
Community and Economic Development Department

Subject: Marco McLane Development
Land use guide plan amendment, rezoning, PUD general plan, and preliminary plat for Plymouth Plaza located at 1455 County Road 101 (2025042)

Ward: 2

Deadline: January 3, 2026

Summary

1. Comprehensive Plan Amendment to reguide the site from C (commercial) to MXD (mixed use).
2. Rezoning from C-2 (neighborhood commercial) to PUD (planned unit development)
3. PUD general plan approval to allow demolition of a portion of the existing 74,742 square foot building, a new 14,238 square-foot commercial building, and 195-unit apartment building and associated parking.
4. Preliminary plat for the creation of three lots.

An aerial view of the site is included to the right for reference on the site context.

Recommended Action

Community and Economic Development Department Staff recommends **approval** of the comprehensive plan guide amendment, rezoning, PUD general plan, and preliminary plat subject to the conditions listed in the resolution.

Site Information
The property is zoned C-2 (neighborhood commercial) and guided C (commercial) which does not allow residential or a mixed-use project.

Zoning and Land Use

	Zoning	Land Use Designation (2040 Comprehensive Plan)
Subject Property(ies)	C-2	C
North (across Cnty Rd. 101)	C-2, RSF-1	C, LA-1
East (across Cnty Rd. 6)	C-2	C
South (across 14th Ave.)	RMF-4	LA-4
West (across Olive Ln.)	RMF-4, RSF-1	LA-1, LA-4

School District
The site is in the Wayzata school district (#284).

Natural Characteristics of Site
This site is in the Minnehaha Creek Watershed District. It does not contain any land within the Shoreland or Flood Plain Overlay District. The site contains no wetlands.

Previous City Actions Affecting Site
The existing commercial building built in 1986.

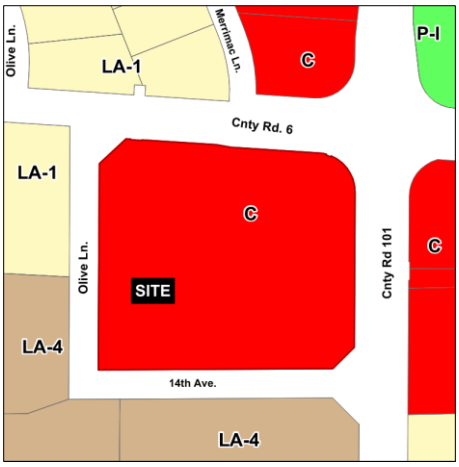
April 16, 2025, the Planning Commission reviewed and commented on a sketch plan request by the applicant.

May 13, 2025, the City Council reviewed and commented on a sketch plan request by the applicant.

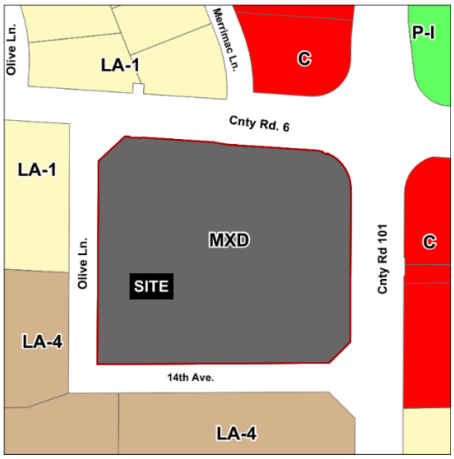
Analysis of Requests
Comprehensive Plan Amendment
The applicant is proposing to reguide the site from C (neighborhood commercial) to MXD (mixed use) to accommodate the development.

Density
The site is currently guided C (neighborhood commercial) on the City's Comprehensive Land Use Guide Plan. The C guidance allows for a variety of office, business, and commercial uses. The applicant is requesting a comprehensive land use guide plan amendment to reguide the property from C to MXD (mixed use) to allow for the development of a multiple-family building in addition to retaining the existing commercial uses in a portion of the remaining existing building and in a new smaller building in the northeast corner of the site.

The overall site contains approximately 6.56 net acres. Under the requested MXD guiding (12-35 dwelling units per acre) the site could accommodate up to 230-units at the maximum density of 35-units per acre. The development plan for this site includes one apartment building for a total of 195-units. The proposed development would meet the guiding density requirements.



Current Guiding



Proposed Guiding

To approve the comprehensive plan amendments, the City Council must make the appropriate findings.

1. Location Criteria
   Finding: Staff finds that the request meets the specified location criteria for the MXD guiding which are abuts or has reasonably direct access to major collectors or minor arterials and may provide a transition between low density residential and more intense land uses. The proposed development abuts two A-Minor Arterial roadways (County Road 101 and County Road 6).

2. Re-Examination of the Comprehensive Plan and Current Guiding
   Finding: Staff finds that the request does merit re-examination of the 2040 plan. The proposed changes would increase housing opportunities in the city and remove outdated commercial spaces that have reached the end of their lifespan. The proposed project will not displace any existing businesses. Under its current commercial guiding, the site would not be allowed to have housing.

3. Impact on Land Supply and Demand
   Finding: Staff finds that the request would have minimal impact and effect on land supply and demand. Although the commercial land use classification would be removed, the mixing of uses provided by the MXD classification would continue to provide opportunity for housing and commercial development. The redevelopment of the existing substandard commercial building (see LHB TIF Analysis Findings Report dated July 18, 2025) would provide a revitalized neighborhood area with commercial and housing.

4. Merit of the Amendment
   Finding: Staff finds that the request does have merit beyond the interests of the applicant, the commercial spaces onsite are reaching the end of their lifespan and have been deemed substandard. The reguiding would provide additional housing in the city and the addition of people in this area will help support the existing commercial.
5. Impacts on other Comprehensive Plan Elements
   a. Transportation

Finding: Staff finds that the request would not have a negative effect on transportation as a Traffic Study has been completed, so long as recommendations are followed.

b. Housing
Finding: Staff finds that the request would not have a negative effect on housing as it is proposing additional housing where a shortage currently exists.

c. Sewers and Water
Finding: Staff finds that the request would not have a negative effect on sewer and water.

d. Surface Water
Finding: Staff finds that the request would not have a negative effect on surface water as this proposed project is proposing stormwater management systems where none currently exist on site.

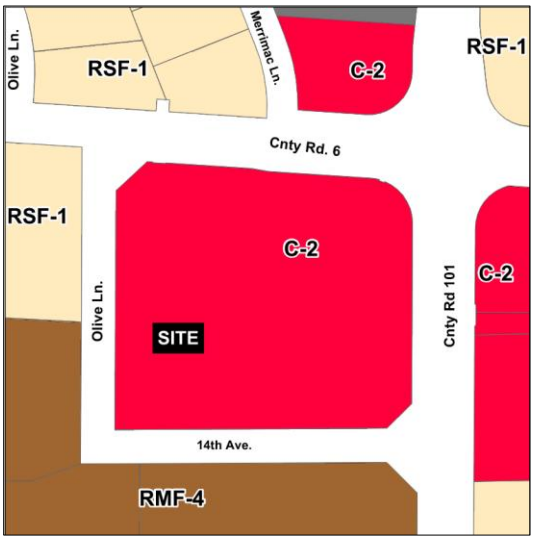
e. Parks
Finding: Staff finds that the request would not have a negative effect on parks. The site is with a one-half mile walking distance to existing parks.

f. Capital Improvement Program (CIP)
Finding: Staff finds that the request would not have a negative effect on the capital improvement program.

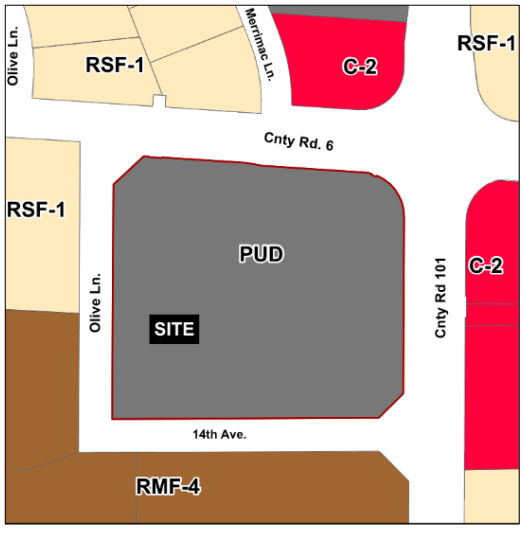
6. Fiscal Impacts on the City
Finding: Staff finds that the request would not have negative fiscal impacts on the city.

Rezoning

The applicant is requesting to rezone the roughly 6.56-acre site from C-2 to PUD to accommodate the proposed redevelopment. A PUD allows greater flexibility in development than would be possible under a conventional zoning district. The applicant has based their development on the RMF-4, and C-2 district, however, the applicant has requested PUD flexibility from the zoning ordinance requirements, as outlined later in the report.



Existing Zoning



Proposed Zoning

PUD Policy

In May 2024, the City Council adopted the PUD Policy as a tool to identify clear guidelines regarding the use and approval of PUD's. The proposed project is required to meet this requirement. The categories and associated scoring and notes on the proposed project scored 18, meeting the required 15 for approval.

Amenity	Points Max.	Points Awarded	Standards	Comments
Mixed Use Development	5	2	Provide housing units with non-residential uses on the ground level, mixing residential uses with neighborhood commercial amenities.	Does not provide non-residential uses on the ground floor of the apartment building. Provides for a horizonal mixing of uses.
Item Not Listed – Environment Related	4	4	The applicant may petition the City Council for an additional item that is not listed on this policy for up to 4 additional points.	Stormwater treatment for existing site where none existed prior to development.
Bike Storage	3	3	Provide secure, indoor bike storage for 50% of residential units or 30% of employees on a typical shift.	Indoor bike storage for 50% of residential units.
Proximity to Services	5	5	The project is sited so that it is within ¼ mile walk distance of 4 of the following or ½ mile walk distance of 7 of the amenities listed under "Aging in Place" • Community Center • Full service grocery store • Public park • Transit stop • Hardware store • Laundromat or dry cleaner • Place of worship • Farmer's market • Post Office • Restaurant or cafe • Pharmacy • Medical clinic • Gym or health club • Clothing store • Bank • Social services center	• Transit stop • Place of worship • Restaurant or cafe • Pharmacy • Medical clinic
Rooftop Space (Residential)	1	1	An outdoor, rooftop amenity space for residents on residential properties with at least three of the following: grill space, recreation area, dog park, pool, or herb garden.	Pool, hot tub, grill space. Recreation area.
Architecture and Aesthetics	3	3	Design approved by Planning Commission with high quality architecture, including stone or brick, 4-sided architecture, and limited number of materials. No pre-cast concrete, EIFS, or metal as primary material.	4-sided architecture.
Total	21	**18**		

As part of the PUD Policy, the applicant is required to hold a neighborhood meeting. The applicant held the neighborhood meeting on October 9, 2025, at the Plymouth Community Center. The applicant used the same notice area as the city to mail invitations to neighbors to make them aware of the meeting. Approximately 21 people attended. The applicant provided a PowerPoint presentation on their proposed development of the site. Individuals were able to ask any questions they had of the development during the meeting.

The site is currently zoned C-2 (neighborhood commercial). Chapter 462.357, subd. 2 of state statute requires that the zoning map for each city be consistent with its land use guide plan. If the site is reguided to MXD, the proposal to rezone to PUD would be consistent with the land use guide plan, based on the following findings:

1. The requested PUD zoning would be consistent with MXD guiding.
2. The proposed density would be consistent with MXD guiding.
3. The proposed mixed-use development and lot arrangement would comply with the PUD zoning standards.
4. Adequate infrastructure would be available to support the proposed development.
5. The proposed mixed-use development would comply with the PUD Policy.

PUD General Plan

The applicant has applied for a PUD general plan. The applicant has requested PUD flexibility to address various site constraints. A summary of each flexibility request is discussed below, along with any standard site review items.

Requested PUD Flexibility

A. Building Setbacks – *Flexibility requested*

The applicant is requesting flexibility from the required building setbacks for both the proposed apartment building and the new commercial building. For the apartment building, the zoning ordinance requires a 50-foot setback from County Road 6 and a 25-foot setback from Olive Lane. The applicant is requesting a reduced setback of 24.7 feet along Olive Lane (a deviation of 0.3 feet) and 13.25 feet along County Road 6 (a deviation of 36.75 feet). The reduced setback along County Road 6 is due to the irregular shape of the north property line, where the right-of-way extends further south into the property than along adjacent rights-of-way. Even with the reduced setback, the actual distance from the roadway to the building remains approximately 48 feet. To mitigate potential visual impacts, the applicant has incorporated reduced building massing and enhanced landscaping along this frontage.

The new commercial building, proposed in the northeast corner of the site, is requesting a 12.6-foot setback along County Road 101 (a deviation of 22.4 feet) and a 16.6-foot setback along County Road 6 (a deviation of 18.4 feet), where a 35-foot setback is required for both. The applicant states that these reduced setbacks are necessary to accommodate essential site features, including fire lane access, stormwater infrastructure, adequate parking for all uses, traffic circulation, construction phasing, tenant visibility, and snow removal. Additionally, the project includes the dedication of 0.14 acres of road right-of-way to the

County in this area, which further reduces the buildable area and contributes to the need for setback flexibility.

B. Building Height – Flexibility requested

The applicant is requesting flexibility for building height for the apartment building. The required maximum building height is 45 feet. The applicant is proposing the building height be a range of 46-48 feet tall. The site slopes downward approximately 3 feet from south to north. To maintain proper drainage away from the building, the first-floor level is set at the higher (southern) end of the site. As a result, the overall building height exceeds the 45-foot limit by about 1 to 3 feet, reaching a maximum of 48 feet above the final average grade. The proposed design follows current construction standards, with ceiling heights ranging from 9 to 11 feet.

C. Parking – *Flexibility requested*

Per zoning code requirements for the proposed apartment use, the project site is required to provide a total of 533 parking spaces. This includes one enclosed, fee-free parking stall per residential unit. The applicant has submitted a site plan indicating a total of 453 parking spaces. Of these, 274 spaces are allocated to the residential component—233 of which are enclosed and 41 are surface parking stalls. This satisfies the requirement for one enclosed stall per apartment unit. The commercial component is allocated 179 parking spaces, which is three spaces short of the minimum required by code. However, the proposed development includes a shared parking arrangement across residential and commercial uses. A traffic and parking study submitted by the applicant further analyzed peak demand and concluded that, when accounting for shared parking opportunities, the site is expected to have a surplus of available parking.

D. Landscaping – *Flexibility requested*

The zoning ordinance states that for new non-residential developments, requires one new overstory tree per 1,000 square feet of gross floor area (38 trees). Apartment developments with more than 50 dwelling units require a minimum of 1.5 new overstory trees per dwelling unit (293 trees). Therefore, 331 overstory trees or equivalent overstory trees are required for the entire development. Up to 50 percent of the required number of overstory trees on a site may be substituted with an equivalent number of understory trees or shrubs. In such case, three understory trees or ten shrubs shall be equivalent to one overstory tree. The applicant has submitted a plan showing a total 39 overstory trees for the commercial component. The proposed number of overstory trees meets the minimum requirement for the commercial. The applicant has submitted a plan showing a total of 117 overstory trees for the residential component and requesting to pay the remainder into the community planting fund. The applicant has stated the required overstory trees on this site would result in overcrowding. The ordinance states that if the provisions would result in overcrowding, the developer may plant fewer trees on the site, provided a cash fee is deposited into the Community Planting Fund. The applicant is proposing to pay the $55,000 into community planting fund. The resolution includes a condition that addresses this matter.

Building Design

The applicant has proposed a four-story apartment building that would be constructed with offset facades, multiple materials, and color. Staff finds that the design of the building meets the design standards.

Lighting

The project is located in lighting zone 2 (LZ-2) and must meet the requirements under section 21105.06 of the zoning ordinance. The applicant submitted a lighting plan showing the proposed location, mounting height, fixture details, and proposed lighting output that meets the LZ-2 lighting zone requirements. The proposal will meet the City regulations relating to lighting requirements.

	Required	Proposed	Complies?
Lot Arrangement			
Apartment Lot 1			
Lot width Min.	200'	240'	Yes
Lot Size	1 ac.	2.8 ac.	Yes
Existing Commercial Building Lot 2			
Lot width Min.	100'	141'	Yes
Lot Size	1 ac.	2.72 ac.	Yes
New Commercial Building Lot 3			
Lot width Min.	100'	196'	Yes
Lot Size	1 ac.	1.03 ac.	Yes
Building Setbacks: Apartment			
(South) 14th Ave.	25'	25.5'	Yes
(North) Cnty Rd 6	50'	13.3'	**No***
(West) Olive	25'	24.17'	**No***
Building Setbacks: Existing Commercial			
(North) Cnty Rd 6	35'	267' existing	Existing
(East) Cnty Rd 101	35'	133.58' existing	Existing
(South) Olive	75'	74.92' existing	Existing
Building Setbacks: New Commercial			
(North) Cnty Rd 6	35'	16.6'	**No***
(East) Cnty Rd 101	35'	12.6'	**No***
Building Height: Apartment	45'	46'-48'	**No***
Building Height: Commercial	30'	21'	Yes
Parking Setbacks:			
Front: Cnty Rd. 101 existing		12.42'	Existing
Front: 14th Ave. existing		19.75'	Existing
Front: Cnty Rd. 6.	20'	36.58'	Yes
Cross aisle, two-way – surface parking area	24'	24'	Yes
Parking/drive aisle Setback to Building			
Apartment	10'	10.67'	Yes
Existing Commercial (22,046sf)	10'	10.5'	Yes
New Commercial (14,234sf)	10'	10' 7"	Yes
Number Parking Spaces – (Existing 392)			
Apartment (233 indoor/41 outdoor)	351	274	**No***
Commercial – all (1/200 36,280sf)	182	179	**No***

	Total = 533	Total = 453	
Parking Stall Size			
Apartment			
Regular	9’ x 18.5’	9’ x 18.5’	Yes
Compact	8’ x 16’	8’ x 16’	Yes
Compact Allowed– max. 20%	71	71	Yes
Commercial - Regular	9’ x 18.5’	9’ x 18.5’	Yes
Apartment – Studio Units – max. 10%	20	18	Yes
Landscaping (293 Apt, 38 commercial)	331	156	**No***

** PUD flexibility requested*

Transportation Study

A traffic study was completed as part of the project, commissioned by the city and reimbursed by the applicant. The Study objectives were to identify existing traffic operations within the Study area, evaluate potential impacts of the proposed redevelopment, and recommend improvements, if necessary. The study area is bound by 19th Avenue to the north, Oakwood Elementary School to the east, 13th Avenue to the south, and Olive Lane to the west. It is important to note the existing traffic data was collected in May of 2025, when schools were in session and operating normally.

Hennepin County has reviewed the Study, and had their comments reflected withing the Study. County Road 101 and County Road 6 are under County jurisdiction, with the county having the ultimate authority on those roadways, including all traffic signal systems and their operations.

The existing site has been under-utilized for some time, and as a result, observed traffic volumes are lower than if the existing site was fully occupied. To accommodate this, the Study analyzed both current actual volumes, and volumes that could be realized if the current buildings are at full occupancy of allowable uses under current zoning C-2 (neighborhood commercial).

According to the Institute of Transportation Engineers (ITE) code 821 for a shopping plaza, full occupancy of the existing building would result in 5,046 daily trips. This results in the proposed development generating slightly over half, or 2,720 daily trips, when comparing proposed development daily trips to full existing building occupancy.

To understand the impacts associated with the proposed development, comparisons were used against the actual observed traffic volumes, ensuring a conservative approach was used to understand changed impacts to the system. During the morning and afternoon peak hours, the proposed development is projected to add between 1 and 3 vehicles per minute to both Olive Lane, and 14th Avenue, and consequently to the overall system. That frequency will lessen outside of the peak hours.

The Study offered conclusions and recommendations for both County Road 101 and County Road 6. Most of these recommended improvements exist with or without the proposed redevelopment. The County is aware of the other conclusions and recommendations and will consider those improvements at a future date.

Redevelopment to the proposed project will help limit long term impacts and delays to the overall system, setting the traffic generation to an estimated 2,720 daily trips, rather than the 5,046 daily trips that would be generated by having the existing building becoming fully occupied, requiring only administrative building permits.

The traffic study offered the development specific recommended improvements:

1. Provide a westbound left-turn lane along CR 6 at Olive Lane and modify the existing CR 6 median to allow an advance eastbound left-turn lane to increase the turn lane storage.
    a. The proposed westbound left-turn lane along CR 6 at Olive Lane should be a minimum of 75 feet in length to accommodate the year 2040 peak queues.
2. Locate signage and landscaping to avoid creating any sight distance issues.
3. Review truck maneuverability to limit potential internal circulation conflicts.
4. Eliminate or relocate the existing mid-block crosswalk along Olive Lane at the south church access; there is limited pedestrian activity at this location and the crosswalk is within the planned daytime / loading zone for the proposed redevelopment which creates potential conflicts.
5. Restripe / refresh the pavement markings along Olive Lane and 14th Avenue to better define the existing lane configurations.

Preliminary Plat

The applicant is requesting approval of a preliminary plat to subdivide the property into three lots.

Location	Type	Acres
Lot 1	Apartment building	2.81
Lot 2	Existing Commercial building	2.72
Lot 3	New Commercial building	1.03
ROW	Dedication	.14

Dedication of Right-of-Way

The applicant has agreed to provide additional right-of-way along County Road 101 and County Road 6 as part of the development. The applicant is dedicating the .14-acres of right-of-way to the County.

Tree Preservation

This development is subject to the City's tree regulations. The regulations require preservation of 50 percent of the caliper inches of significant trees for residential development sites, or reforestation and/or monetary restitution for any removal over 50 percent. The regulations require preservation of 25 percent of the caliper inches of significant trees for non-residential

development sites, or reforestation and/or monetary restitution for any removal in excess of 25 percent.

The tree survey indicates a total of 209 caliper inches of eligible significant trees on the commercial portion of the site. The applicant submitted a tree plan indicating that 26.9% would be removed from the total site, meeting the city's tree preservation regulations.

The tree survey indicates a total of 398 caliper inches of eligible significant trees on the residential portion of the site. The applicant submitted a tree plan indicating that 100%would be removed from the total site. The proposed development would exceed the City's tree preservation regulations and would be required to pay restitution or do reforestation. The resolution includes a condition that addresses this matter.

Park Dedication

The comprehensive plan does not identify the need for additional park land acquisition on the subject site. As a result, the applicant is not required to dedicate park land to the city. The applicant is required to pay an equivalent cash fee in lieu of land dedication prior to recording the final plat. The city is authorized by statute to collect park dedication fees to support any additional demand for parks created by new development. The city has studied this demand and concluded that new projects generally create additional park demand of approximately $8,000 per unit. For this project, that would be a total of $1,560,000. Staff has reviewed this individual project and believes this project will generate similar types and quantities of new demand as assumed in the city's study. Staff does not believe there needs to be any adjustment made to the amount of park dedication fees. The resolution includes a condition that addresses this matter.

Level of Discretion in Decision-Making

The City has a high level of discretion in approving or denying an application to reguide property in the City's Comprehensive Plan. This is because the guiding of land is a "quasi-legislative" action (enactment of policy). The land use guide plan is the City's long-range planning tool that indicates what type of development should occur on all land within the city. In other words, it is the City's plan for how it wants to direct future development and growth. The City Council may guide property as it deems necessary to protect and promote the health, safety and general welfare of the community. Under state law, the city may not put a reguiding into effect until the Metropolitan Council has reviewed and responded to the proposed reguiding.

The City has a relatively high level of discretion in approving or denying a rezoning application. This is because the rezoning of land is also a "quasi-legislative" action (enactment of policy). The zoning ordinance and map are the enforcement tools used to implement the goals and standards set by the comprehensive plan. The proposed zoning for a property must be consistent with the comprehensive plan.

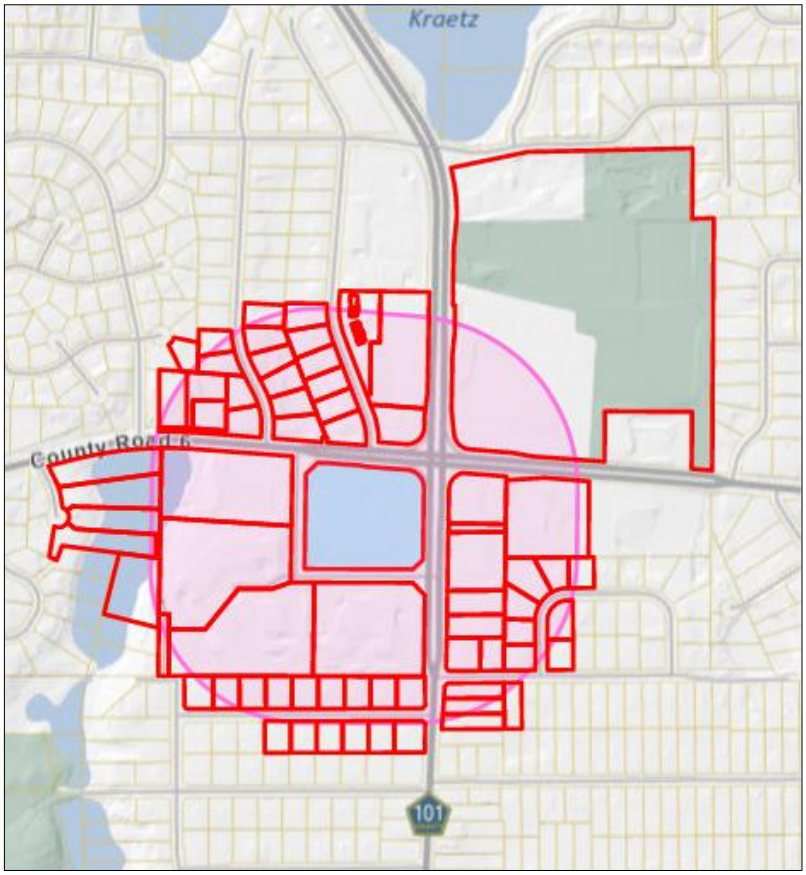
The City's discretion in approving or denying a preliminary plat is limited to whether or not the proposed plat meets the standards outlined in the subdivision regulations and zoning ordinance. This is because preliminary plat review is a "quasi-judicial" action (enforcement of established

policy). If a preliminary plat application meets the standards, the city must approve the preliminary plat.

The city's discretion in approving or denying a variance is limited to whether or not the proposal meets the standards for a variance. The city has a relatively high level of discretion with a variance because the burden of proof is on the applicant to show that they meet the standards for a variance.

Public Notice

Notice of the public hearing was mailed to all property owners within 750 feet of the site. Staff also placed signage on the site which included notice of the application.



Plymouth Plaza
1415-1495 County Hwy 101
Plymouth, MN 55447

PUD GENERAL PLAN APPLICATION NARRATIVE
September 18, 2025

Project Team:

Developer: Mithun Companies and Marco McLane Development
Architect: Tushie Montgomery Architects
Civil Engineer: Sambatek

Project Location

Plymouth Plaza is located at the southwest corner of County Highway 6 and County Highway 101. The site is 6.56 acres and currently consists of approximately 74,742 sf of commercial space built in 1989 and is surrounded by surface parking. The building orientation is no longer market viable and the structures are mostly functionally obsolete.

The site is surrounded by a mix of uses. To the north there is commercial and single family residential; to the west there is a church and multifamily apartments; to the south there are multifamily apartments; and to the east there are commercial and retail uses. The site is in a vibrant part of the community and could be described as a quintessential neighborhood node of commercial and transitional residential development serving the broader single-family neighborhoods.

Project Vision and Phasing

The proposed development will occur in two phases. The first phase will include the construction of a 14,238 sf single story commercial building at the northeast corner of the project site. Construction of the new commercial building will include site improvements around the existing multi-tenant commercial building. Upon completion of phase 1 construction, tenants located within the existing commercial building along Olive Lane N will relocate to the new commercial building. Those tenants that occupy the southeast quadrant of the existing building will remain, and operate, in their current location.

Phase two will commence when the western half of the existing commercial building is fully vacated and ready for demolition. The expected timing of phase 2 commencement is 12 months from start of construction on the phase 1 new commercial building. Phase 2 will consist of approximately 195 new multifamily apartments along with underground and surface parking stalls. The apartments will be a mix of studio, 1bd, 2bd, and 3bd apartments. The entire western half of the existing site will be demolished and rebuilt.

The project will be submitted as a planned unit development and will require a comprehensive plan amendment to permit multi-family housing due to its current zoning designation. The project, as currently programmed, exceeds the scoring criteria outlined in the recently adopted PUD Policy depicted in the matrix below. This potential PUD redevelopment can occur without the displacement of existing businesses, and instead create more efficient, modern spaces for those businesses to continue to operate for years to come.

Project Alignment with City Council's Strategic Priorities

A Connected and Thriving Community

- The current functionally obsolete building being redeveloped into a horizontally mixed-use project that preserves established community-based businesses and creates additional housing opportunities for current and new residents from various income levels to live, work, and play in Plymouth.
- The project site is on an active public transportation line with convenient access to major arterials.

Environmental Stewardship

- The existing site does not currently include any stormwater management; the site runoff is directed downstream without any treatment. The proposed development will provide a substantial reduction in the runoff rate from the site that will provide additional stormwater capacity to the downstream system for adjacent sites that do not have stormwater treatment. The proposed underground system will provide removal of suspended solids and phosphorus which will help improve the water quality downstream of the project.
- The project will pursue sustainability initiatives through new construction. Such as:
    - LED light fixtures
    - Permeable pavers
    - Low-flow plumbing fixtures
    - Energy efficient appliances
    - Programmable thermostats
    - EV charging stations
    - Roof structured for future PV panels
    - Native planting species
    - Separate trash & recycling chutes
    - Occupancy sensors
    - Low-E windows and doors
    - Regenerative elevators
    - Construction waste recycling program

Economic Stability and Vitality

- Plymouth has seen tremendous growth and is highly sought after. Much of that development has served areas outside of this project area. This project will preserve commercial vitality at this intersection and bring much needed diversity in housing options to this community node that does not exist today. The balance of accessibility, livability, and commerce in this area is additive to Plymouth's stability and vitality.
- This potential PUD can occur without the displacement of existing businesses, and instead create more efficient, modern spaces for those businesses to continue to operate for years to come.

City Center

- This project will add residents and further establish long term community businesses to support the growth, development, and activation of City Center.

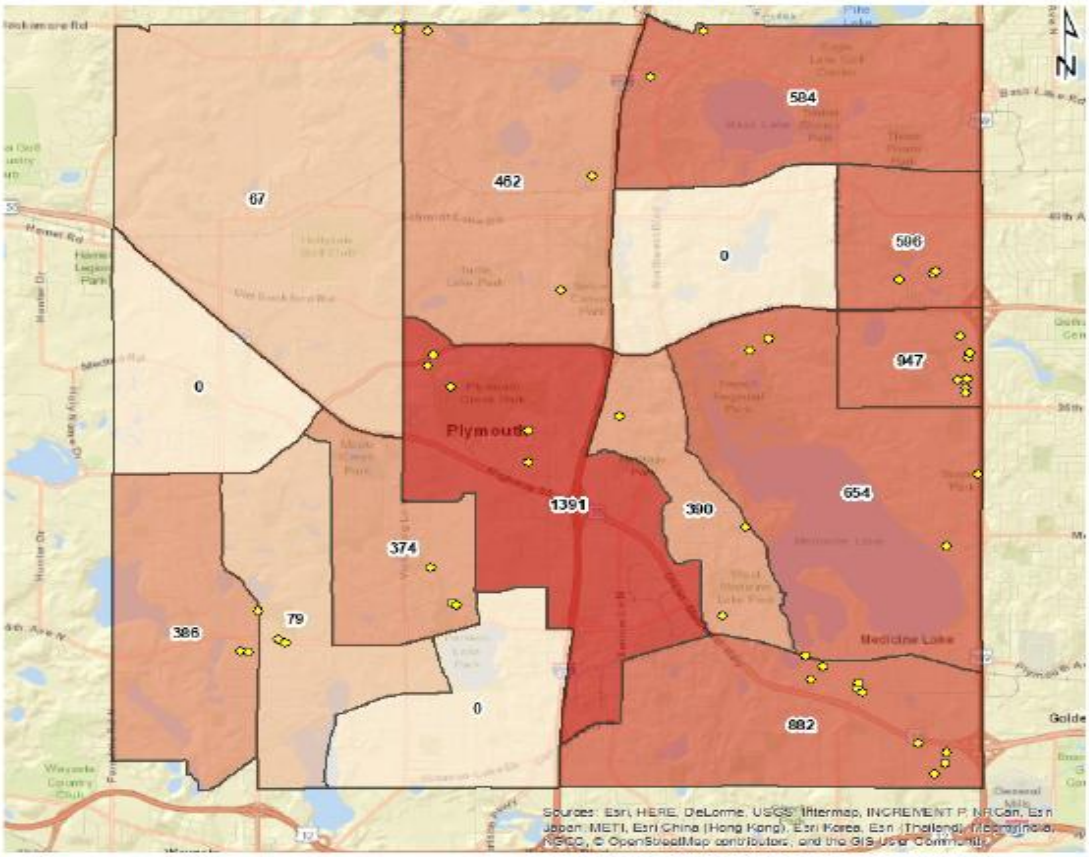
Market Served - Density and Demand

Density and demand were studied across the project site area and broader Plymouth market to assess existing supply density and comparable projects. The Maxfield Housing study commissioned by the City of Plymouth and online listing services like apartments.com were used to compile data. The project site currently has four multifamily buildings in the immediate area. The existing supply of apartments were mostly built in the 1970s with one built in 1988. No multifamily buildings have been built in in the last 25 years within the two census tracts comprising this market area. Each of the four existing buildings are either required to be income restricted, affordable housing projects or are naturally occurring affordable housing. As of this submission, the four existing buildings are over 98% occupied.

The broader Plymouth market was studied to compare multifamily development areas as an example of supply density. The thematic map and tabular data on the following pages studied 4 primary development markets compared to the subject site: Hwy 169/Hwy 55, Rockford Rd/169, Hwy 10/494, City Center/55/494. In each of these comparable development nodes, the subject site existing supply was significantly lower than the next closest node. Upon full development of our project, the supply is still considerably less than the next closest node.
We strongly believe the data shows that our project would be a differentiator in the existing supply area and the proposed additional units are well within a demand study of market viable as compared to the successful projects across the Plymouth market in much denser development nodes. Further, new development can have a positive effect on older projects by bringing awareness to new renters, motivating improvements to support competitiveness, and offering differentiation in housing options.

Multifamily Density Per Census Tract

General Occupancy Multifamily Rental Housing Units by Census Tract - 2017



Multifamily Development Node Density

6/101			
Community	Units	Yr Built	Available
Plymouth Colony	126	1972	0
Oakwood	108	1977	7
Coachman Trails	157	1988	5
Wellington	39	1973	0
	430		
Proposed	*195*	*2027*	
Total	**625**		

Hwy 55/169		
Dietrich	342	TBD
Arrive	132	2024
Wren	176	2024
Medicine Lake Apt	82	1977
Axis	157	2016
Creekside	204	2000
Willow Creek	245	1979
	1338	

Rockford/169		
Talus	192	1972
Four Seasons	92	1969
Lancaster Village	160	1969
Plymouth Point	96	1970
4 Seasons Mall	412	TBD
	952	

494/Hwy 10		
Prudential	925	2025
Quinn	301	2003
Bass Lake Hills (TH)	284	1989
	1510	

Hwy 55/494		
Doran/Fernbrooke	353	2025
Park Place	500	1987
Currents	326	1970
Broadwell (Sen)	130	2021
City Center Area		
City Center	400	TBD
Vicksburg Village	334	1990
Plymouth Square	160	1988
Towne Square (Sen)	99	1994
	2302	

PUD Scoring

Plymouth's approved PUD policy requires proposed developments to meet a minimum score of 15 points through various categories outlined in the policy. The proposed development exceeds the 15 point minimum as shown below. The project is currently contemplating affordable housing (20% of the units priced at 60% of the average median income level) and supportive tax increment financing. If agreed to by the City and developers, then the project would score an additional 10 points, above and beyond the current 18 points.

PLYMOUTH PLAZA PUD SCORING MATRIX

Mixed Use Development	2	Residential combined with existing and new commercial
Item not Listed – Environmental	4	Stormwater treatment for existing site where none existed prior to development
Bike Storage	3	Bike storage facility will be located within residential building
Proximity to Services	5	Redevelopment is located within 0.25 miles of pharmacy, clinic, place of worship, and bus stop.
Architecture and Aesthetics	3	4 sided architecture comprised of high quality materials
Roof Top Space	1	Resident roof top lounge provided.
18		

Zoning

The project will be rezoned to PUD and re-guided to MXD Use. The project seeks the following flexibility under the PUD zoning.

- Request: Setbacks at residential building (as noted on Architectural plan sheet A04).
    - *Reasoning*: The residential building deviates from the required setback to allow for walk up/at grade units around the west and south side. The northern property line set back is impacted by an irregularly shaped right of way boundary that expands well into the NW corner of the intersection of Olive Ln and County Rd 6. When programming the building layout to functionally and cohesively connect into the existing shopping center traffic patterns, encroaching into the required 50' setback was inevitable. To account for this, we've scaled the massing back at upper levels to decrease the visual impact, enhanced massing breaks and materiality to soften the presence, and elevated landscaping in the green space between sidewalk and building. As currently depicted, the average distance from primary building wall to the existing back of curb along Co. Rd. 1 is approximately 48.84'.

- Request: Setbacks at new commercial building (as noted on Architectural plan sheet A04).
    - *Reasoning*: When initially planning the location for the new commercial building, encroachments to the setbacks were identified. We designed multiple different iterations of the site plan showing the building in different locations, but all options led back to the current plan which is critical to providing space for the existing tenants in the redevelopment of this site.

      The commercial building location requires a reduced setback for the following reasons:
        1) Fire lane access – A 26 ft fire lane is required between the existing and proposed buildings so the fire truck access is provided through the site for all three buildings. The location and width of the fire lane require a reduced set back dimension.
        2) Grade design – The area between the two buildings is a flow path for the site stormwater emergency overflow. Also, the space between the buildings is needed to achieve 4% maximum slopes between the finished floor elevations of the commercial buildings. The finished floor of the proposed commercial building is set by the intersection grade, to provide positive drainage away from the building to the intersection. To achieve the finished floor elevation, a stepped finished floor and ramp configuration is proposed at the south end of the building.
        3) Stormwater system – The building layout provides the necessary space for the underground stormwater system while maintaining the existing site stormwater layout and preserving the parking area east of the Original Pancake House so it is available during construction of the commercial building.
        4) The proposed building floor plan has been adjusted to step back the staff office rooms at the NE corner to provide more setback than a typical 90 degree corner.
        5) The proposed building locations provides the necessary space for the parking lot. If the building was located at the 35 ft. setback, it would not leave adequate space for the parking field.

The commercial building location as designed, maximizes storm water management, traffic flow, parking needs, project construction phasing, tenant visibility, and maintains enough distance to accommodate snow removal from sidewalks and the roadway. The location also provides space for the existing traffic control cabinet, right of way dedication over the existing road easement, and a 10 ft. drainage and utility easement adjacent to the right of way.

- Request: Building height
    - *Reasoning*: The proposed multifamily building is designed to align with current residential construction standards and market expectations, including 9' interior ceiling heights within units and 9–11' ceiling heights in common areas. In contemporary multifamily construction, a typical floor-to-floor height ranges from approximately 10'-8" to 11'. Additionally, the site slopes downward by about 3' from south to north. Establishing the first-floor level at the high side of the site while maintaining proper positive drainage away from the building results in the overall structure exceeding the 45' height limit by approximately 1' – 3', for a total height of up to 48' above the final average grade plane.

- Request: Parking count for residential/commercial
    - *Reasoning*: Mixed use developments benefit from shared parking through different uses and variable peak parking demand times. The proposed parking meets the residential requirement of 1 stall below grade and provides adequate surface parking for all commercial and overflow residential needs. The proposed parking plan is supported by the City's traffic report.

- Request: Landscaping
    - *Reasoning*: The landscape plan provides the required tree and shrub counts for the two commercial buildings however the tree counts required for MR-4 are very high for an urban layout. The landscape design provides an attractive layout of trees and shrubs that complement the building design but fall below the MR-4 standard as outlined on the landscape plan. Flexibility to the MR-4 code is requested to align with the proposed design.

Conclusion:

The existing property is a prime redevelopment candidate which aligns with the City Council's goals and objectives. The project, as currently designed, preserves essential commercial services for the neighboring community while creating approximately 200 units of diverse housing that is complimentary to the existing housing supply. The PUD application requires slight deviations while scoring well above minimum requirements further supporting the benefit of the redevelopment.

PLYMOUTH PLAZA MIXED-USE

PRELIMINARY PUD SUBMITTAL

DRAWING INDEX

GENERAL
G00 COVER SHEET

CIVIL
C1.01 EXISTING CONDITIONS
C1.02 CONSTRUCTION NOTES
C2.01 PRELIMINARY PLAT
C2.02 PLAT MONITORING PLAN
C3.01 SITE PLAN
C3.02 VEHICLE MANEUVERING PLAN
C3.03 PHASING PLAN
C4.01 GRADING PLAN
C5.01 EROSION CONTROL PLAN
C5.02 EROSION CONTROL NOTES
C5.03 EROSION CONTROL DETAILS
C6.01 FIRE PROTECTION PLAN
C6.02 UTILITY PLAN
C9.01 DETAILS
C9.02 DETAILS

LANDSCAPE
L0.01 TREE PRESERVATION PLAN
L1.01 LANDSCAPE & REFORESTATION PLAN
L1.02 SHRUB & GROUNDCOVER PLAN
L1.03 LANDSCAPE DETAILS
L2.00 PHOTOMETRIC PLAN

ARCHITECTURAL
A01 PROXIMITY PLAN
A02 PHASING DIAGRAMS
A03 EXISTING CONDITIONS
A04 ARCHITECTURAL SITE PLAN
A05 ARCHITECTURAL SIGNAGE PLAN
A06 FLOOR PLAN & ROOF PLAN - EXISTING RETAIL
A07 FLOOR PLAN & ROOF PLAN - NEW RETAIL
A08 FLOOR PLANS - MULTIFAMILY
A09 FLOOR PLANS - MULTIFAMILY
A10 ROOF PLAN - MULTIFAMILY
A11 BUILDING ELEVATIONS - EXISTING RETAIL
A12 BUILDING ELEVATIONS - NEW RETAIL
A13 BUILDING ELEVATIONS - MULTIFAMILY
A14 BUILDING ELEVATIONS - MULTIFAMILY
A15 BUILDING ELEVATIONS - MULTIFAMILY
A16 BUILDING ELEVATIONS - MULTIFAMILY
A17 3D VIEWS - EXISTING RETAIL
A18 3D VIEWS - NEW RETAIL
A19 3D VIEWS - MULTIFAMILY
A20 3D VIEWS - MULTIFAMILY
A21 RENDERING - EXISTING RETAIL
A22 RENDERING - NEW RETAIL
A23 RENDERING - MULTIFAMILY

PROJECT TEAM

DEVELOPER
MITHUN COMPANIES
900 E Wayzata Blvd
Wayzata, MN 55391

Matt Mithun
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SAMBATEK, LLC.
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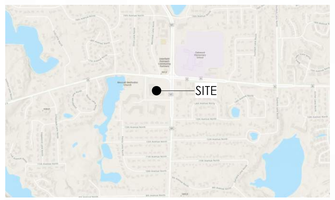
Minnetonka, MN 55343

Mark Anderson, PE
MAnderson@sambatek.com
763.259.6666

PROJECT INFO

SITE LOCATION
1455 County Rd 101
Plymouth, MN 55447



SITE AREA
TOTAL SITE AREA **6.706 ACRES (292,121 SF)**

TOTAL LOT AREA
LOT 1 122,300 SF (2.808 ACRES)
LOT 2 118,588 SF (2.722 ACRES)
LOT 3 44,953 SF (1.032 ACRES)
RIGHT-OF-WAY 6,280 SF (0.144 ACRES)

ZONING
CURRENT ZONING C-2 - Neighborhood Commercial
PROPOSED ZONING PUD, Planned Unit Development

Most closely related zoning district for Lot 1 RMF-4
Most closely related zoning district for Lot 2+3 C-2

2040 LAND USE C - Commercial
PROPOSED LAND USE MXD - Mixed-Use

PARKING
AUTOMOBILE PARKING : APARTMENT GARAGE
STANDARD 165 STALLS
COMPACT 64 STALLS
ADA ACCESSIBLE 05 STALLS

TOTAL PARKING PROVIDED **234 STALLS**

AUTOMOBILE PARKING: APARTMENT SURFACE LOT
STANDARD 32 STALLS
COMPACT 07 STALLS
ADA ACCESSIBLE 02 STALLS

TOTAL PARKING PROVIDED **41 STALLS**

TOTAL APARTMENT PARKING **275 STALLS**
RATIO - TOTAL: 1.41 CARS / UNIT
RATIO - ENCLOSED: 1.2 CARS / UNIT

AUTOMOBILE PARKING: RETAIL SURFACE LOT
STANDARD 173 STALLS
ADA ACCESSIBLE 06 STALLS

TOTAL PARKING PROVIDED 179 STALLS

BICYCLE PARKING
REQUIRED BIKE PARKING: **98 BIKES (50% RESIDENTIAL UNITS)**
LEVEL 01 (STORAGE ROOM) 40 BIKES
LEVEL B1 (WALL MOUNTED) 58 BIKES

EXISTING RETAIL AREA
BUILDING AREA **22,046 SF**

NEW RETAIL BUILDING AREA
TENANT A GSF 10,798 GSF
TENANT B GSF 2,009 GSF
TENANT C GSF 1,281 GSF
SWCP BUILDING AREA 150 GSF
TOTAL GROSS BUILDING AREA **14,238 SF**

MULTIFAMILY BUILDING AREA
GARAGE TOTAL **84,507 GSF**

1ST FLOOR TOTAL
LIVING 46,003 GSF
COMMON & AMENITY 7,108 GSF

2ND FLOOR TOTAL
LIVING 53,111 GSF

3RD FLOOR TOTAL
LIVING 53,111 GSF

4TH FLOOR TOTAL
LIVING 50,862 GSF
COMMON & AMENITY 1,612 GSF

TOTAL GROSS BUILDING AREA **296,314 GSF**
TOTAL PARKING 84,507 GSF
TOTAL RESIDENTIAL 203,087 GSF
TOTAL COMMON & AMENITY 8,720 GSF

UNIT MIX
0 STUDIO	18 UNITS	9%
1 BED	105 UNITS	54%
2 BED	62 UNITS	32%
3 BED	10 UNITS	5%
TOTAL	**195 UNITS**	**100%**

UNITS PER FLOOR
LEVEL 1	43 UNITS
LEVEL 2	51 UNITS
LEVEL 3	51 UNITS
LEVEL 4	50 UNITS
TOTAL	**195 UNITS**

UNITS SIZE RANGES
0 STUDIO	559 - 629 SF
1 BED	706 - 875 SF
2 BED	970 - 1,175 SF
3 BED	1,257 - 1,393 SF

TMA
Tushie Montgomery Architects
7645 Lyndale Ave S Suite 100
Minneapolis, MN 55423

Prepared For
MITHUN COMPANIES
MARCO MCLANE DEVELOPMENT

Project
Plymouth Plaza Mixed Use Project
1455 County Rd 101, Plymouth, MN 55447

City of Plymouth
Project Number: 2025042

Phase
Preliminary PUD

NOT FOR CONSTRUCTION

Issuance
Preliminary PUD Submittal 09.18.2025
... ...
... ...
... ...

Revisions

225004A

Cover Sheet

G00

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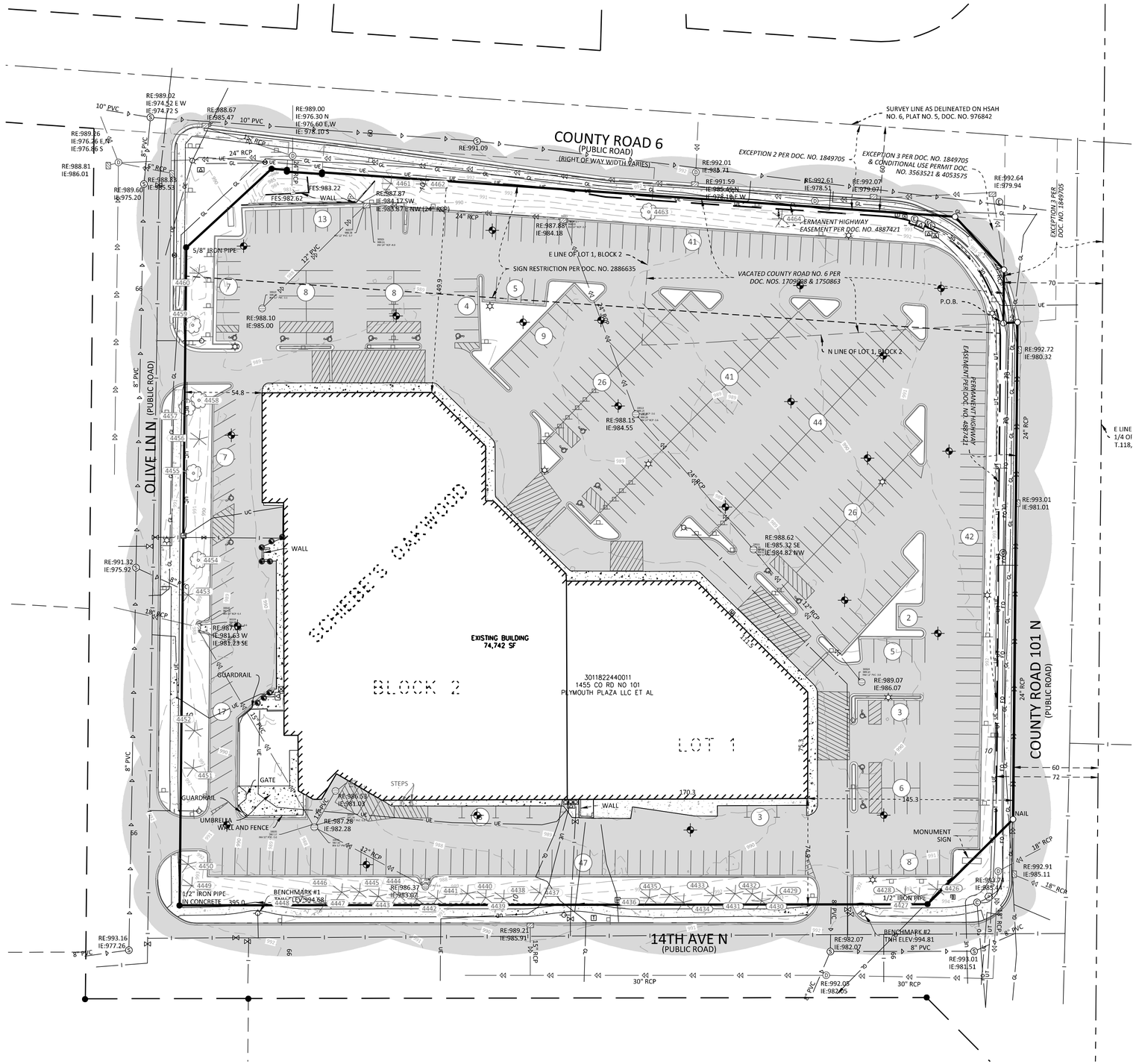

EXISTING PROPERTY DESCRIPTION

Lot 1, Block 2, SCHIEBE'S OAKWOOD, Hennepin County, Minnesota.

That part of vacated County Road No. 6 as dedicated in the recorded plat of SCHIEBE'S OAKWOOD, described as follows: Beginning at the intersection of the North line of Lot 1, Block 2, in said plat and the West line of the East 70 feet of the Southeast Quarter of Section 30, Township 118, Range 22; thence Westerly and Northerly along the Northerly and Easterly lines of said Lot 1 to the intersection with a line drawn parallel with and 60 feet South from the Survey line as delineated on Hennepin County State Aid Highway No. 6, Plat No. 5, according to Document No. 976842, thence Easterly along said parallel line to a point distant 35 feet Westerly, measured along said parallel line, from the intersection with said West line of the East 70 feet; thence Southeasterly to a point of said West line distant 35 feet Southerly, measured along said West line from the intersection with said parallel line; thence Southerly along said West line to the point of beginning, Hennepin County, Minnesota.

Torrens Property
Being registered land as is evidenced by Certificate of Title No. 1420548.

PROPERTY SUMMARY

TOTAL SITE AREA: 298,401 S.F. 6.706 Acres (GROSS)

ZONING INFORMATION

ZONING	
EXISTING ZONING	C-2
PROPOSED ZONING	PUD

DEVELOPMENT NOTES

1. ALL DIMENSIONS ARE ROUNDED TO THE NEAREST FOOT.
2. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
3. STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.
4. DRAINAGE AND UTILITY EASEMENTS SHALL BE PROVIDED AS REQUIRED. DRAINAGE AND UTILITY EASEMENTS WILL BE PROVIDED OVER ALL PUBLIC UTILITIES AND UP TO 1 FOOT ABOVE THE HIGH WATER LEVEL OF ALL PONDS.

NORTH

0 40 80
SCALE IN FEET

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

© 2021 Sambatek

I hereby certify that this plan, survey, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Print Name: _____

Date _____ License # _____

NOT FOR CONSTRUCTION

DATE ISSUED
9/18/2025
DESIGN REVIEW
PERMIT SUBMITTAL
CONSTRUCTION DOCUMENTS

DRAWN BY
DA
DESIGNED BY
TC
CHECKED BY
MS
PROJECT NO.
53814

Sambatek
www.sambatek.com
Engineering | Surveying | Planning | Environmental

EXISTING CONDITIONS

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C1.01
1 OF 20
REV.

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DEVELOPMENT NOTES

SITE DEVELOPMENT NOTES

1. ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
2. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL REVIEW PAVEMENT GRADIENT AND CONSTRUCT "GUTTER OUT" WHERE WATER DRAINS AWAY FROM CURB. ALL OTHER AREAS SHALL BE CONSTRUCTED AS "GUTTER IN" CURB. COORDINATE WITH GRADING CONTRACTOR.
4. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
5. ALL PARKING STALLS TO BE 9' IN WIDTH AND 18' IN LENGTH UNLESS OTHERWISE INDICATED.
6. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF EXIT PORCHES, RAMPS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
7. SEE ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS
8. LIGHT STANDARD LOCATIONS ARE FOR REFERENCE ONLY, SITE LIGHTING PLAN IS DESIGN BUILD BY CONTRACTOR. CONTRACTOR SHALL CONFIRM LIGHT STANDARD LOCATION WITH LIGHTING VENDOR.
9. REFER TO FINAL PLAT FOR LOT BOUNDARIES, LOT NUMBERS, LOT AREAS, AND LOT DIMENSIONS.
10. ALL GRADIENT ON SIDEWALKS ALONG THE ADA ROUTE SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.00% (1:50). MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE SHALL BE IN 2.00% (1:50). CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT. COORDINATE ALL WORK WITH PAVING CONTRACTOR.
11. "NO PARKING" SIGNS SHALL BE PLACED ALONG ALL DRIVEWAYS AS REQUIRED BY CITY.
12. STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.
13. BUILDING ADDITION HAS BEEN LOCATED BASED ON ORIGINAL GRIDLINE DESIGN AND/OR EXISTING BUILDING EXTERIOR CORNER SURVEY LOCATIONS. EXTERIOR CORNERS DO NOT REPRESENT EXISTING BUILDING GRIDLINES. CONTRACTOR SHALL LOCATE EXISTING GRIDLINES IN THE FIELD FOLLOWING DEMOLITION AND COORDINATE REQUIRED MODIFICATIONS, IF ANY, TO EXPANSION PLACEMENT WITH CIVIL AND ARHCITECT ACCORDINGLY.
14. CONTRACTOR SHALL PROVIDE RECORD PLANS AS REQUIRED BY PERMITTING AGENCIES.

CIVIL 3D MODEL LIMITATIONS

SAMBATEK'S DELIVERABLE AND GOVERNING DOCUMENTS FOR CONSTRUCTION SHALL BE A HARD COPY AND/OR PDF PLAN SHEETS. IF A CIVIL 3D MODEL IS GENERATED IN THE PROCESS OF PREPARING THE PLAN SHEETS, IT IS AS A DESIGN TOOL ONLY AND NOT AS A SEPARATE DELIVERABLE. AT THE OWNER'S REQUEST, WE WILL RELEASE OUR CIVIL 3D MODEL FOR THE CONTRACTOR'S USE. HOWEVER, ITS USE IS AT THE CONTRACTOR'S RISK AND SHALL NOT BE USED FOR STAKING OF CURB, SIDEWALK, OR OTHER HARD SURFACE IMPROVEMENTS. IF A CIVIL 3D MODEL FOR STAKING HARD SURFACE IMPROVEMENTS IS REQUIRED, WE CAN PROVIDE A SUPPLEMENTAL AGREEMENT FOR REFINEMENT AND PREPARATION OF THE CIVIL 3D MODEL.

GRADING NOTES

1. PROPOSED CONTOURS ARE TO FINISHED SURFACE ELEVATION. SPOT ELEVATIONS ALONG PROPOSED CURB DENOTE GUTTER GRADE.
2. CONTRACTOR SHALL REVIEW PAVEMENT GRADIENT AND CONSTRUCT "GUTTER OUT" WHERE WATER DRAINS AWAY FROM CURB. ALL OTHER AREAS SHALL BE CONSTRUCTED AS "GUTTER IN" CURB.
3. ALL GRADIENT ON SIDEWALKS ALONG THE ADA ROUTE SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.00% (1:50). MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE SHALL BE IN 2.00% (1:50). CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT. COORDINATE ALL WORK WITH PAVING CONTRACTOR.
4. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
5. SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.
6. CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
   A GEOTECHNICAL ENGINEERING SOILS REPORT HAS BEEN COMPLETED BY:

   COMPANY: BRAUN INTERTEC

   ADDRESS: 11001 HAMPSHIRE AVE S, BLOOMINGTON MN 55438

   PHONE: 952-995-2000

   DATED: 9/16/2025

   CONTRACTOR SHALL OBTAIN A COPY OF THE SOILS REPORT.
7. CONTRACTOR SHALL COMPLETE DEWATERING AS REQUIRED TO COMPLETE THE SITE GRADING CONSTRUCTION.
8. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL SHALL BE PERFORMED ON THE STREET AND PARKING AREA SUBGRADE. CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.
9. REPLACE ALL SUBGRADE SOIL DISTURBED DURING THE CONSTRUCTION THAT HAVE BECOME UNSUITABLE AND WILL NOT PASS A TEST ROLL. REMOVE UNSUITABLE SOIL FROM THE SITE AND IMPORT SUITABLE SOIL AT NO ADDITIONAL COST TO THE OWNER.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING VEHICULAR AND PEDESTRIAN TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
11. EXISTING TREES AND OTHER NATURAL VEGETATION WITHIN THE PROJECT AND/OR ADJACENT TO THE PROJECT ARE OF PRIME CONCERN TO THE CONTRACTOR'S OPERATIONS AND SHALL BE A RESTRICTED AREA. CONTRACTOR SHALL PROTECT TREES TO REMAIN AT ALL TIMES. EQUIPMENT SHALL NOT NEEDLESSLY BE OPERATED UNDER NEARBY TREES AND EXTREME CAUTION SHALL BE EXERCISED WHEN WORKING ADJACENT TO TREES. SHOULD ANY PORTION OF THE TREE BRANCHES REQUIRE REMOVAL TO PERMIT OPERATION OF THE CONTRACTOR'S EQUIPMENT, CONTRACTOR SHALL OBTAIN THE SERVICES OF A PROFESSIONAL TREE TRIMMING SERVICE TO TRIM THE TREES PRIOR TO THE BEGINNING OF OPERATION. SHOULD CONTRACTOR'S OPERATIONS RESULT IN THE BREAKING OF ANY LIMBS, THE BROKEN LIMBS SHOULD BE REMOVED IMMEDIATELY AND CUTS SHALL BE PROPERLY PROTECTED TO MINIMIZE ANY LASTING DAMAGE TO THE TREE. NO TREES SHALL BE REMOVED WITHOUT AUTHORIZATION BY THE ENGINEER. COSTS FOR TRIMMING SERVICES SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONSTRUCTION AND NO SPECIAL PAYMENT WILL BE MADE.
    a. RESTRICTED AREAS SHALL INCLUDE ALL DESIGNATED TREED AREAS OUTSIDE OF THE DESIGNATED CONSTRUCTION ZONE. ALL VEGETATION WITHIN THE RESTRICTED AREAS SHALL REMAIN.
    b. CONTRACTOR SHALL RESTRICT ALL GRADING AND CONSTRUCTION ACTIVITIES TO AREAS DESIGNATED ON THE PLANS. ACTIVITIES WITHIN THE CONSTRUCTION MAY BE RESTRICTED TO A NARROWER WIDTH IN THE FIELD TO SAVE ADDITIONAL TREES AS DIRECTED BY THE OWNER.
    c. ACTIVITIES PROHIBITED OUTSIDE OF THE CONSTRUCTION BOUNDARIES WOULD INCLUDE, BUT NOT BE LIMITED TO: SOIL AND OTHER MATERIAL STOCKPILING, EQUIPMENT OR MACHINERY STORAGE, DRIVING OF ANY VEHICLE, LEAKAGE OR SPILLAGE OF ANY "WASHOUT" OR OTHER TOXIC MATERIAL. THE COLLECTION OF OTHER DEBRIS AND SOIL STOCKPILING WILL BE IN AN AREA DETERMINED ON-SITE BY THE ENGINEER.
    d. ALL RESTRICTED AREAS SHALL BE FENCED OFF WITH BRIGHT ORANGE POLYETHYLENE SAFETY NETTING AND STEEL STAKES AS SHOWN ON THE TREE PROTECTION DETAIL. AT NO TIME SHALL THIS FENCING BE REMOVED OR ACTIVITY OF ANY KIND TAKE PLACE WITHIN IT. FINAL PLACEMENT OF ALL PROTECTIVE FENCING SHALL BE COMPLETE BEFORE ANY WORK COMMENCES ON-SITE.
    e. BEFORE COMMENCING WITH ANY EXCAVATION CONTRACTOR SHALL COMPLETE ALL PREPARATORY WORK REGARDING TREE REMOVAL, ROOT PRUNING, TREE PRUNING AND STUMP REMOVAL TO THE SATISFACTION OF THE OWNER.
    f. PREPARATORY WORK SHALL INCLUDE THE FOLLOWING AND SHALL BE COMPLETED UNDER THE DIRECT SUPERVISION OF THE OWNER'S REPRESENTATIVE:
    i.a. TREE REMOVAL: CONTRACTOR SHALL FELL THE TREES. AT NO TIME SHALL TREES BE BULLDOZED OUT, BUT SHALL BE CUT DOWN AND STUMPS REMOVED SEPARATELY. PRIOR TO THE FELLING OF ALL TREES, PROPER REMOVAL OF A PORTION OR ALL OF THE CANOPY SHALL BE COMPLETED SO THAT TREES IN THE RESTRICTED AREAS SHALL NOT BE INJURED IN THE PROCESS.
    ii.b. ROOT PRUNING: BEFORE ANY STUMPS ARE TO BE REMOVED, ALL ROOTS SHALL BE SEVERED FROM ROOTS IN THE RESTRICTED AREAS BY SAW CUTTING WITH A VERMEER DESIGNED FOR ROOT PRUNING, BY HAND, OR WITH A CHAINSAW. TREE ROOTS PROJECTING INTO THE CONSTRUCTION ZONE SHALL BE EXPOSED PRIOR TO ROOT PRUNING WITH SMALL MACHINERY, I.E..., BOBCAT.
    iii.c. STUMP REMOVAL: AT SUCH TIME THAT ROOTS HAVE BEEN PROPERLY SEVERED, STUMPS MAY BE REMOVED. WHERE REMOVAL OF CERTAIN STUMPS COULD CAUSE DAMAGE TO EXISTING PROTECTED TREES, TREE STUMPS SHALL BE GROUND OUT. ALL STUMP REMOVAL SHALL BE UNDER THE DIRECT SUPERVISION OF THE OWNER'S REPRESENTATIVE.
    iv.d. TREE PRUNING: PROPER PRUNING OF TREES IN THE RESTRICTED ZONE SHALL BE DIRECTED BY AND SUPERVISION AT ALL TIMES BY THE OWNER'S REPRESENTATIVE.
    iw. AN OWNER'S REPRESENTATIVE WILL BE AVAILABLE AT ALL TIMES DURING THE PREPARATORY AND CONSTRUCTION PERIOD
    g. MULCH RATHER THAN SEED OR SOD WILL BE USED AT THE BASE OF QUALITY TREES TO A PERIMETER DETERMINED BY THE OWNER'S REPRESENTATIVE. AREAS TO BE SEEDED FOR EROSION CONTROL PURPOSES WITHIN THE CONSTRUCTION ZONE ARE TO BE DETERMINED BY THE OWNER'S REPRESENTATIVE. NATURAL GROUND COVER WILL BE MAINTAINED WHEREVER POSSIBLE.
    h. THE USE OF RETAINING WALLS NEAR TREES, IN ADDITION TO THOSE REQUIRED ON THE PLANS SHALL BE DETERMINED IN THE FIELD, BASED ON TREE LOCATIONS AND TOPOGRAPHY.
12. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO THE DEPTH SPECIFIED IN THE LANDSCAPING PLANS. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED PER LANDSCAPING PLANS.
13. TRENCH BORROW CONSTRUCTION: IF ALLOWED BY THE OWNER, CONTRACTOR SHALL COMPLETE "TRENCH BORROW" EXCAVATION IN AREAS DIRECTED BY THE ENGINEER IN ORDER TO OBTAIN STRUCTURAL MATERIAL. TREES SHALL NOT BE REMOVED OR DAMAGED AS A RESULT OF THE EXCAVATION, UNLESS APPROVED BY THE ENGINEER. THE EXCAVATION SHALL COMMENCE A MINIMUM OF 10 FEET FROM THE LIMIT OF THE BUILDING PAD. THE EXCAVATION FROM THIS LIMIT SHALL EXTEND AT A MINIMUM SLOPE OF 1 FOOT HORIZONTAL TO 1 FOOT VERTICAL (1:1) DOWNWARD AND OUTWARD FROM THE FINISHED SURFACE GRADE ELEVATION. THE TRENCH BORROW EXCAVATION SHALL BE BACKFILLED TO THE PROPOSED FINISHED GRADE ELEVATION, AND SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE QUALITY COMPACTION METHOD AS OUTLINED IN MN/DOT SPECIFICATION 2105.3F2. SNOW FENCE SHALL BE FURNISHED AND PLACED ALONG THE PERIMETER OF THE TRENCH BORROW AREA WHERE THE SLOPES EXCEED 2 FOOT HORIZONTAL TO 1 FOOT VERTICAL (2:1).
14. FINISHED GRADING SHALL BE COMPLETED, CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISHED GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED, ERODED OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
15. TOLERANCES
    a. THE RESIDENTIAL BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
    b. THE COMMERCIAL BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.10 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
    c. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
    d. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.10OOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
    e. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
16. AFTER THE SITE GRADING IS COMPLETED, IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
17. CONTRACTOR SHALL DETERMINE THE LOCATION OF ANY HAUL ROADS THAT MAY BE REQUIRED TO COMPLETE THE SITE GRADING CONSTRUCTION AND SHALL INDICATE HAUL ROADS ON EROSION AND SEDIMENT CONTROL "SITE MAP". CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE GOVERNING AUTHORITY OF EACH ROADWAY. CONTRACTOR SHALL POST WHATEVER SECURITY AND COMPLY WITH ALL CONDITIONS WHICH ARE REQUIRED BY EACH GOVERNING AUTHORITY OF EACH ROADWAY.
18. DISTURBED AREAS WITHIN WETLAND MITIGATION SITE AND ANY DISTURBED AREAS WITHIN THE WETLAND SHALL BE RESTORED WITH 6 TO 12 INCHES OF ORGANIC SOILS, PREFERABLY SOILS THAT WERE PREVIOUSLY REMOVED FROM WETLAND AREAS. SEEDING IN THE WETLAND MITIGATION AREAS ABOVE THE NORMAL WATER LEVEL SHALL BE MNDOT SEED MIX 'WET DITCH' OR APPROVED EQUAL. FOR STATE SEED MIXES, OATS AND WINTER WHEAT SHOULD BE SELECTED BASED ON THE TIME OF YEAR THAT THE MIX IS BEING USED. OATS SHOULD BE INCLUDED IN MIXES IF BEING USED BETWEEN MAY 1ST AND AUGUST 1ST. WINTER WHEAT SHOULD BE USED BETWEEN AUGUST 1ST AND OCTOBER 1ST. THE SEEDING RATE IS THE SAME FOR OATS AND WINTER WHEAT. SHOULD BE APPLIED AT 20 POUNDS PER ACRE. SEED SHALL BE WATERED UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
19. FILL PLACED WITHIN THE BUILDING PAD AREAS SHALL BE IN CONFORMANCE WITH HUD/FHA PROCEDURES AND DATA SHEET 79G.
20. RETAINING WALL(S) SHALL BE CONSTRUCTED OF _____ (MODULAR BLOCK, TREATED TIMBER, BOULDER, ETC.) MATERIAL. CONTRACTOR SHALL SUBMIT TO THE ENGINEER AND LOCAL AUTHORITY CERTIFIED ENGINEERING DRAWINGS, DESIGN CALCULATIONS AND SOIL BORINGS. THE CERTIFIED ENGINEER FOR THE RETAINING WALL(S) SHALL PROVIDE CONSTRUCTION OBSERVATIONS OF THE RETAINING WALL IMPROVEMENT, AND A LETTER CERTIFYING THE INSTALLATION OF THE WALL(S) WAS CONSTRUCTED IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS.
21. CONTRACTOR SHALL PROVIDE RECORD PLANS AS REQUIRED BY PERMITTING AGENCIES.

CIVIL 3D MODEL LIMITATIONS

SAMBATEK'S DELIVERABLE AND GOVERNING DOCUMENTS FOR CONSTRUCTION SHALL BE A HARD COPY AND/OR PDF PLAN SHEETS. IF A CIVIL 3D MODEL IS GENERATED IN THE PROCESS OF PREPARING THE PLAN SHEETS, IT IS AS A DESIGN TOOL ONLY AND NOT AS A SEPARATE DELIVERABLE. AT THE OWNER'S REQUEST, WE WILL RELEASE OUR CIVIL 3D MODEL FOR THE CONTRACTOR'S USE. HOWEVER, ITS USE IS AT THE CONTRACTOR'S RISK AND SHALL NOT BE USED FOR STAKING OF CURB, SIDEWALK, OR OTHER HARD SURFACE IMPROVEMENTS. IF A CIVIL 3D MODEL FOR STAKING HARD SURFACE IMPROVEMENTS IS REQUIRED, WE CAN PROVIDE A SUPPLEMENTAL AGREEMENT FOR REFINEMENT AND PREPARATION OF THE CIVIL 3D MODEL.

UTILITY CONSTRUCTION NOTES

1. THE UTILITY IMPROVEMENTS FOR THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD UTILITIES SPECIFICATIONS" AS PUBLISHED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), EXCEPT AS MODIFIED HEREIN. CONTRACTOR SHALL OBTAIN A COPY OF THESE SPECIFICATIONS.
   a. ALL UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIRMENTS, INCLUDING BUT NOT LIMITED TO CITY, DEPARTMENT OF LABOR AND INDUSTRY AND MINNESOTA DEPARTMENT OF HEALTH REQUIREMENTS.
   b. CONTRACTOR SHALL NOT OPEN, TURN OFF, INTERFERE WITH, OR ATTACH ANY PIPE OR HOSE TO OR TAP WATERMAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF ANY SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE THE LIABILITY OF CONTRACTOR.
   c. A MINIMUM VERTICAL SEPARATION OF 18 INCHES, AND HORIZONTAL SEPARATION OF 10-FEET, BETWEEN OUTSIDE PIPE AND/OR STRUCTURE WALLS, IS REQUIRED AT ALL WATERMAIN AND SEWER MAIN (BUILDING, STORM AND SANITARY) CROSSINGS.
2. ALL MATERIALS SHALL BE AS SPECIFIED IN CEAM SPECIFICATIONS EXCEPT AS MODIFIED HEREIN.
   a. ALL MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY.
   b. ALL SANITARY SEWER TO BE PVC SDR-35, UNLESS NOTED OTHERWISE.
      i. ALL SANITARY SEWER SERVICES TO BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR USE WITHIN A BUILDING (SEE TABLE 701.2 OF 2020 MN PLUMBING CODE).
      ii. ALL SANITARY SEWER WITHIN 10 FEET OF, CROSSING ABOVE, OR WITHIN 12-INCHES BELOW, A POTABLE WATER LINE SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR USE WITHIN A BUILDING (SEE TABLE 701.2 OF 2020 MN PLUMBING CODE).
   c. ALL WATERMAIN TO BE PVC C-900, UNLESS NOTED OTHERWISE.
      i. ALL WATERMAIN TO HAVE 7.5-FEET OF COVER OVER TOP OF WATERMAIN
      ii. PROVIDE THRUST BLOCKING AND MECHANICAL JOINT RESTRAINTS ON ALL WATERMAIN JOINTS PER CITY STANDARDS.
      iii. WHERE A SEWER LINE CROSSES A WATER SERVICE, THE WATER SERVICE SHALL NOT CONTAIN ANY JOINTS OR CONNECTIONS WITHIN 10 FEET OF THE CROSSING.
   d. ALL STORM SEWER PIPE TO BE SMOOTH INTERIOR DUAL WALL HDPE PIPE WITH WATERTIGHT GASKETS, UNLESS NOTED OTHERWISE.
      i. ALL STORM SEWER CROSSING ABOVE, OR WITHIN 12-INCHES BELOW, A POTABLE WATER LINE SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR USE WITHIN A BUILDING (SEE TABLE 701.2 OF 2020 MN PLUMBING CODE).
      ii. ALL STORM SEWER PIPE FOR ROOF DRAIN SERVICES TO THE BUILDING, OR WITHIN 10' OF A BUILDING, SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR USE WITHIN A BUILDING (SEE TABLE 701.2 OF 2020 MN PLUMBING CODE).
   e. RIP RAP SHALL BE Mn/DOT CLASS 3.
3. COORDINATE ALL BUILDING SERVICE CONNECTION LOCATIONS AND INVERT ELEVATIONS WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION.
4. ALL BUILDING SERVICE CONNECTIONS (STORM, SANITARY, WATER) WITH FIVE FEET OR LESS COVER ARE TO BE INSULATED FROM BUILDING TO POINT WHERE 5-FEET OF COVER IS ACHIEVED.
5. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
6. SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.
7. ALL AREAS OUTSIDE THE PROPERTY BOUNDARIES THAT ARE DISTURBED BY UTILITY CONSTRUCTION SHALL BE RESTORED IN KIND. SODDED AREAS SHALL BE RESTORED WITH 6 INCHES OF TOPSOIL PLACED BENEATH THE SOD.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
9. ALL SOILS TESTING SHALL BE COMPLETED BY AN INDEPENDENT SOILS ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE SOILS ENGINEER. THE UTILITY BACKFILL CONSTRUCTION SHALL COMPLY WITH THE REQUIREMENTS OF THE SOILS ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND SOIL INSPECTIONS WITH THE SOILS ENGINEER. A GEOTECHNICAL ENGINEERING REPORT HAS BEEN COMPLETED BY:COMPANY:

   ADDRESS:

   PHONE:

   DATED:

   CONTRACTOR SHALL OBTAIN A COPY OF THIS SOILS REPORT.
10. CONTRACTOR SHALL SUBMIT 2 COPIES OF SHOP DRAWINGS FOR MANHOLE AND CATCH BASIN STRUCTURES TO SAMBATEK. CONTRACTOR SHALL ALLOW 5 WORKING DAYS FOR SHOP DRAWING REVIEW.
11. CONTRACTOR AND MATERIAL SUPPLIER SHALL DETERMINE THE MINIMUM DIAMETER REQUIRED FOR EACH STORM SEWER STRUCTURE.

    THE UNDERGROUND STORMWATER SYSTEM SHOWN ON THE UTILITY PLAN AND THE DETAIL SHEETS IS FOR INFORMATIONAL PURPOSES ONLY AND DEPICTS THE MINIMUM STORAGE REQUIREMENTS AND THE SYSTEM ELEVATIONS. THE CONTRACTOR (WITH THEIR SUPPLIER OR DESIGNER) SHALL SUBMIT DESIGN DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. THE DESIGN DRAWINGS SHALL DEPICT THE FINAL LAYOUT AND DETAILS FOR CONSTRUCTION. THE DRAWINGS SHALL BE CERTIFIED BY A LICENSED ENGINEER FOR THE STATE IN WHICH THE PROJECT IS CONSTRUCTED. THE SUBMITTAL SHALL INCLUDE ALL NECESSARY PRODUCT INFORMATION, DESIGN CALCULATIONS AND BEDDING REQUIREMENTS FOR THE PROPOSED STORMWATER SYSTEM. FOLLOWING CONSTRUCTION, THE CERTIFYING ENGINEER SHALL SUBMIT A LETTER TO THE OWNER AND ENGINEER INDICATING THEY OBSERVED THE INSTALLATION AND THE INSTALLATION OF THE STORMWATER SYSTEM WAS IN CONFORMANCE WITH THE CERTIFIED DRAWINGS.
12. THE UTILITY DESIGN DOES NOT INCLUDE WATERMAIN ELEVATIONS. THE CONTRACTOR SHALL INSTALL WATERMAIN AT DEPTHS REQUIRED BY APPLICABLE AGENCIES AND SHALL DETERMINE LOCATIONS OF CONFLICTS WITH OTHER UTILITIES AND INCLUDE THE REQUIRED EFFORTS TO AVOID CONFLICTS (BENDS, MATERIAL CHANGES, ETC.) IN THEIR BIDS.
13. CONTRACTOR SHALL PROVIDE RECORD PLANS AS REQUIRED BY PERMITTING AGENCIES.

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

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I hereby certify that this plan, survey, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

AUTH FOR CONSTRUCTION

Print Name: _____

Date _____ License # _____

DATE ISSUED	9/18/2025
DESIGN REVIEW	
PERMIT SUBMITTAL	
CONSTRUCTION DOCUMENTS	
DRAWN BY	DA
DESIGNED BY	TC
CHECKED BY	MS
PROJECT NO.	53814

Sambatek
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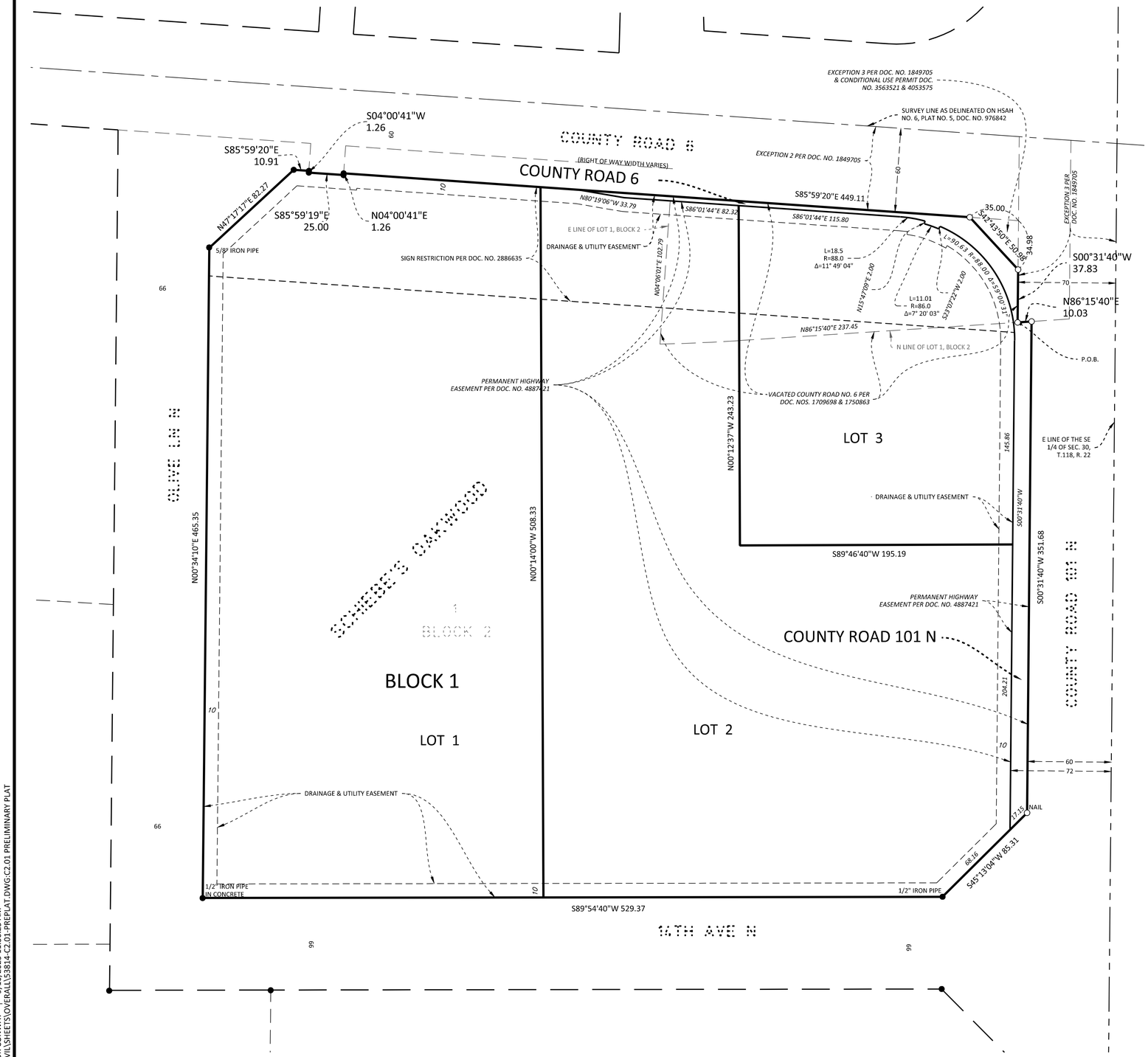
Engineering | Surveying | Planning | Environmental

CONSTRUCTION NOTES

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C1.02
2 OF 20
REV.

24.1S (LMS TECH) | TREVOR CONWAY | 9/18/2025 12:35:45 PM
L:\PROJECTS\53814\CADCIVIL\SHEETS\OVERALL\53814-C1.01 - EXISTING CONDITIONS.DWG:C1.02 CONSTRUCTION NOTES



EXISTING PROPERTY DESCRIPTION

Lot 1, Block 2, SCHIEBE'S OAKWOOD, Hennepin County, Minnesota.

That part of vacated County Road No. 6 as dedicated in the recorded plat of SCHIEBE'S OAKWOOD, described as follows: Beginning at the intersection of the North line of Lot 1, Block 2, in said plat and the West line of the East 70 feet of the Southeast Quarter of Section 30, Township 118, Range 22; thence Westerly and Northerly along the Northerly and Easterly lines of said Lot 1 to the intersection with a line drawn parallel with and 60 feet South from the Survey line as delineated on Hennepin County State Aid Highway No. 6, Plat No. 5, according to Document No. 976842, thence Easterly along said parallel line to a point distant 35 feet Westerly, measured along said parallel line, from the intersection with said West line of the East 70 feet; thence Southeasterly to a point of said West line distant 35 feet Southerly, measured along said West line from the intersection with said parallel line; thence Southerly along said West line to the point of beginning, Hennepin County, Minnesota.

Torrens Property
Being registered land as is evidenced by Certificate of Title No. 1420548.

PROPERTY SUMMARY

TOTAL SITE AREA:	292,121 S.F. 6.706 Acres (GROSS)
LOT 1:	122300 S.F. 2.8076216712 Acres
LOT 2:	118588 S.F. 2.7224058769 Acres
LOT 3:	44953 S.F. 1.0319788797 Acres
RIGHT-OF-WAY:	6280 S.F. 0.1441765381 Acres

ZONING INFORMATION

ZONING	
EXISTING ZONING	C-2
PROPOSED ZONING	PUD

DEVELOPMENT NOTES

1. ALL DIMENSIONS ARE ROUNDED TO THE NEAREST FOOT.
2. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
3. STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.
4. DRAINAGE AND UTILITY EASEMENTS SHALL BE PROVIDED AS REQUIRED. DRAINAGE AND UTILITY EASEMENTS WILL BE PROVIDED OVER ALL PUBLIC UTILITIES AND UP TO 1 FOOT ABOVE THE HIGH WATER LEVEL OF ALL PONDS.

PROPOSED DESCRIPTION

Lot 1, 2, and 3, Block 1, SCHIEBE'S OAKWOOD SECOND

NORTH

0 40 80
SCALE IN FEET

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

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Print Name: Mark Sitz

Date 07/01/2025 License # 43933

NOT FOR CONSTRUCTION

DATE ISSUED	9/18/2025
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DESIGNED BY	TC
CHECKED BY	MS
PROJECT NO.	53814

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PRELIMINARY PLAT

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C2.01
3 OF 20
REV.

24.1S (LMS TECH) | TREVOR CONWAY | 9/10/2025 11:36:25 AM
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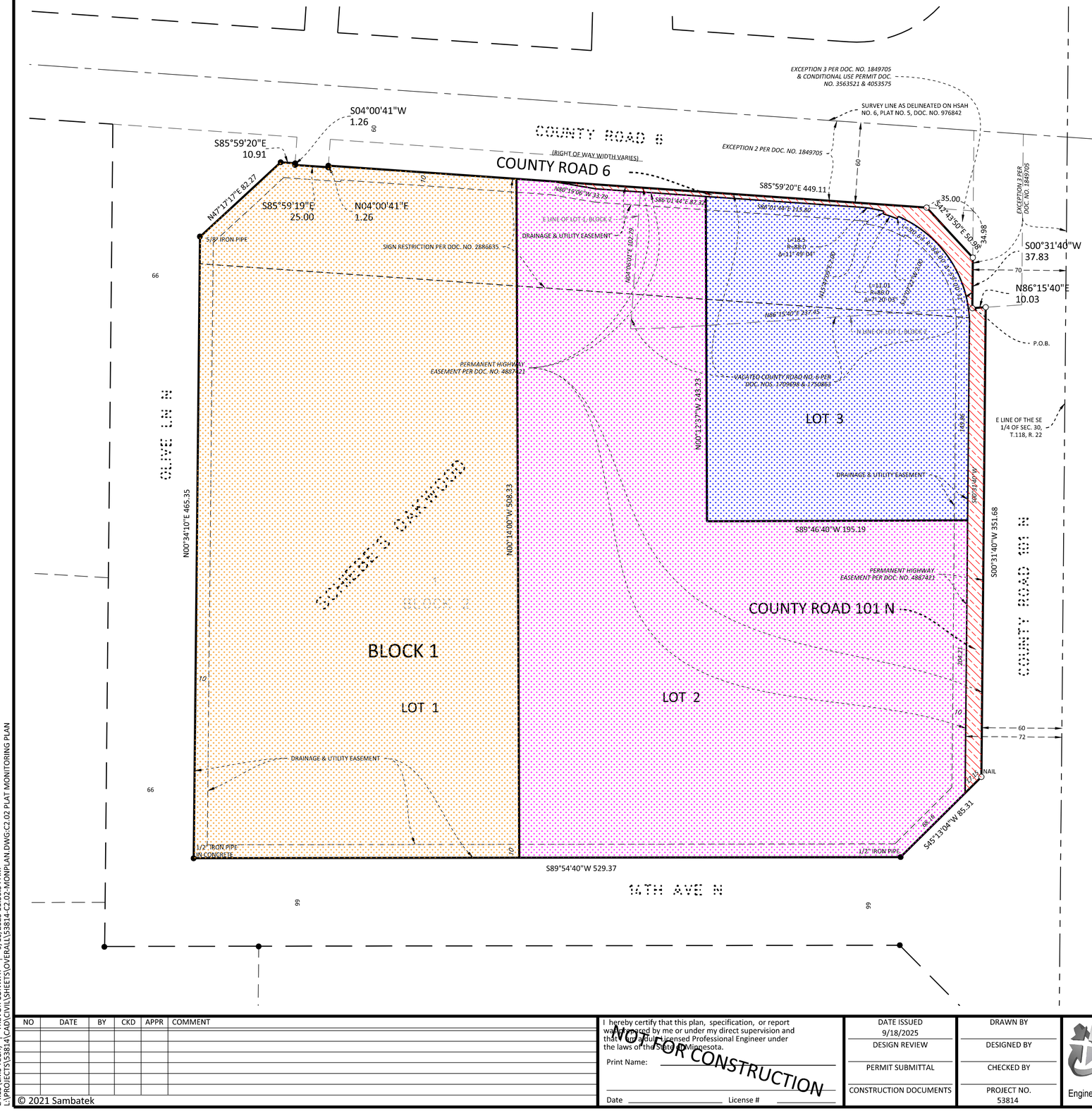

LEGEND

- RIGHT-OF-WAY = 6,280 SF = 0.14 AC
- LOT 1 = 122,300 SF = 2.81 AC
- LOT 2 = 118,588 = 2.72 AC
- LOT 3 = 44,953 = 1.03 AC

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PLAT MONITORING PLAN

MITHUM ENTERPRISES
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PUD GENERAL PLAN
PLYMOUTH, MN

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4 OF 20
REV.

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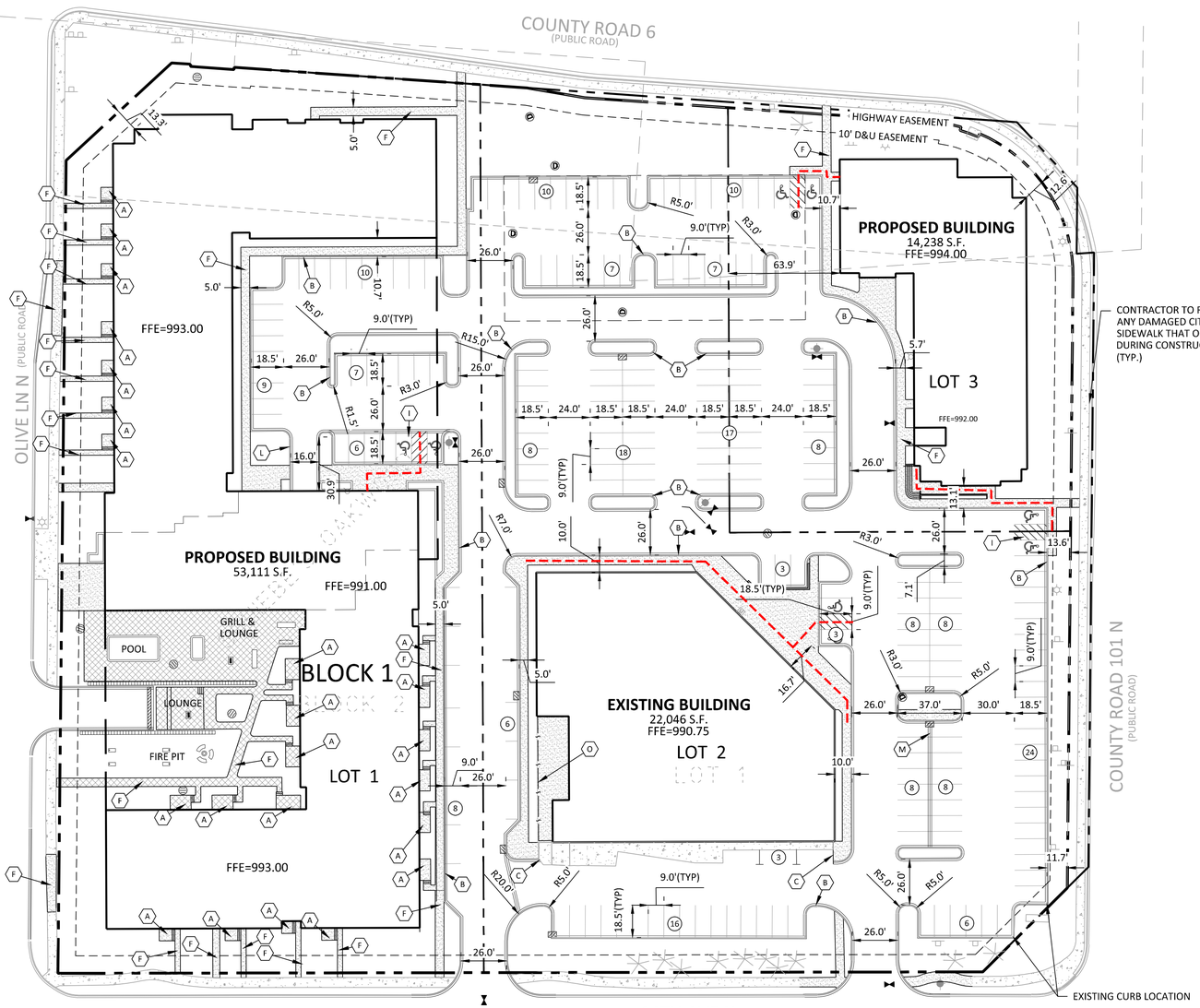

LEGEND

PROPOSED	EXISTING	
		BOUNDARY LINE
		CONCRETE CURB
		EASEMENT LINE
		BUILDING LINE
		RETAINING WALL
	WL	WETLAND
		TREE LINE
	TP	TREE PROTECTION FENCE
		SAW CUT LINE
		SIGN
		BOLLARD

- ## — PARKING STALL COUNT
- 1 — KEY NOTE
- LIGHT POLE (BY OTHERS)
- ADA ACCESS ROUTE

- STANDARD DUTY ASPHALT PAVING
- HEAVY DUTY ASPHALT PAVING
- CONCRETE PAVING
- CONCRETE SIDEWALK
- PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)

KEY NOTES

A. BUILDING, STOOPS, STAIRS (SEE ARCHITECTURAL PLANS)
B. B-612 CONCRETE CURB AND GUTTER (SEE DETAIL 04, SHEET C9.02)
C. EXISTING INTEGRAL CURB AND GUTTER
D. CONCRETE APRON
E. FLAT CURB SECTION (SEE DETAIL 05, SHEET C9.02)
F. CONCRETE SIDEWALK (SEE DETAIL 03, SHEET C9.02)
G. SEGMENTAL BLOCK RETAINING WALL
H. ADA ACCESS LOCATION
I. ACCESSIBLE STALL STRIPING (SEE DETAIL 08, SHEET C9.02)
J. ACCESSIBLE PARKING SIGN (SEE DETAIL 06, SHEET C9.02)
K. TRANSFORMER
L. LOADING AREA
M. VALLEY GUTTER
N. FENCE (SEE ARCHITECTURAL PLANS)

NORTH
0 40 80
SCALE IN FEET

CITY PROJECT NO. 2025042

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

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Date _____ License # _____

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SITE PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C3.01
5 OF 20
REV.

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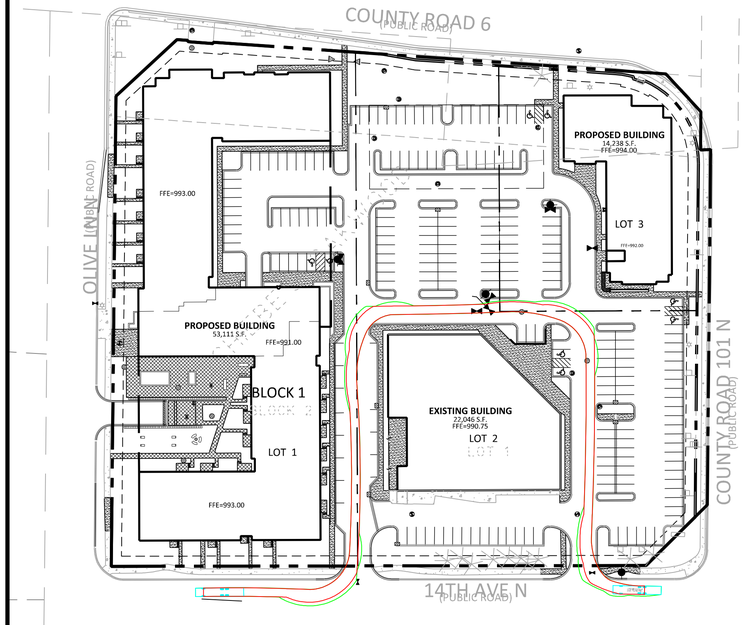
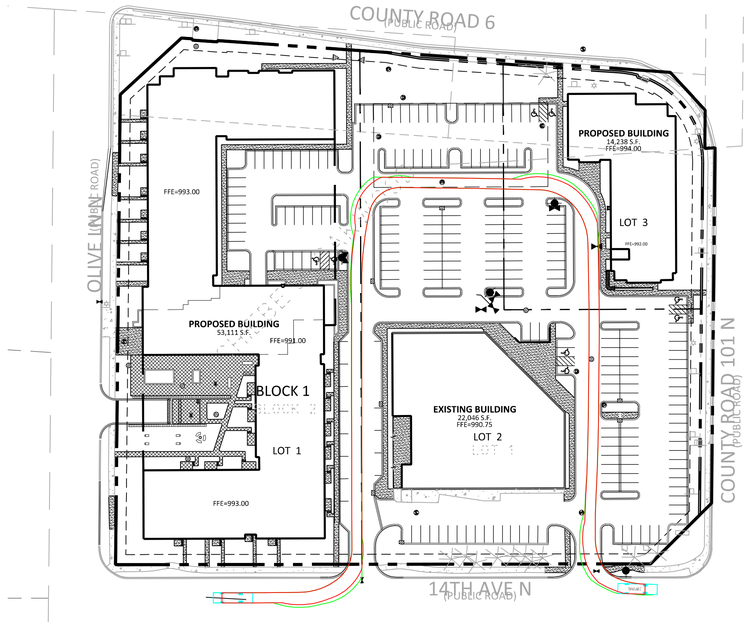
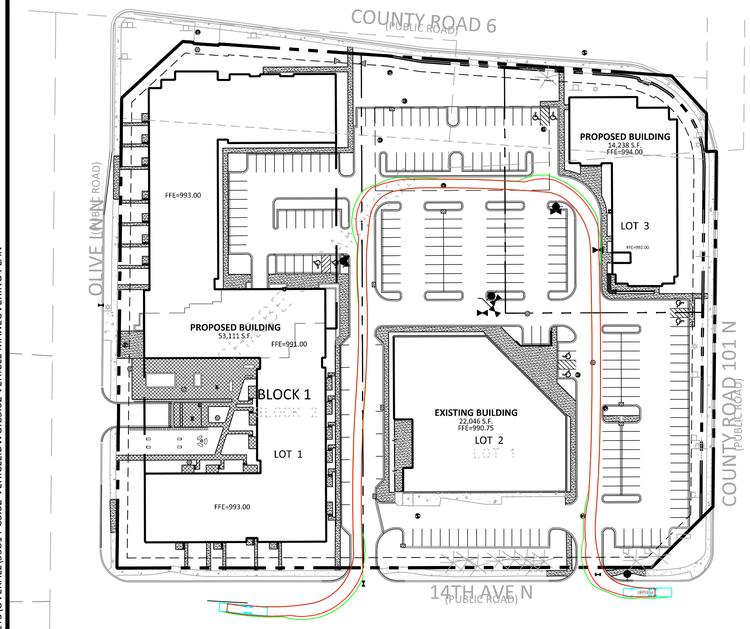


PLYMOUTH TOWER 21



PLYMOUTH LADDER 31



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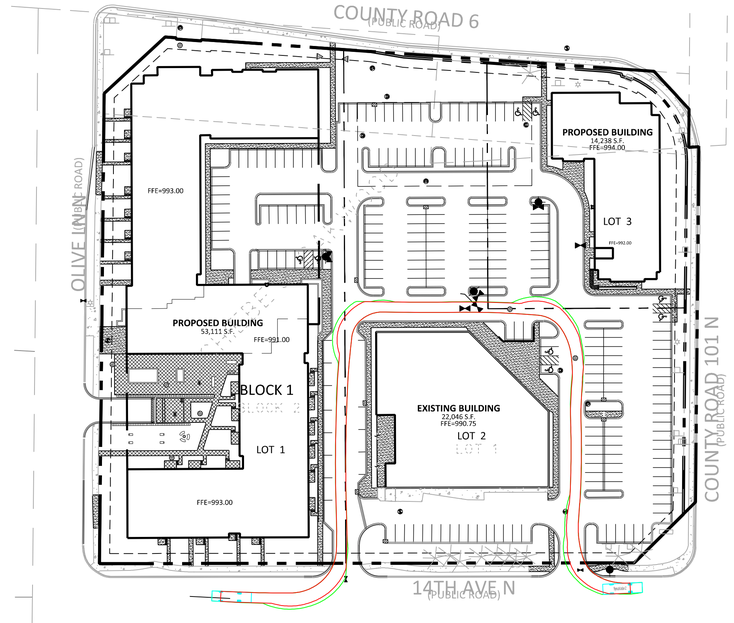

PLYMOUTH LADDER 31

CITY PROJECT NO. 2025042

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VEHICLE MANEUVERING PLAN

MITHUM ENTERPRISES
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PLYMOUTH, MN

SHEET
C3.02
6 OF 20
REV.

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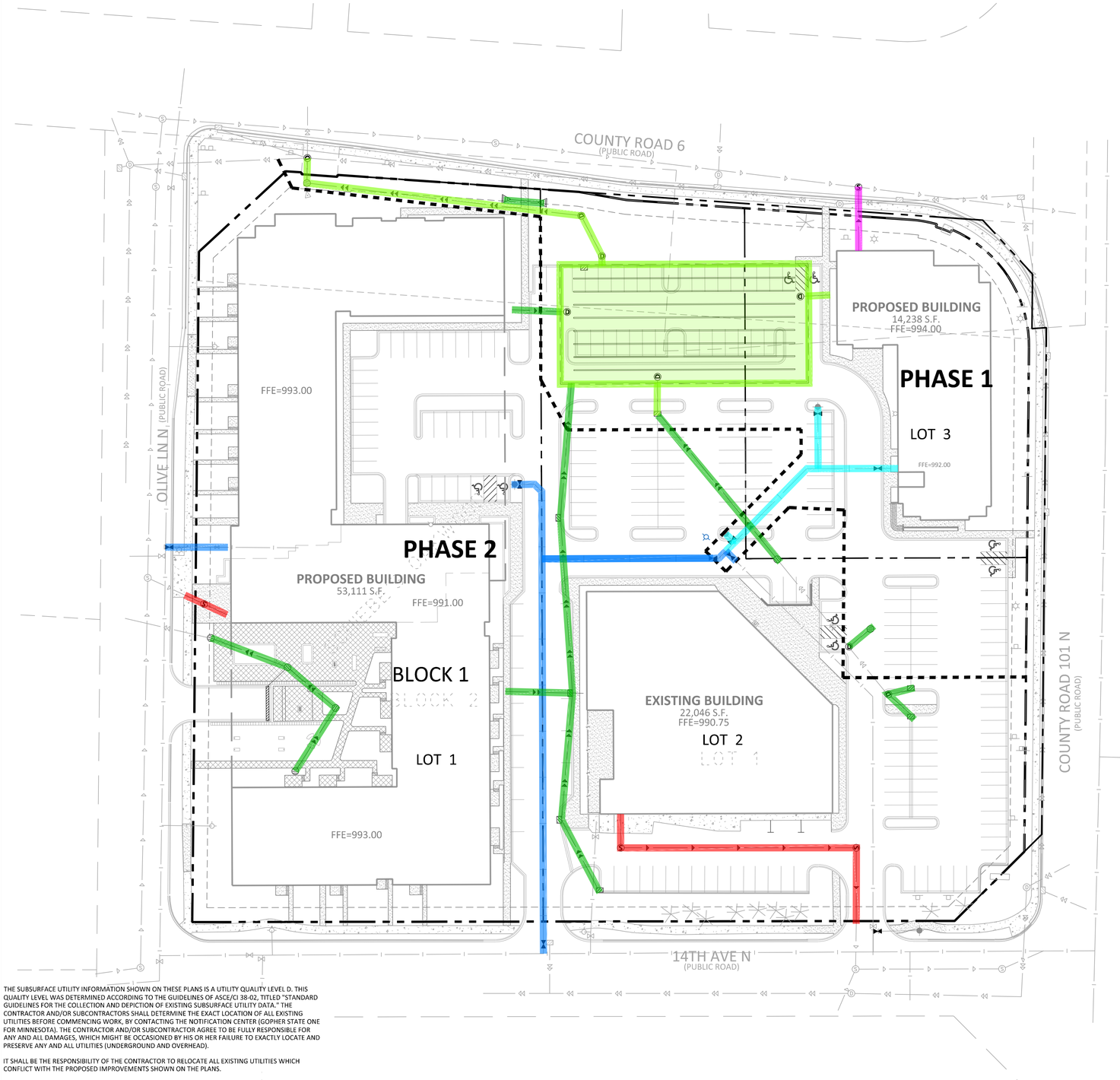

LEGEND

PROPOSED	EXISTING	
		BOUNDARY LINE
		CONCRETE CURB
		EASEMENT LINE
		BUILDING LINE
		RETAINING WALL
	WL	WETLAND
		TREE LINE
	TP	TREE PROTECTION FENCE
		SAW CUT LINE
		SIGN
		BOLLARD

- ## — PARKING STALL COUNT
- 1 — KEY NOTE
- LIGHT POLE (BY OTHERS)

- STANDARD DUTY ASPHALT PAVING
- HEAVY DUTY ASPHALT PAVING
- CONCRETE PAVING
- CONCRETE SIDEWALK
- PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)

- PHASE 1 WATERMAIN
- PHASE 2 WATERMAIN
- PHASE 1 SANITARY SEWER
- PHASE 2 SANITARY SEWER
- PHASE 1 STORM SEWER
- PHASE 2 STORM SEWER

KEY NOTES

A. BUILDING, STOOPS, STAIRS (SEE ARCHITECTURAL PLANS)
B. B-612 CONCRETE CURB AND GUTTER (SEE DETAIL 04, SHEET C9.02)
C. EXISTING INTEGRAL CURB AND GUTTER
D. CONCRETE APRON
E. FLAT CURB SECTION (SEE DETAIL 05, SHEET C9.02)
F. CONCRETE SIDEWALK (SEE DETAIL 03, SHEET C9.02)
G. SEGMENTAL BLOCK RETAINING WALL
H. ADA ACCESS LOCATION
I. ACCESSIBLE STALL STRIPING (SEE DETAIL 08, SHEET C9.02)
J. ACCESSIBLE PARKING SIGN (SEE DETAIL 06, SHEET C9.02)
K. TRANSFORMER
L. LOADING AREA
M. VALLEY GUTTER
N. TRANSFORMER LOCATION
0. FENCE (SEE ARCHITECTURAL PLANS)

NORTH

0 40 80
SCALE IN FEET

CITY PROJECT NO. 2025042

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

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PHASING PLAN

MITHUM ENTERPRISES
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PLYMOUTH, MN

SHEET
C3.03
7 OF 20
REV.

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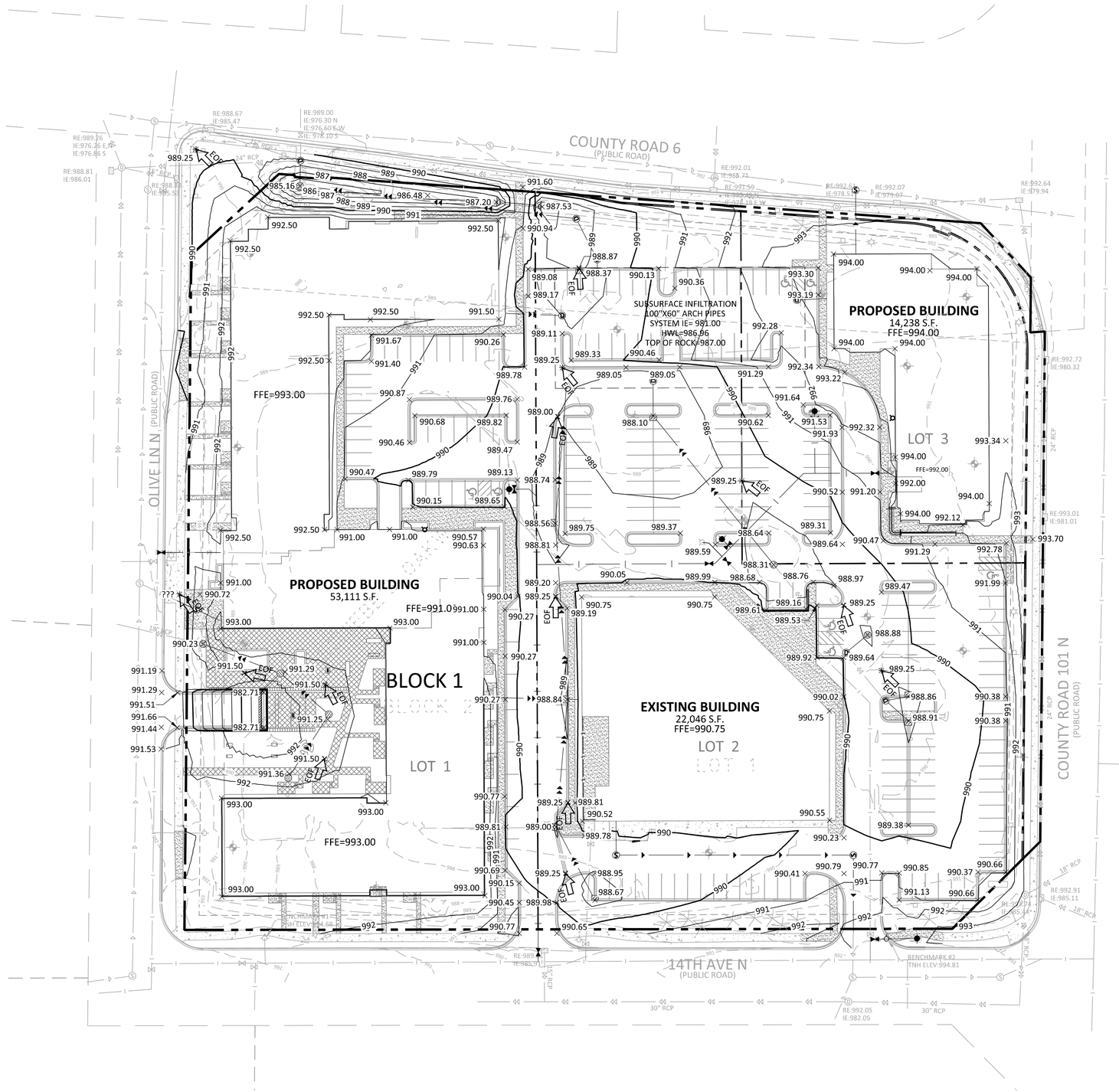

LEGEND

PROPOSED	EXISTING	
		BOUNDARY LINE
		CONCRETE CURB
D	D	STORM SEWER
		DRAINTILE
		BUILDING LINE
		RETAINING WALL
902	902	CONTOUR
	WL	WETLAND
		TREE LINE
902.50	902.50	SPOT ELEVATIONS
		RIPRAP
EOF 902.50		OVERFLOW ELEV.
	ST # 999.9	SOIL BORING

TC	TOP OF CURB
GL	GUTTER LINE
CT BEG	BEGIN CURB TRANSITION
CT END	END CURB TRANSITION

	CONCRETE PAVING
	CONCRETE SIDEWALK
	PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)

GRADING NOTES

1. SEE SHEET C1.02

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NORTH

0 40 80
SCALE IN FEET

CITY PROJECT NO: 2025042

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GRADING PLAN

MITHUM ENTERPRISES
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PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
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8 OF 20
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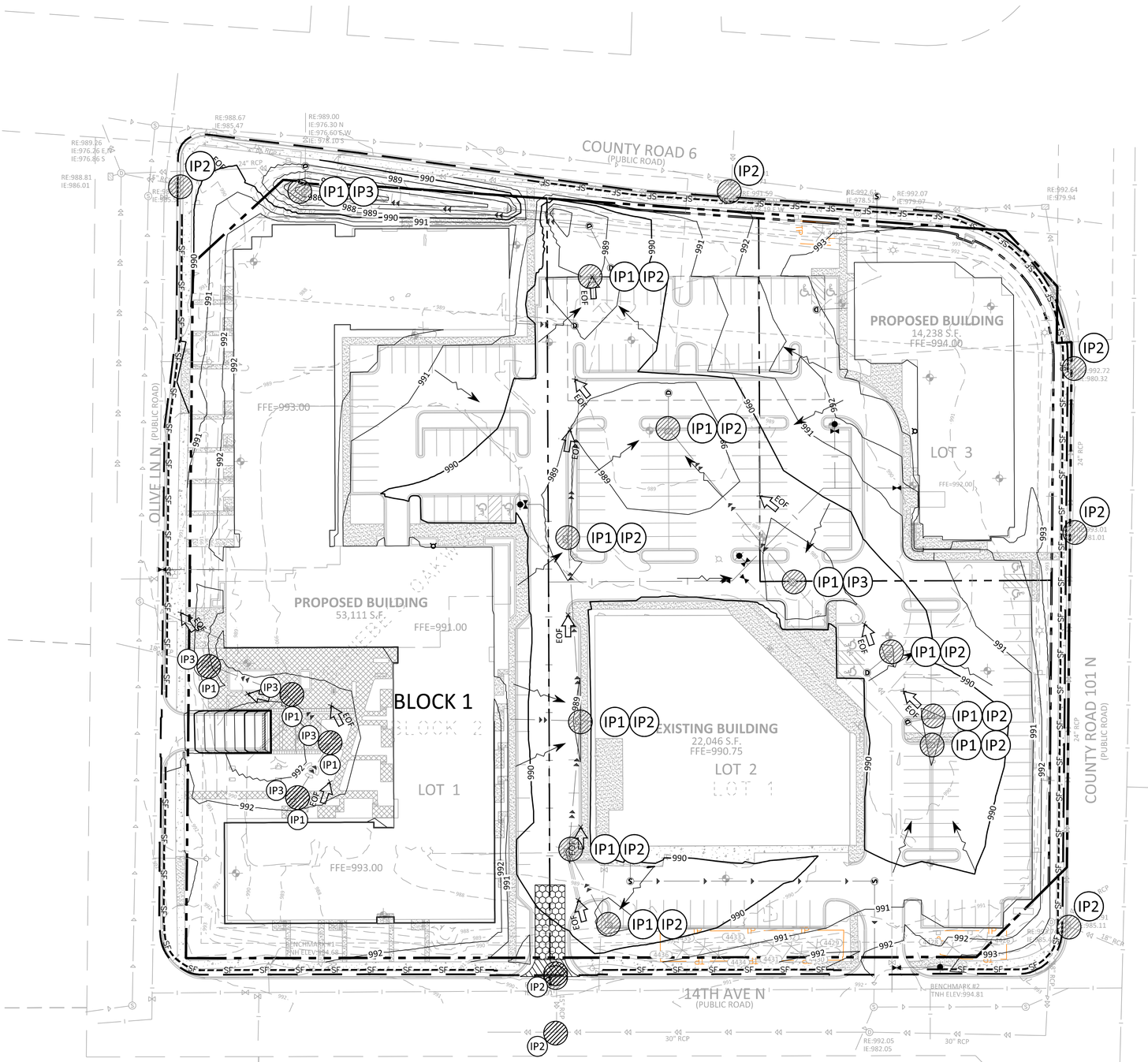

LEGEND

PROPOSED	EXISTING	
		CONCRETE CURB
D	D	STORM SEWER
		DRAINTILE
902	902	CONTOUR
		RIPRAP
EOF 902.5		OVERFLOW ELEV.
		BIO-ROLL
SF		SILT FENCE
SD		SILT DIKE
		LIMITS OF DISTURBANCE
ST # 999.9		SOIL BORING
		DIRECTION OF OVERLAND FLOW
		TEMPORARY DIVERSION DITCH
		CHECK DAM
		LIMITS OF DRAINAGE SUB-BASIN
IP#		INLET PROTECTION DEVICE
		TEMPORARY STONE CONSTRUCTION ENTRANCE
SB		TEMPORARY SEDIMENT BASIN
TSM		TEMPORARY STABILIZATION MEASURES (SEED, MULCH, MATS OR BLANKETS AS OUTLINED IN THE SWPP)
TS		TEMPORARY STORAGE AND PARKING AREA
CW		CONCRETE WASHOUT REQUIRED - LOCATION TO BE DETERMINE BY CONTRACTOR
TP		TREE PROTECTION FENCE

NOTE TO CONTRACTOR

THE EROSION CONTROL PLAN SHEETS ALONG WITH THE REST OF THE SWPPP MUST BE KEPT ONSITE UNTIL THE NOTICE OF TERMINATION IS FILED WITH THE MPCA, THE CONTRACTOR MUST UPDATE THE SWPPP, INCLUDING THE EROSION CONTROL PLAN SHEETS AS NECESSARY TO INCLUDE ADDITIONAL REQUIREMENTS, SUCH AS ADDITIONAL OR MODIFIED BMPS DESIGNED TO CORRECT PROBLEMS IDENTIFIED. AFTER FILING THE NOTICE OF TERMINATION, THE SWPPP, INCLUDING THE EROSION CONTROL PLAN SHEETS, AND ALL REVISIONS TO IT MUST BE SUBMITTED TO THE OWNER, TO BE KEPT ON FILE IN ACCORDANCE WITH THE RECORD RETENTION REQUIREMENTS DESCRIBED IN THE SWPPP NARRATIVE.

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

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NORTH

0 40 80
SCALE IN FEET

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

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Date _____ License # _____

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EROSION CONTROL PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C5.01
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REV.

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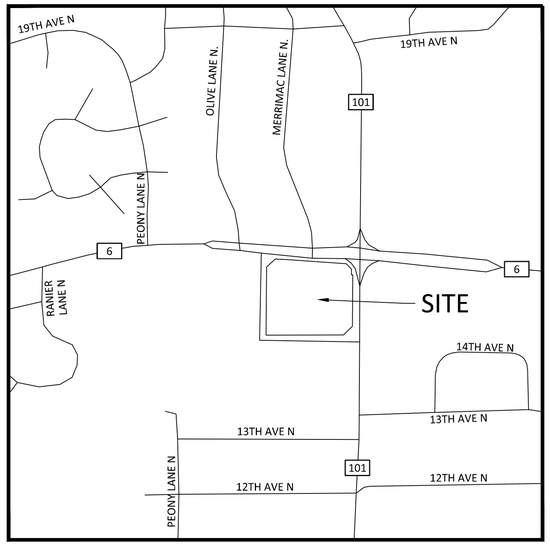
EROSION & SEDIMENTATION CONTROL NOTES & DETAILS / "SITE MAP"



SITE LOCATION MAP

NOT TO SCALE

USGS MAP

NOT TO SCALE

MAINTENANCE NOTES

ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. THE DESIGNATED CONTACT PERSON NOTED ON THIS PLAN MUST ROUTINELY INSPECT THE CONSTRUCTION ON SITE ONCE EVERY SEVEN DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. ALL SILT FENCES MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/2 OF THE HEIGHT OF THE FENCE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

2. TEMPORARY AND PERMANENT SEDIMENTATION BASINS MUST BE DRAINED AND THE SEDIMENT REMOVED WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE BASIN REACHES 1/2 THE STORAGE VOLUME. DRAINAGE AND REMOVAL MUST BE COMPLETED WITHIN 72 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS (SEE PART 10.1-10.5 OF THE GENERAL PERMIT).

3. SURFACE WATERS, INCLUDING DRAINAGE DITCHES AND CONVEYANCE SYSTEMS, MUST BE INSPECTED FOR EVIDENCE OF SEDIMENT BEING DEPOSITED BY EROSION. CONTRACTOR MUST REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS, INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS, AND RESTABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED SOIL. THE REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS. CONTRACTOR SHALL USE ALL REASONABLE EFFORTS TO OBTAIN ACCESS. IF PRECLUDED, REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) CALENDAR DAYS OF OBTAINING ACCESS. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL LOCAL, REGIONAL, STATE AND FEDERAL AUTHORITIES AND RECEIVING ANY APPLICABLE PERMITS, PRIOR TO CONDUCTING ANY WORK.

4. CONSTRUCTION SITE VEHICLE EXIT LOCATIONS MUST BE INSPECTED FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING ONTO PAVED SURFACES. TRACKED SEDIMENT MUST BE REMOVED FROM ALL OFF-SITE PAVED SURFACES, WITHIN 24 HOURS OF DISCOVERY, OR IF APPLICABLE, WITHIN A SHORTER TIME TO COMPLY WITH PART 9.11-9.12 OF THE GENERAL PERMIT.

5. CONTRACTOR IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT BMPS, AS WELL AS ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS, FOR THE DURATION OF THE CONSTRUCTION WORK AT THE SITE. THE PERMITTEE(S) ARE RESPONSIBLE UNTIL ANOTHER PERMITTEE HAS ASSUMED CONTROL (ACCORDING TO PART 3.1 TO 3.8 OF THE MPCA GENERAL PERMIT) OVER ALL AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED OR THE SITE HAS UNDERGONE FINAL STABILIZATION, AND A (N.O.T.) HAS BEEN SUBMITTED TO THE MPCA.

6. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT MUST BE REMOVED IN A MANNER AND AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT IN STREETS COULD BE WASHED INTO STORM SEWERS BY THE NEXT RAIN AND/OR POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS).

7. ALL INFILTRATION AREAS MUST BE INSPECTED TO ENSURE THAT NO SEDIMENT FROM ONGOING CONSTRUCTION ACTIVITIES IS REACHING THE INFILTRATION AREA AND THESE AREAS ARE PROTECTED FROM COMPACTION DUE TO CONSTRUCTION EQUIPMENT DRIVING ACROSS THE INFILTRATION AREA.

DEVELOPER:
MITHUM COMPANIES
950 WAYZATA BLVD E, SUITE 104
WAYZATA, MN 55331
TIM MARCO
262-391-5604

SITE OPERATOR / GENERAL CONTRACTOR:
TO BE DETERMINED

SUPERINTENDENT:
TO BE DETERMINED

AREA SUMMARY IN ACRES

PAVEMENT AREA	2.98 AC±
BUILDING AREA	2.12 AC±
SEEDED AREA	2.18 AC±
TOTAL DISTURBED	7.28 AC±
PRE - CONSTRUCTION IMPERVIOUS	5.67 AC±
POST - CONSTRUCTION IMPERVIOUS	5.10 AC±

GENERAL EROSION NOTES

1. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME. WHERE A CONFLICT EXISTS BETWEEN LOCAL JURISDICTIONAL STANDARD SPECIFICATIONS AND SAMBATEK STANDARD SPECIFICATIONS, THE MORE STRINGENT SPECIFICATION SHALL APPLY.
2. THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THIS DRAWING (EROSION & SEDIMENTATION CONTROL PLAN-ESC PLAN), THE STANDARD DETAILS, THE PLAN NARRATIVE, AND ITS APPENDICES, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING & SUBMITTING THE APPLICATION FOR THE MPCA GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE SWPPP AND THE STATE OF MINNESOTA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT, ISSUED AUGUST 1, 2023) AND BECOME FAMILIAR WITH THE CONTENTS. THE SWPPP AND ALL OTHER RELATED DOCUMENTS MUST BE KEPT AT THE SITE DURING CONSTRUCTION. (NOTE TO THE PREPARER: EDIT APPLICATION PROCESS PER PROJECT REQUIREMENTS)
4. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES (BMP'S) AS REQUIRED BY THE SWPPP & PERMITS. CONTRACTOR SHALL OVERSEE THE INSPECTION & MAINTENANCE OF THE BMP'S AND EROSION PREVENTION FROM BEGINNING OF CONSTRUCTION AND UNTIL CONSTRUCTION IS COMPLETED, IS APPROVED BY ALL AUTHORITIES, AND THE NOTICE OF TERMINATION (NOT) HAS BEEN FILED WITH THE MPCA BY EITHER THE OWNER OR OPERATOR AS APPROVED ON PERMIT. ADDITIONAL BMP'S SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION. (NOTE TO THE PREPARER: REVISE INSPECTION RESPONSIBILITY PER OPTIONS IN SWPPP NARRATIVE (SECTION 02370))
5. CONTRACTOR SHALL COMPLY WITH TRAINING REQUIREMENTS IN PART 21.1-21.3 OF THE GENERAL PERMIT.
6. BMP'S AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
7. ESC PLAN MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
8. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THE ESC PLANS SHALL BE CLEARLY DELINEATED (E.G. WITH FLAGS, STAKES, SIGNS, SILT FENCE, ETC.) ON THE DEVELOPMENT SITE BEFORE WORK BEGINS. GROUND DISTURBING ACTIVITIES MUST NOT OCCUR OUTSIDE THE LIMITS OF DISTURBANCE.
9. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
10. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) MUST BE LIMITED TO A DEFINED AREA OF THE SITE AND SHALL BE CONTAINED AND PROPERLY TREATED OR DISPOSED. NO ENGINE DEGREASING IS ALLOWED ON SITE.
11. ALL LIQUID AND SOLID WASTES GENERATED BY CONCRETE WASHOUT OPERATIONS MUST BE CONTAINED IN A LEAK-PROOF CONTAINMENT FACILITY OR IMPERMEABLE LINER. A COMPACTED CLAY LINER IS NOT ACCEPTABLE. THE LIQUID AND SOLID WASTES MUST NOT CONTACT THE GROUND, AND THERE MUST NOT BE RUNOFF FROM THE CONCRETE WASHOUT OPERATIONS OR AREAS. LIQUID AND SOLID WASTES MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS. A SIGN MUST BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY TO INFORM CONCRETE EQUIPMENT OPERATORS TO UTILIZE THE PROPER FACILITIES. SELF-CONTAINED CONCRETE WASHOUTS ON CONCRETE DELIVERY TRUCKS ARE ALLOWED.
12. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
13. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
14. SOLID WASTE: COLLECTED SEDIMENT, ASPHALT & CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION & DEMOLITION DEBRIS & OTHER WASTES MUST BE DISPOSED OF PROPERLY & MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.
15. HAZARDOUS MATERIALS: OIL, GASOLINE, PAINT & ANY HAZARDOUS SUBSTANCES MUST BE PROPERLY STORED, INCLUDING SECONDARY CONTAINMENT, TO PREVENT SPILLS, LEAKS OR OTHER DISCHARGE. RESTRICTED ACCESS TO STORAGE AREAS MUST BE PROVIDED TO PREVENT VANDALISM. STORAGE & DISPOSAL OF HAZARDOUS WASTE MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.
16. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE SWPPP, SHALL BE INITIATED AS SOON AS PRACTICABLE AND PRIOR TO SOIL DISTURBING ACTIVITIES UPSLOPE.
17. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED SHALL BE TEMPORARILY SEEDED, WITHIN 14 DAYS OF INACTIVITY. SEEDING SHALL BE IN ACCORDANCE WITH MN-SEED MIX 'OATS' OR 'WINTER WHEAT' DEPENDING ON THE SEASON OF PLANTING (SEE MN/DOT SPECIFICATION SECTION 2575.3) SEEDING METHOD AND APPLICATION RATE SHALL CONFORM TO MN/DOT SPECIFICATION SECTION 2575.3. TEMPORARY MULCH SHALL BE APPLIED IN ACCORDANCE WITH MN/DOT SPECIFICATION SECTION 2575.3F1 AND 2575.3G. ALTERNATIVELY, HYDRAULIC SOIL STABILIZER IN ACCORDANCE WITH MN/DOT SPECIFICATION SECTION 2575.3H MAY BE USED IN PLACE OF TEMPORARY MULCH.
18. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY STABILIZED. THESE AREAS SHALL BE STABILIZED IN ACCORDANCE WITH THE TIME TABLE DESCRIBED ABOVE. REFER TO THE GRADING PLAN AND/OR LANDSCAPE PLAN FOR VEGETATIVE COVER.
19. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT FROM CONVEYANCES & FROM TEMPORARY SEDIMENTATION BASINS THAT ARE TO BE USED AS PERMANENT WATER QUALITY MANAGEMENT BASINS. SEDIMENT MUST BE STABILIZED TO PREVENT IT FROM BEING WASHED BACK INTO THE BASIN, CONVEYANCES, OR DRAINAGEWAYS DISCHARGING OFF-SITE OR TO SURFACE WATERS. THE CLEANOUT OF PERMANENT BASINS MUST BE SUFFICIENT TO RETURN THE BASIN TO DESIGN CAPACITY.
20. ON-SITE & OFF-SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BMP'S. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
21. TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS & CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB & GUTTER SYSTEMS OR CONDUITS & DITCHES.
22. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
23. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, CHECK DAMS, INLET PROTECTION DEVICES, ETC.) TO PREVENT EROSION.

ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY, THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION

SEQUENCE OF CONSTRUCTION

PHASE I:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCES.
2. PREPARE TEMPORARY PARKING AND STORAGE AREA.
3. CONSTRUCT THE SILT FENCES ON THE SITE.
4. INSTALL INLET PROTECTION DEVICES ON EXISTING STORM STRUCTURES, AS SHOWN ON THE PLAN.
5. CONSTRUCT THE SEDIMENTATION AND SEDIMENT TRAP BASINS, AS REQUIRED.
6. HALT ALL ACTIVITIES AND CONTACT THE CIVIL ENGINEERING CONSULTANT TO PERFORM INSPECTION OF BMPs. GENERAL CONTRACTOR SHALL SCHEDULE AND CONDUCT STORM WATER PRE-CONSTRUCTION MEETING WITH ENGINEER AND ALL GROUND DISTURBING CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.
7. CLEAR AND GRUB THE SITE.
8. BEGIN GRADING THE SITE.
9. START CONSTRUCTION OF BUILDING PAD AND STRUCTURES.

PHASE II:

1. TEMPORARY SEED DENUDED AREAS.
2. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
3. INSTALL RIP RAP AROUND OUTLET STRUCTURES.
4. INSTALL INLET PROTECTION AROUND ALL STORM SEWER STRUCTURES.
5. PREPARE SITE FOR PAVING.
6. PAVE SITE.
7. INSTALL INLET PROTECTION DEVICES.
8. COMPLETE GRADING AND INSTALL PERMANENT SEEDING AND PLANTING.
9. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED), IF REQUIRED BY THE CONTRACT.

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

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Print Name: ADD FOR CONSTRUCTION

Date _____ License # _____

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EROSION CONTROL NOTES

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C5.02
10 OF 20
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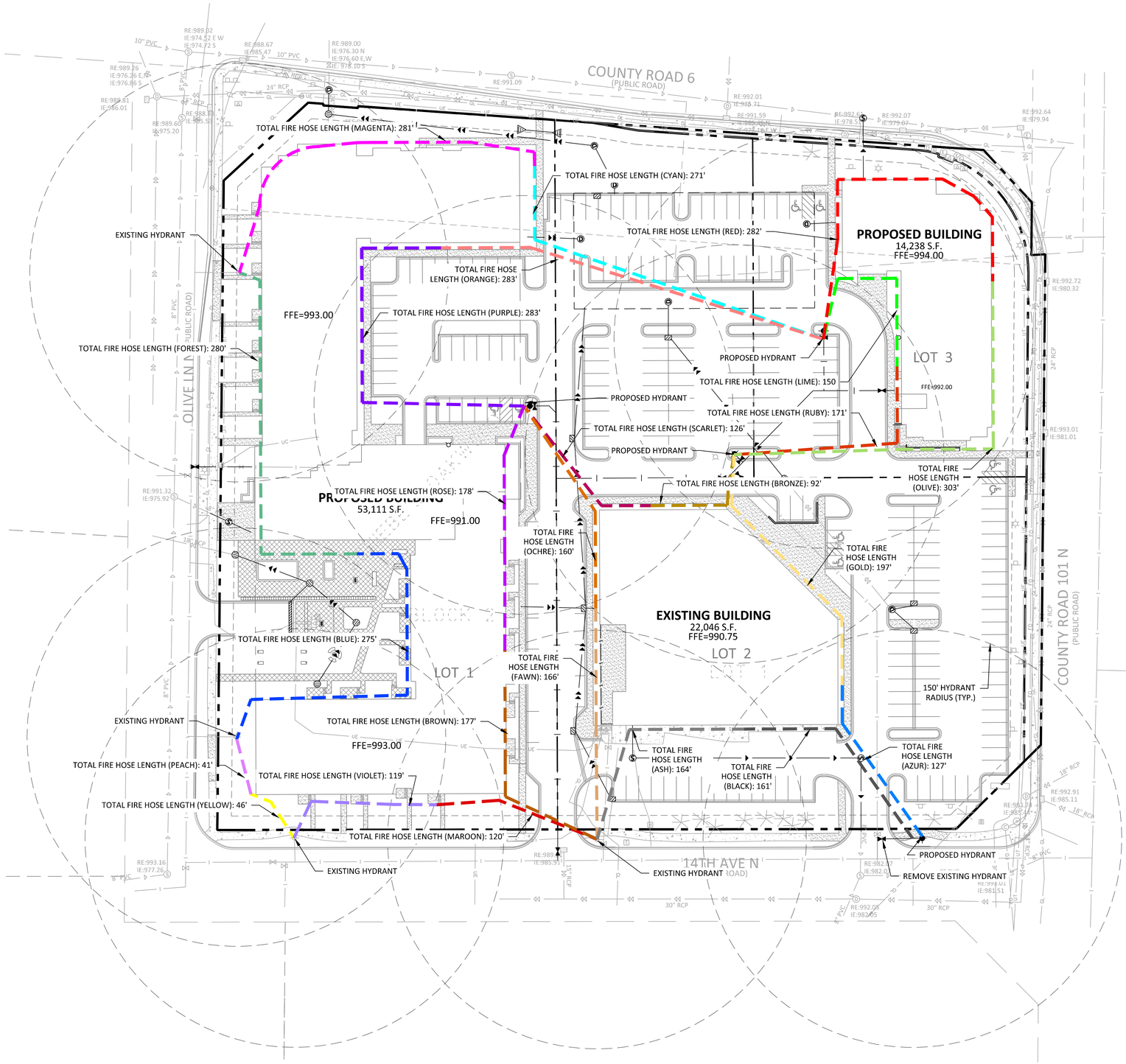

LEGEND

PROPOSED	EXISTING	
CO — S	CO — S	SANITARY SEWER
LS — FM — S	LS — FM — S	FORCEMAIN (SAN.)
D	D	STORM SEWER
		DRAINTILE
		WATERMAIN
GL	GL	UNDERGROUND GAS LINE
UT	UT	UNDERGROUND TELEPHONE
UE	UE	UNDERGROUND ELECTRIC
		CONCRETE CURB
		EASEMENT LINE

NORTH

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FIRE PROTECTION PLAN

MITHUM ENTERPRISES
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PLYMOUTH, MN

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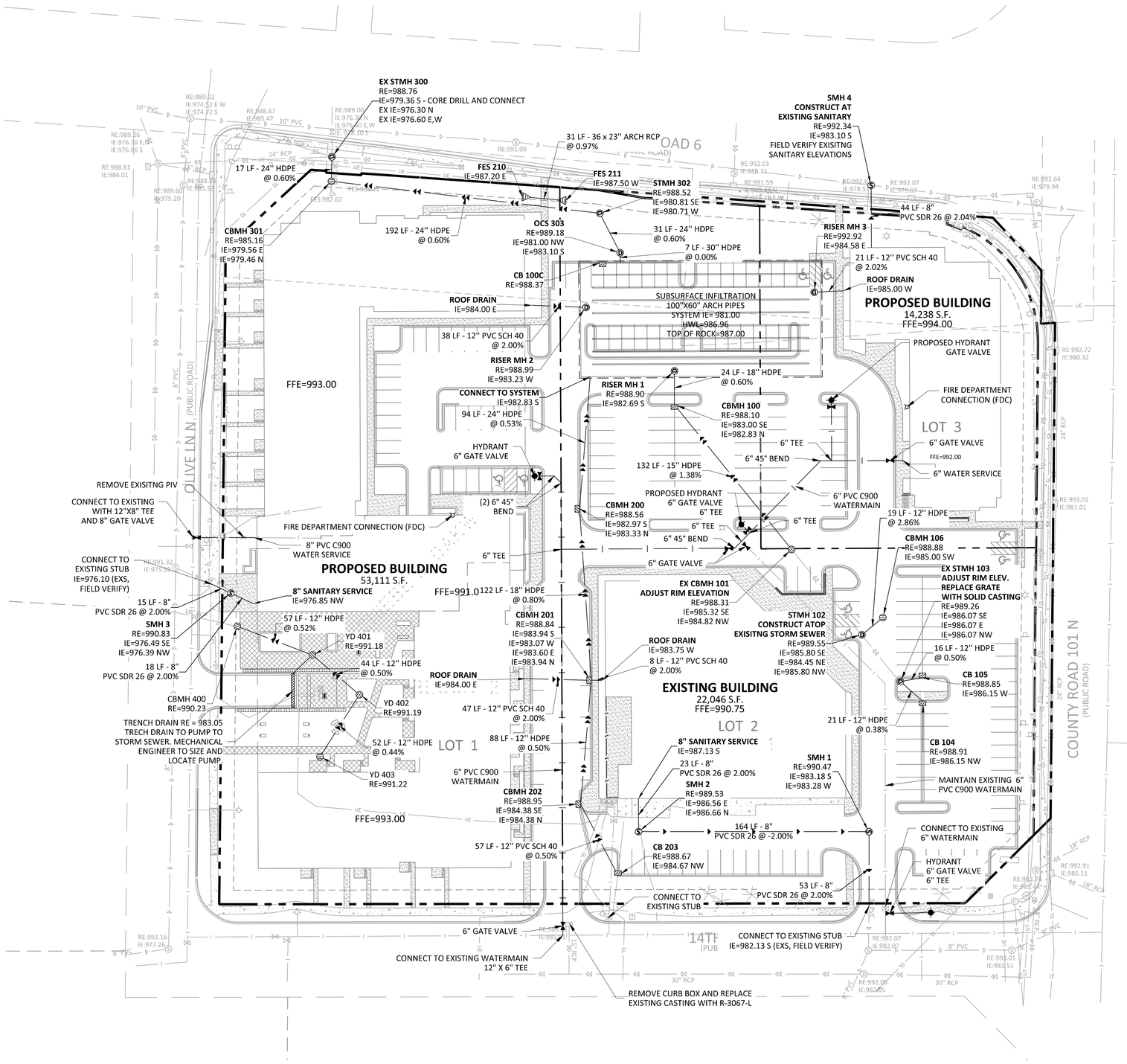

LEGEND

PROPOSED	EXISTING	
		SANITARY SEWER
		FORCEMAIN (SAN.)
		STORM SEWER
		DRAINTILE
		WATERMAIN
GL	GL	UNDERGROUND GAS LINE
UT	UT	UNDERGROUND TELEPHONE
UE	UE	UNDERGROUND ELECTRIC
		CONCRETE CURB
		EASEMENT LINE

UTILITY CONSTRUCTION NOTES

1. SEE SHEET C1.02

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

NORTH

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UTILITY PLAN

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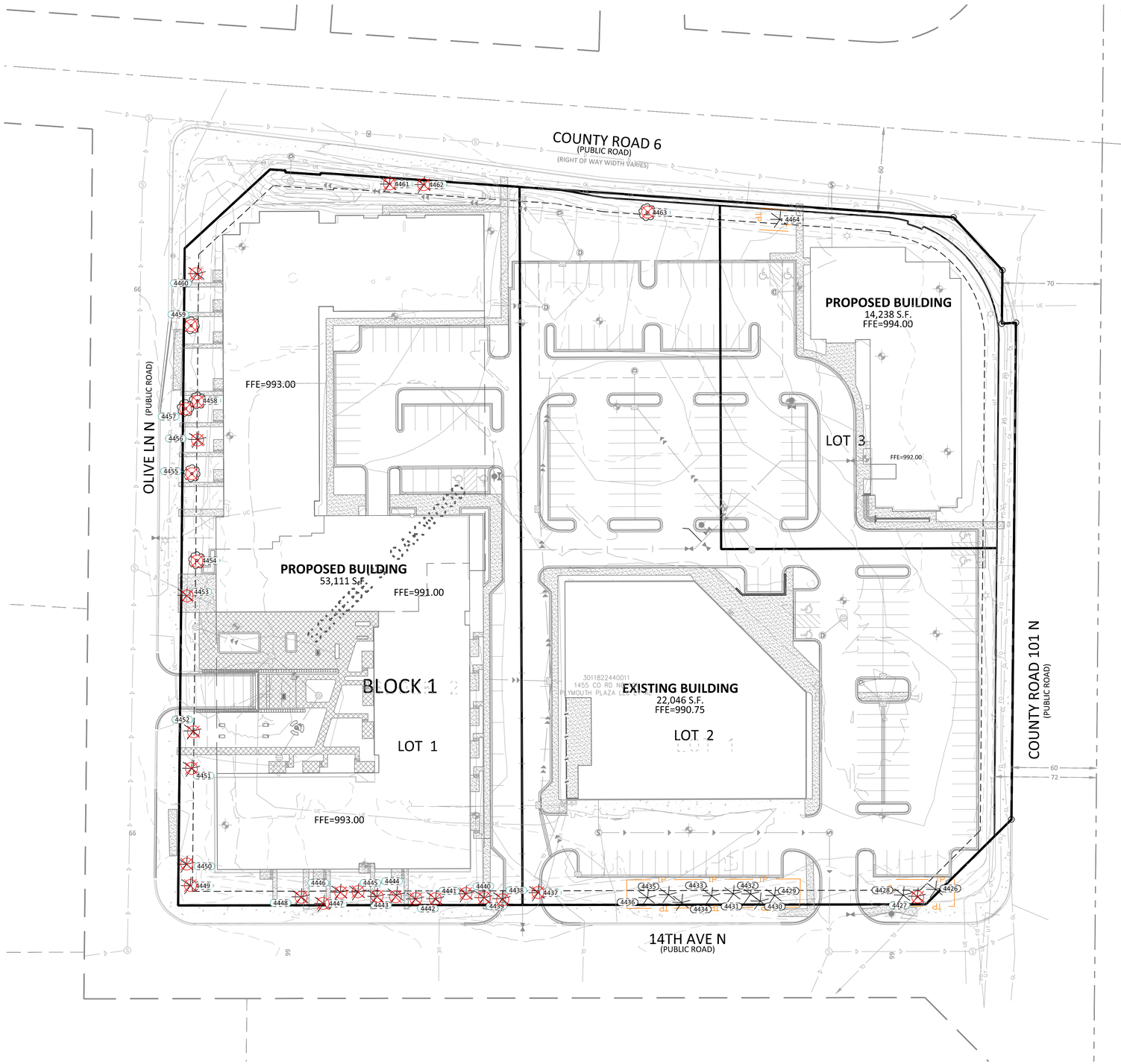

PLYMOUTH TREE CODE

TREE REMOVAL THRESHOLD

RESIDENTIAL DISTRICTS -
DEVELOPMENTS IN RESIDENTIAL DISTRICTS MAY REMOVE OR DISTURB UP TO **50% OF TOTAL INCHES** OF SIGNIFICANT TREES. ANY REMOVAL OR DISTURBANCE BEYOND THIS THRESHOLD SHALL REQUIRE REFORESTATION & RESTITUTION

NON-RESIDENTIAL DISTRICTS
DEVELOPMENTS IN NON-RESIDENTIAL DISTRICTS MAY REMOVE OR DISTURB UP TO **75% OF TOTAL INCHES** OF SIGNIFICANT TREES. ANY REMOVAL OR DISTURBANCE BEYOND THIS THRESHOLD SHALL REQUIRE REFORESTATION & RESTITUTION

REFORESTATION/RESTITUTION REQUIREMENT
EXCEEDING ALLOWABLE REMOVAL THRESHOLD, PAY RESTITUTION OR REFOREST
FOR **ONE (1) TREE INCH REMOVED**/DISTURBED BEYOND THRESHOLD - **1.25" INCHES OF NEW TREE** OR PROVIDE THE CITY WITH **$125.00 IN RESTITUTION**

EXEMPT SIGNIFICANT TREE INCH REMOVALS
TREE INCHES OF SIGNIFICANT TREES TO BE REMOVED FOR WATER QUALITY TREATMENT PONDS, PUBLIC TRAILS OR SIDEWALKS AND RIGHTS OF WAY FOR ARTERIAL AND MAJOR COLLECTOR ROADWAYS SHALL BE EXEMPT FROM THE CALCULATION OF TOTAL SIGNIFICANT TREES ON SITE.

SIGNIFICANT TREE- ANY HEALTHY TREE MEASURING 8" DBH OR LARGER FOR DECIDUOUS TREES OR 4" DBH FOR CONIFEROUS TREES.

LEGEND

	PROPOSED	EXISTING
PROPERTY LIMIT		
CURB & GUTTER		
EASEMENT		
BUILDING		
RETAINING WALL		
WETLAND LIMITS		WL
TREELINE		
LANDSCAPE EDING		
STORM SEWER	D	
SANITARY SEWER	S	S
FORCEMAIN (SAN.)	LS	FM S
WATERMAIN		
YARDDRAIN		
LIMITS OF DISTURBANCE		
TREE PROTECTION FENCE	TP	
TREE TO BE REMOVED		
SIGN		
PIPE BOLLARD		
RIPRAP		

STANDARD DUTY ASPHALT PAVING
CONCRETE PAVING
CONCRETE SIDEWALK
PROPOSED DISTURBANCE ZONE

BLOCK 1, LOT 1 TREE CALCULATIONS

CALCULATIONS
MULTIFAMILY RESIDENTIAL

(A) TOTAL INCHES OF SIGNIFICANT TREES:	398 INCHES
(B) ALLOWABLE REMOVAL INCHES (50%)	199 INCHES
(C) ACTUAL REMOVAL INCHES (100%)	398 INCHES
(D) INCHES REMOVED ABOVE ALLOWABLE THRESHOLD	199 INCHES
(E) TOTAL REFORESTATION INCHES ((D)*1.25)	248.75 INCHES
(F) PROPOSED REFORESTATION INCHES*	SEE SHEET L1.01

BLOCK 1, LOT 2 TREE CALCULATIONS

CALCULATIONS
COMMERCIAL

(A) TOTAL INCHES OF SIGNIFICANT TREES:	209 INCHES
(B) ALLOWABLE REMOVAL INCHES (75%)	156.75 INCHES
(C) ACTUAL REMOVAL INCHES (26.9%)	31 INCHES
(D) INCHES REMOVED ABOVE ALLOWABLE THRESHOLD	0 INCHES
(E) TOTAL REFORESTATION INCHES ((D)*1.25)	-
(F) PROPOSED REFORESTATION INCHES	-

BLOCK 1, LOT 1, TREE INVENTORY

TAG	DBH	SPECIES	COMMON	STATUS	CLASS
4438	13.5	Pinus sylvestris	Scotch Pine	REMOVE	SIGNIFICANT
4439	14	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4440	9.5	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4441	12.5	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4442	13	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4443	10	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4444	13.5	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4445	9	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4446	9.5	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4447	12.5	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4448	12	Picea glauca	White Spruce	REMOVE	POOR/EXEMPT
4449	15.5	Picea pungens	Colorado Spruce	REMOVE	SIGNIFICANT
4450	17	Picea pungens	Colorado Spruce	REMOVE	SIGNIFICANT
4451	18	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4452	20	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4453	15	Picea glauca	White Spruce	REMOVE	SIGNIFICANT
4454	21	Acer saccharum	Sugar Maple	REMOVE	SIGNIFICANT
4455	7/12/18	Acer ginnala	Amur Maple	REMOVE	SIGNIFICANT
4456	16	Picea pungens	Colorado Spruce	REMOVE	SIGNIFICANT
4457	7/7/8.5	Malus spp.	Crabapple	REMOVE	SIGNIFICANT
4458	5/6/6.5/7	Malus spp.	Crabapple	REMOVE	SIGNIFICANT
4459	8/8/8/8	Malus spp.	Crabapple	REMOVE	SIGNIFICANT
4460	15	Picea pungens	Colorado Spruce	REMOVE	SIGNIFICANT
4461	17	Picea pungens	Colorado Spruce	REMOVE	SIGNIFICANT
4462	10.5	Picea glauca	White Spruce	REMOVE	SIGNIFICANT

BLOCK 1, LOT 2, TREE INVENTORY

TAG	DBH	SPECIES	COMMON	STATUS	CLASS
4426	17	*Picea pungens*	Colorado Spruce	PRESERVE	SIGNIFICANT
4427	6	*Picea pungens*	Colorado Spruce	REMOVE	DEAD/EXEMPT
4428	17	*Pinus nigra*	Austrian Pine	PRESERVE	SIGNIFICANT
4429	17.5	*Picea glauca*	White Spruce	PRESERVE	SIGNIFICANT
4430	16	*Picea glauca*	White Spruce	PRESERVE	SIGNIFICANT
4431	15	*Picea glauca*	White Spruce	PRESERVE	SIGNIFICANT
4432	16	*Pinus nigra*	Austrian Pine	PRESERVE	SIGNIFICANT
4433	15,5	*Picea glauca*	White Spruce	PRESERVE	SIGNIFICANT
4434	4,5/5/5	*Crataegus spp.*	Hawthorn	PRESERVE	SIGNIFICANT
4435	19	*Pinus nigra*	Austrian Pine	PRESERVE	SIGNIFICANT
4436	6/11	*Picea glauca*	White Spruce	PRESERVE	SIGNIFICANT
4437	14	*Picea pungens*	Colorado Spruce	REMOVE	SIGNIFICANT
4438	13.5	*Pinus sylvestris*	Scotch Pine	PRESERVE	SIGNIFICANT
4463	5.5/5.5/6	*Crataegus spp.*	Hawthorn	REMOVE	SIGNIFICANT

BLOCK 1, LOT 3 TREE CALCULATIONS

CALCULATIONS

(A) TOTAL INCHES OF SIGNIFICANT TREES:	16 INCHES
(B) ALLOWABLE REMOVAL INCHES (75%)	12 INCHES
(C) ACTUAL REMOVAL INCHES (26.9%)	0 INCHES
(D) INCHES REMOVED ABOVE ALLOWABLE THRESHOLD	0 INCHES
(E) TOTAL REFORESTATION INCHES ((D)*1.25)	-
(F) PROPOSED REFORESTATION INCHES	-

BLOCK 1, LOT 3, TREE INVENTORY

TAG	DBH	SPECIES	COMMON	STATUS	CLASS
4464	16	*Picea pungens*	Colorado Spruce	PRESERVE	SIGNIFICANT

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CITY PROJECT NO. 2025042

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DESIGNED BY	SG
CHECKED BY	JRW
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TREE PRESERVATION PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

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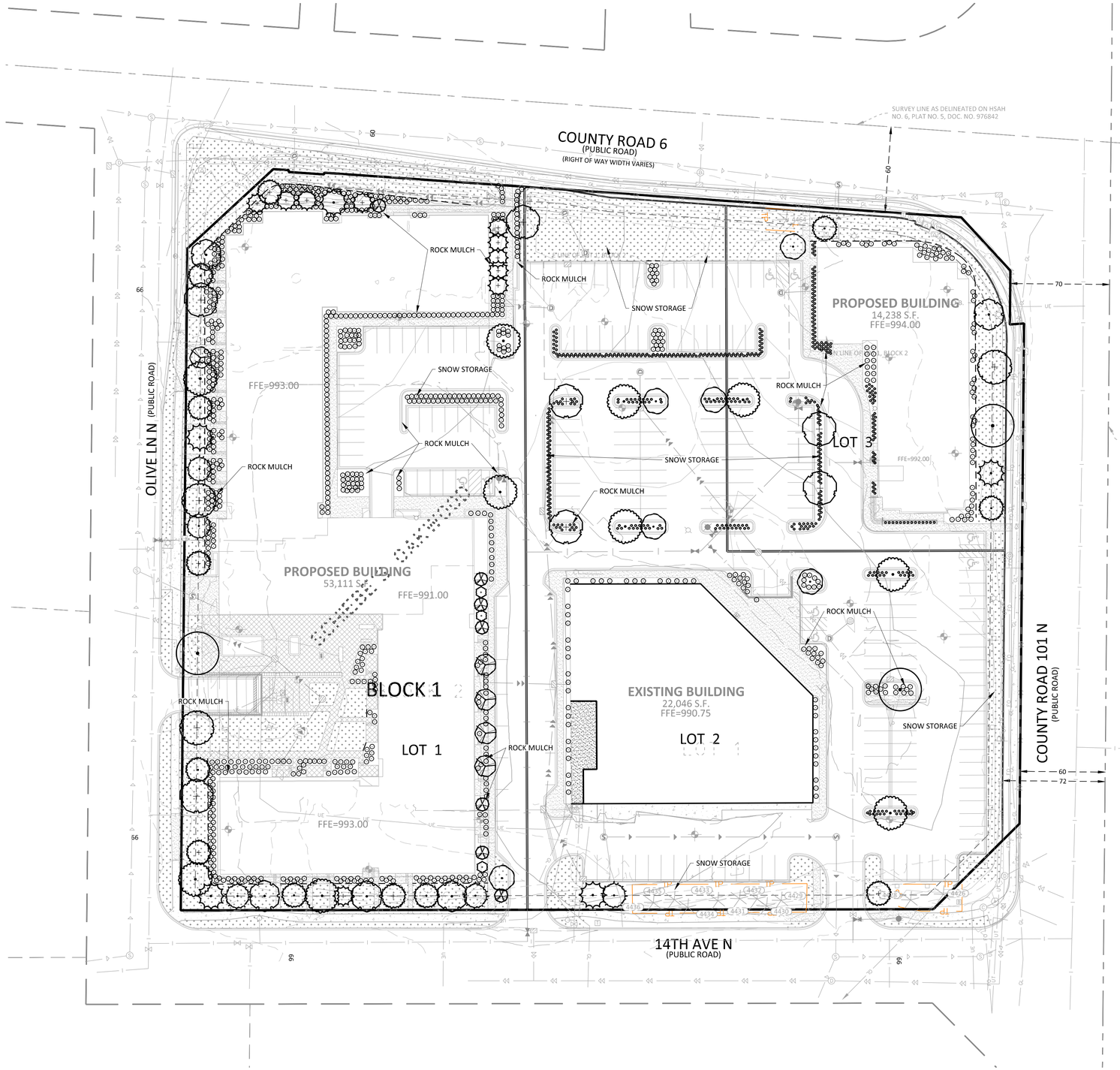

LOT 1 PLANT SCHEDULE

PLANT SCHEDULE LOT 1

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
TREES					
	SG	Acer freemanii `Sienna Glen` / Sienna Glen Maple	B & B	3.5"Cal	1
	CM	Acer x freemanii `Armstrong` / Armstrong Freeman Maple	B & B	2.5"Cal	1
	GB	Ginkgo biloba `Autumn Gold` TM / Maidenhair Tree	B & B	2.5"Cal	3
	GDU	Gymnocladus dioicus `UMNSynergy` / True North™ Kentucky Coffeetree	B & B	3.5"Cal	4
	BO	Quercus macrocarpa / Burr Oak	B & B	2.5"Cal	2
	RP	Quercus robur x warei`Long` / Regal Prince Oak	B & B	2.5"Cal	3
	BL	Tilia americana `Boulevard` / Boulevard Linden	B & B	3.5"Cal	5
		SUBTOTAL:			19
CONIFERS					
	BF	Abies balsamea / Balsam Fir	B & B	6`	10
	NS	Picea abies / Norway Spruce	B & B	6`	4
	BS	Picea glauca densata / Black Hills Spruce	B & B	6`	3
	AP	Pinus nigra / Austrian Black Pine	B & B	6`	4
	PSP	Pinus strobus `Patton's Silver Splendor` / Silver Splendor White Pine	B & B	6`	5
		SUBTOTAL:			26
ORN. TREES					
	RE	Cercis canadensis / Eastern Redbud	B & B	2"Cal	7
	JL	Syringa reticulata / Japanese Tree Lilac	B & B	2"Cal	5
		SUBTOTAL:			12
SHRUBS					
	SHRB	Shrub	5 gal		680
		SUBTOTAL:			680
SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT		
GROUND COVERS					
	TUR HIG	Turf Sod Highland Sod / Sod	Sod		

LOT 2 PLANT SCHEDULE

PLANT SCHEDULE LOT 2

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
TREES					
	SG	Acer freemanii `Sienna Glen` / Sienna Glen Maple	B & B	3.5"Cal	1
	CM	Acer x freemanii `Armstrong` / Armstrong Freeman Maple	B & B	2.5"Cal	4
	GB	Ginkgo biloba `Autumn Gold` TM / Maidenhair Tree	B & B	2.5"Cal	2
	BL	Tilia americana `Boulevard` / Boulevard Linden	B & B	3.5"Cal	4
		SUBTOTAL:			11
CONIFERS					
	NS	Picea abies / Norway Spruce	B & B	6`	1
	BS	Picea glauca densata / Black Hills Spruce	B & B	6`	1
	AP	Pinus nigra / Austrian Black Pine	B & B	6`	1
		SUBTOTAL:			3
SHRUBS					
	SHRB	Shrub	5 gal		116
		SUBTOTAL:			116
GRASSES					
	GRS	Grass	#1		264
		SUBTOTAL:			264
SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT		
GROUND COVERS					
	TUR HIG	Turf Sod Highland Sod / Sod	Sod		

LOT 3 PLANT SCHEDULE

PLANT SCHEDULE LOT 3

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
TREES					
	SG	Acer freemanii `Sienna Glen` / Sienna Glen Maple	B & B	3.5"Cal	1
	CM	Acer x freemanii `Armstrong` / Armstrong Freeman Maple	B & B	2.5"Cal	1
	GB	Ginkgo biloba `Autumn Gold` TM / Maidenhair Tree	B & B	2.5"Cal	2
	GDU	Gymnocladus dioicus `UMNSynergy` / True North™ Kentucky Coffeetree	B & B	3.5"Cal	1
	BO	Quercus macrocarpa / Burr Oak	B & B	2.5"Cal	1
	BL	Tilia americana `Boulevard` / Boulevard Linden	B & B	3.5"Cal	1
		SUBTOTAL:			7
CONIFERS					
	BS	Picea glauca densata / Black Hills Spruce	B & B	6`	1
	PSP	Pinus strobus `Patton's Silver Splendor` / Silver Splendor White Pine	B & B	6`	2
		SUBTOTAL:			3
SHRUBS					
	SHRB	Shrub	5 gal		75
		SUBTOTAL:			75
GRASSES					
	GRS	Grass	#1		245
		SUBTOTAL:			245
SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT		
GROUND COVERS					
	TUR HIG	Turf Sod Highland Sod / Sod	Sod		

LEGEND

	PROPOSED	EXISTING
PROPERTY LIMIT		
CURB & GUTTER		
EASEMENT		
BUILDING		
RETAINING WALL		
WETLAND LIMITS		WL
TREELINE		
LANDSCAPE EDING		
STORM SEWER	D	
SANITARY SEWER	S	S
FORCEMAIN (SAN.)	LS FM	S
WATERMAIN		
YARDDRAIN		
LIMITS OF DISTURBANCE		
TREE PROTECTION FENCE	TP	
TREE TO BE REMOVED		
SIGN		
PIPE BOLLARD		
RIPRAP		
STANDARD DUTY ASPHALT PAVING		
CONCRETE PAVING		
CONCRETE SIDEWALK		

NORTH

0 40 80

SCALE IN FEET

PLYMOUTH LANDSCAPE CODE

UP TO *50% OF OVERSTORY TREES MAY BE SUBSTITUTED* WITH ORNAMENTALS OR SHRUBS, AT A RATE OF 3:1 ORNAMENTAL TO OVERSTORY TREE SUBSTITUTION
10:1 SHRUBS TO OVERSTORY TREE SUBSTITUTION

BLOCK 1, LOT 1	REQUIRED	PROPOSED	EXISTING	TOTAL PROVIDED
MULTI-FAMILY RESIDENTIAL LANDSCAPE CALCULATIONS				
ONE OVERSTORY TREE PER 1.5 UNITS				
APARTMENT BUILDING (193 UNITS)	290 TREES	117 TREES	-	117 TREES
DECIDUOUS TREES	(25%) 73 TREES	19 TREES		
CONIFEROUS TREES	(25%) 73 TREES	26 TREES		
ORNAMENTAL TREES	-	12 (4 TREES)		
SHRUBS	-	680 (68 TREES)		
REMAINING TREES NEEDED TO MEET REQUIREMENT				
REQUIRED TREES (290) - PROPOSED TREES (117) =				
173 TREES, 2.5" CAL				

BLOCK 1, LOT 2	REQUIRED	PROPOSED	EXISTING	TOTAL PROVIDED
COMMERICAL LANDSCAPE CALCULATIONS				
1 OVERSTORY TREE PER 1,000 SF GROSS BUILDING FOOTPRINT				
COMMERCIAL BUILDING - 22,046 SF	23 TREES	14 TREES	10 TREES	24 TREES
DECIDUOUS TREES	(25%) 6 TREES	11 TREES		
CONIFEROUS TREES	(25%) 6 TREES	3 TREES	10 TREE	
ORNAMENTAL TREES	-	-		
SHRUBS	-	-		

BLOCK 1, LOT 3	REQUIRED	PROPOSED	EXISTING	TOTAL PROVIDED
COMMERICAL LANDSCAPE CALCULATIONS				
1 OVERSTORY TREE PER 1,000 SF GROSS BUILDING FOOTPRINT				
COMMERCIAL BUILDING - 14,238 SF	15 TREES	14 TREES	1 TREE	15 TREES
DECIDUOUS TREES	(25%) 4 TREES	4 TREES		
CONIFEROUS TREES	(25%) 4 TREES	3 TREES	1 TREE	
ORNAMENTAL TREES	-	-		
SHRUBS	-	75 (7 TREES)		

PLYMOUTH REFORESTATION CODE

LOT 1 TREE REFORESTATION CALCULATIONS -

(A) TOTAL INCHES OF SIGNIFICANT TREES ON SITE:	398 INCHES
(B) ALLOWABLE REMOVAL INCHES (50%)	199 INCHES
(C) ACTUAL REMOVAL INCHES (100%)	398 INCHES
(D) INCHES REMOVED ABOVE ALLOWABLE THRESHOLD	199 INCHES
(E) TOTAL REFORESTATION INCHES ((D)*1.25)	**248.75 INCHES**
(F) PROPOSED REFORESTATION INCHES	**146.5 INCHES**
(G) REMAINING MITIGATION INCHES	**102.25 INCHES**

CANOPY TREES
3.5" CALIPER TREES * 10 = 35 INCHES
2.5" CALIPER TREES * 9 = 22.5 INCHES
CONIFERS
6' (2.5" CAL) * 26 = 65 INCHES
ORNAMENTAL
2" * 12 = 24 INCHES

TOTAL PROPOSED TREE CALIPER PLANTINGS = 146.5 INCHES

NOTE*
NO SNOW STORAGE SHALL BE ALLOWED WITHIN ANY PARKING STALL.

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Landscape Architect under the laws of the State of Minnesota.

Print Name: _____

Date _____ License # _____

NOT FOR CONSTRUCTION

DATE ISSUED
9/18/2025
DESIGN REVIEW
PERMIT SUBMITTAL
CONSTRUCTION DOCUMENTS

DRAWN BY
DA
DESIGNED BY
TC
CHECKED BY
MS
PROJECT NO.
53814

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LANDSCAPE & REFORESTATION PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
L1.01
17 OF 20
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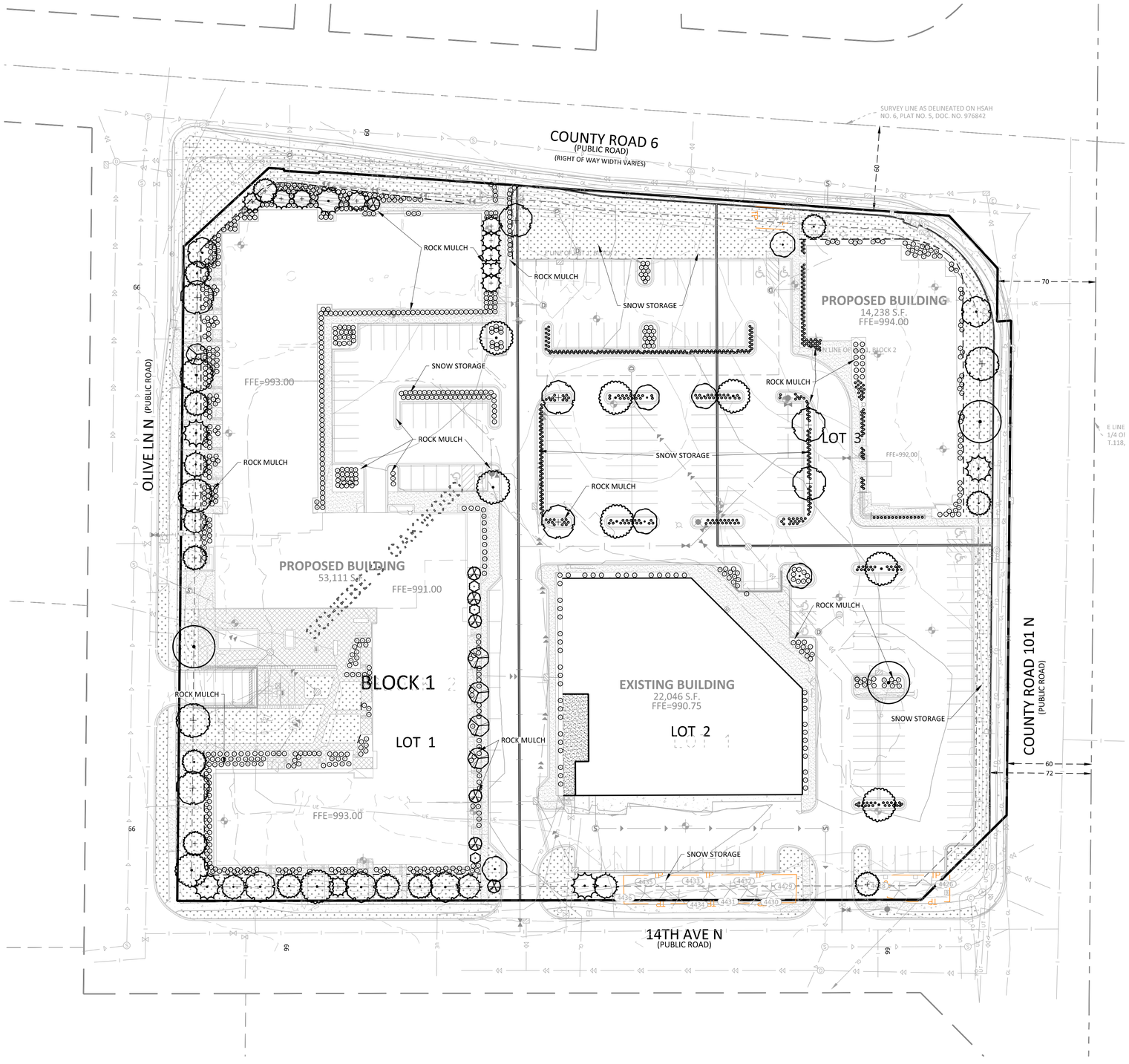

LEGEND

	PROPOSED	EXISTING
PROPERTY LIMIT		
CURB & GUTTER		
EASEMENT		
BUILDING		
RETAINING WALL		
WETLAND LIMITS		WL
TREELINE		
LANDSCAPE EDGING		
STORM SEWER	D	
SANITARY SEWER	S	S
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TREE PROTECTION FENCE	TP	
TREE TO BE REMOVED		
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RIPRAP		

STANDARD DUTY ASPHALT PAVING	
CONCRETE PAVING	
CONCRETE SIDEWALK	

PLANT SCHEDULE

NORTH

0 40 80
SCALE IN FEET

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Landscape Architect under the laws of the State of Minnesota.

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DRAWN BY	DA
DESIGNED BY	TC
CHECKED BY	MS
PROJECT NO.	53814

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SHRUB & GROUNDCOVER PLAN

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Catalog #: _____ Project: _____ Type: _____

Prepared By: _____ Date: _____

V-Locity® Small (VALS)

Outdoor LED Area Light

OVERVIEW	
Lumen Package	6,000 - 27,000
Wattage Range	36 - 178
Efficacy Range (LPW)	96 - 171
Weight lbs(kg)	20 (9)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical units. Cast aluminum wiring access door located underneath.
- Self-contained optic, board and heat sink assembly can be rotated or replaced in the field.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: TBD lbs in carton.

Optical System

- State-of-the-Art acrylic optics delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary refractor optics provide exceptional coverage and uniformity in distribution types 2, 3M, 3W, 4M, 4W, 4F, FTM, SQN, SQM, SQ, SQW, AM, WF and LC/RC.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377 as well as phosphor converted amber.
- Minimum CRI of 80 (optional 70 CRI for 5000K, 4000K, and 3000K).
- Factory or field installable integral shielding available for enhanced spill light control.
- Zero Uplight (excludes adjustable arms).

Electrical

- High-performance driver features over-voltage, under voltage, short-circuit and over temperature protection.
- 0-10 volt dimming (10% - 100%) standard, must specify EXT option for dimming leads to be extended to fixture exterior.
- Standard Universal Voltage (120-277 VAC) input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/EEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integral passive infrared Bluetooth® motion and photocell sensor. Fixtures operate independently and can be commissioned via IOS or Android configuration app.
- AirLink™ Blue wireless control system with technology partner Silvair incorporates Luminaire Level Lighting Controls (LLLC) and high-end trim

Installation

- RED/Mount pole mount arm allows for a true one person installation.
- Side arm pole mount designed to mount to square or round poles.
- Pole mount arms can accommodate pole drill patterns from 2.4 to 5" on center and utilizes LSI's reduced B3 or traditional B5 drill patterns.
- Additional mounting options are available including a mast arm or adjustable slip fitter that allow for luminaire attachment to a 2 3/8" tenon or mast arm.
- Adjustable arms allow for 65° of tilt (-5°below horizontal to +60° above horizontal) in 5° increments.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- DarkSky approved with 3000K or warmer color temperature selection and fixed mounting arms / non-adjustable brackets.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications are qualified.

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V-Locity® Small (VALS) Outdoor LED Area Light

Type: _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

SEE LUMINAIRE SCHEDULE BELOW FOR SPECIFIC LIGHT ORDERING INFORMATION

Back to Quick Links

TYPICAL ORDER EXAMPLE: VALS 18L 4W UNV 40K8 BLK SA ALBMS2LR IS

Prefix	Lumen Package	Distribution	Orientation¹	Voltage	Color Temp / Rendering	Finish
VALS – V-Locity Area Light Small	6L – 6,000 lms, 36W 9L – 9,000 lms, 54W 12A – 12,000 lms, 74W 15A – 15,000 lms, 93W 18L – 18,000 lms, 111W 23 – 23,000 lms, 135W 24L – 24,000 lms, 155W 27A – 27,000 lms, 178W Custom Lumen Packages²	2 – Type 2 3M – Type 3 Medium 3W – Type 3 Wide 4M – Type 4 Medium 4F – Type 4 Forward 4W – Type 4 Wide FTM – Forward Throw Medium SQN – Type 5 Square Narrow SQM – Type 5 Square Medium SQ – Type 5 Square SQW – Type 5 Square Wide AM – Automotive Merchandise WF – Wall Wide Flood LC – Left Corner RC – Right Corner	(Blank) – Standard L – Optics rotated left 90° R – Optics rotated right 90°	UNV – Universal Voltage (120-277V) HV – High Voltage (347-480V)	50K7 – 5000 CCT – 70 CRI 50K8 – 5000 CCT – 80 CRI 40K7 – 4000 CCT – 70 CRI 40K8 – 4000 CCT – 80 CRI 35K8 – 3500 CCT – 80 CRI ZonTune – Approved CCT's 30K7 – 3000 CCT – 70 CRI 30K8 – 3000 CCT – 80 CRI 27K8 – 2700 CCT – 80 CRI	BLK – Black BRZ – Dark Bronze GPG – Gun Metal Gray GPT – Graphite MSV – Metallic Silver PLP – Platinum Plus SVG – Satin Verde Green WHT – White

Mounting	Controls (Choose One)	Options
SA – Universal Side Arm Pole Mount SF – Adjustable Slip Fitter UA – Universal Adjustable Pole Mount Arm RA – Mast Arm	(Blank) – None **Wireless Controls Systems** ACLC – AirLink Synapse Control System ACSC2 – AirLink Synapse Control System with 12-20' MH Motion Sensor ACSC4 – AirLink Synapse Control System with 20-40' MH Motion Sensor ALBMS2LR – AirLink Blue Long Range Wireless Multi-Range Sensor Controller (8-15' MH)² ALBMS2LR – AirLink Blue Long Range Wireless Multi-Range Sensor Controller (15-40' MH)² **Stand-Alone Controls** EXT – 0-10v Dimming leads extended to housing exterior CRTP – 7 Pin Control Receptacle ANSI C136.41³ IMSBT1 – Integral Bluetooth® Motion and Photocell Sensor (8-24' MH)² IMSBT2 – Integral Bluetooth® Motion and Photocell Sensor (25-40' MH)² PCBI – 120-277 Button Photocell PCSU – 347V Button Photocell	IS – Integral Shield² TE – Tooless Entry (Must Arm Only)

Need more information? Click here for our glossary

Have additional questions? Call us at (800) 436-7800

Accessory Ordering Information⁴

CONTROLS ACCESSORIES	
Description	Order Number
Twist Lock Photocell (120V) for use with CRTP	122514
Twist Lock Photocell (208-277) for use with CRTP	122515
Twist Lock Photocell (347V) for use with CRTP	122516
Twist Lock Photocell (480V) for use with CRTP	122580
AirLink 3 Pin Twist Lock Controller	660439
AirLink 7 Pin Twist Lock Controller	660440
Shorting Cap for use with CRTP	149528

FIXING OPTIONS⁷	
Description	Order Number
Single Fusing (120V)	See Fusing Accessory Guide
Single Fusing (277V)	
Double Fusing (120V, 240V)	
Double Fusing (480V)	
Double Fusing (347V)	

EXTERNAL SHIELDING OPTIONS	
Description	Order Number
12" External Shield	See Shielding Guide
3" External Shield	

1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not SKU listed.
2. Not available on Type 5 or wide flood distributions.
3. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
4. Motion sensors are field configurable via the CLS app that can be downloaded from your smartphone's native app store.
5. Accessories are shipped separately and field installed.
6. "FOR" denotes finish. See finish options.
7. Fusing must be located in hand hole of pole. See Fusing Accessory Guide for compatability.

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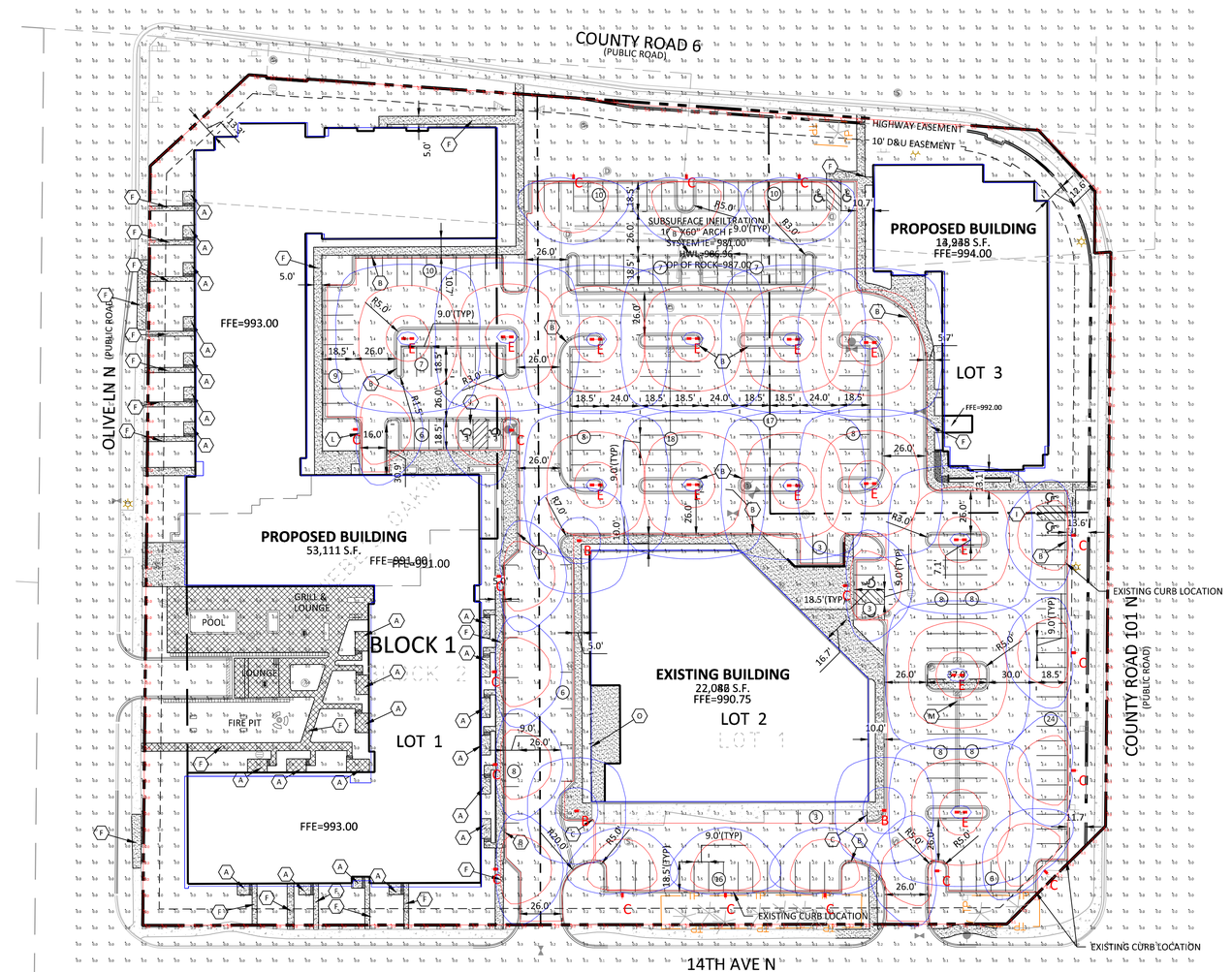

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL CALCS AT GRADE	Illuminance	Fc	0.61	3.2	0.0	N.A.	N.A.	0
BOUNDARY	Illuminance	Fc	0.04	0.7	0.0	N.A.	N.A.	N.A.
PARKING LOT	Illuminance	Fc	1.58	3.2	0.4	3.95	8.00	

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	3	B	Single	VALS-06L-5Q-30K8	20'	0.940	5179	36	B2-U0-G1
	18	C	Single	VALS-06L-FTM-30K8-IS	20'	0.940	3793	36	B0-U0-G1
	13	E	D180°	VALS-06L-5Q-30K8	20'	0.940	10358	72	B2-U0-G1

LIGHTING NOTES

1. LIGHTING ZONE - LZ2
2. HARDSCAPE AREA = 2.98 AC. = 129,809 SQ. FT
3. ALLOWED LUMENS = 129,809 SQ. FT. x 2.5 = 324,523 LUMENS
4. REFER TO LUMINAIRE SCHEDULE FOR TYPE, DESCRIPTION, QUANTITY, AND MOUNTING HEIGHT. MOUNTING HEIGHT IS PER BACKLIGHT, UPLIGHT, AND GLARE (BUG) REGULATIONS.
5. CORRELATED COLOR TEMPERATURE (CCT) SHALL BE 4K CCT.
6. COLOR RENDERING INDEX (CRI) SHALL BE 80CRI.
7. BACKLIGHT SHIELDS SHALL BE INSTALLED ON ALL C FIXTURES (VALS-06L-FTM-30K8-IS).
8. LIGHTING CONTROLS: PHOTOCELL CONTROL. LIGHTING SYSTEM FOR NON-RESIDENTIAL PROPERTIES SHALL BE EXTINGUISHED OR REDUCED IN LIGHTING BY AT LEAST 50 PERCENT BEGINNING AT CURFEW AND CONTINUING UNTIL DAWN OR START OF BUSINESS, WHICHEVER IS SOONER. THE REDUCTION SHALL BE DETERMINED AS AN OVERALL AVERAGE FOR A SITE. WHEN POSSIBLE, THE LIGHTING SYSTEM SHOULD BE TURNED OFF ENTIRELY. LZ2, THE LATER OF 10:00 P.M. OR CLOSE OF BUSINESS

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of "U0" most closely matches the old Full Cutoff rating.

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

AS OF 9/18/2025 FOR CONSTRUCTION

Print Name: _____

Date _____ License # _____

DATE ISSUED	DRAWN BY
9/18/2025	SA
~~SUBMITTAL~~	DESIGNED BY
~~PERMIT RESUBMITTAL~~	SG
CONSTRUCTION DOCUMENTS	CHECKED BY
	JWS
PROJECT NO.	
53814	

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PHOTOMETRIC PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

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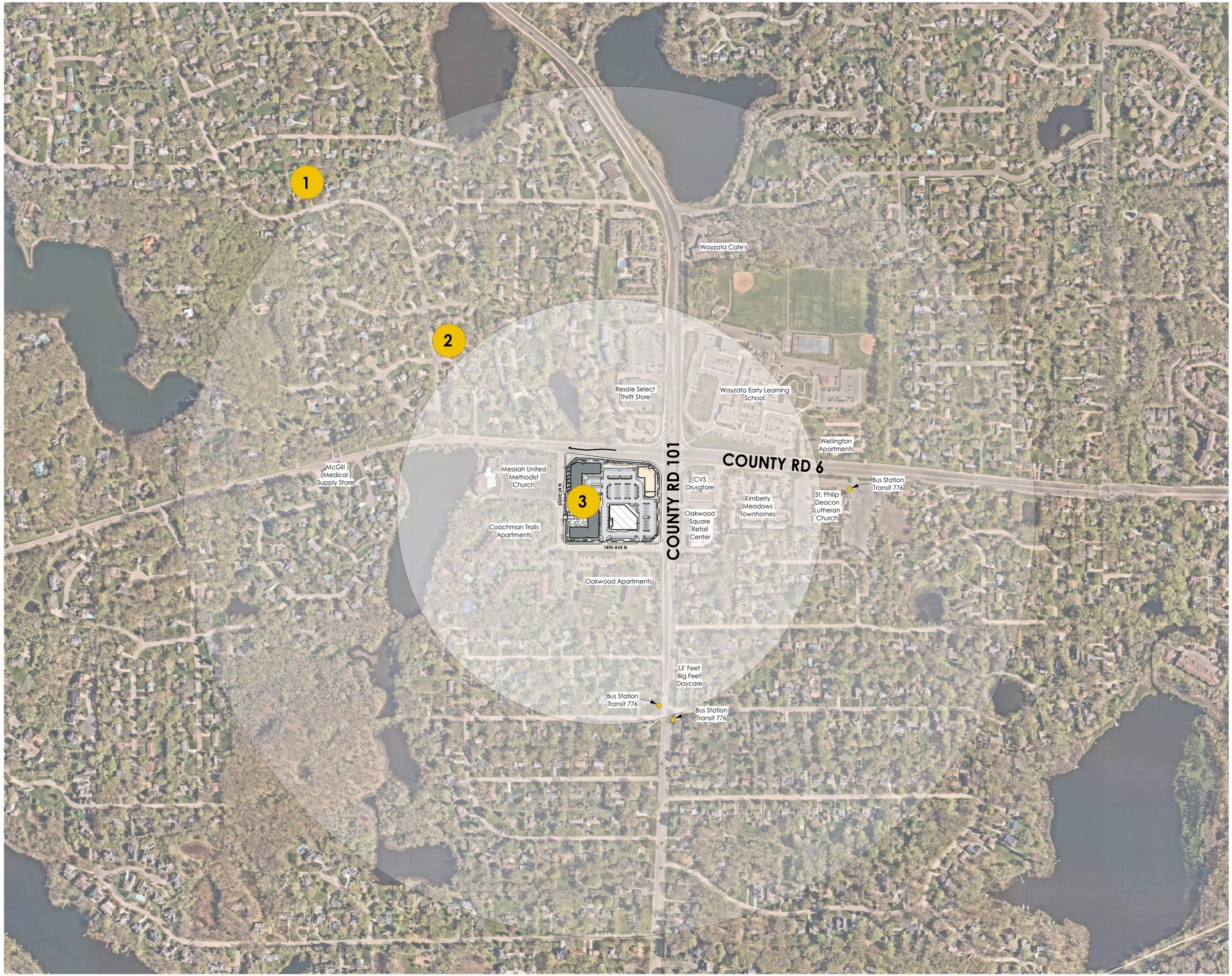

1 PUD -Site Proximity Map

SCALE 1" = 300'-0"

1 AMENITY OPTIONS - MOBILITY PROXIMITY TO SERVICES

- Messiah United Methodist Church
- Coachman Trails Apartments
- Oakwood Square Retail Center
- CVS Pharmacy
- Kimberly Meadows Townhomes
- Wayzata Early Learning School
- Resale Select Thrift Store
- Interfaith Outreach & Community Partners
- Wayzata Cafe's
- St. Philip the Deacon Lutheran Church
- Bus Stations - Transit 776
- Lil' Feet, Big Feet Daycare

2 AMENITY OPTIONS - MOBILITY TRANSIT

3 AMENITY OPTIONS - MOBILITY BIKE STORAGE

TMA

Tushie Montgomery Architects
7645 Lyndale Ave S Suite 100
Minneapolis, MN 55423

Prepared For

MITHUN COMPANIES
MARCO MCLANE DEVELOPMENT

Project

Plymouth Plaza Mixed Use Project
1455 County Rd 101, Plymouth, MN 55447

City of Plymouth
Project Number: 2025042

Phase

Preliminary PUD

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Issuance

Preliminary PUD Submittal 09.18.2025
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Revisions

225004A

Proximity Plan

A01

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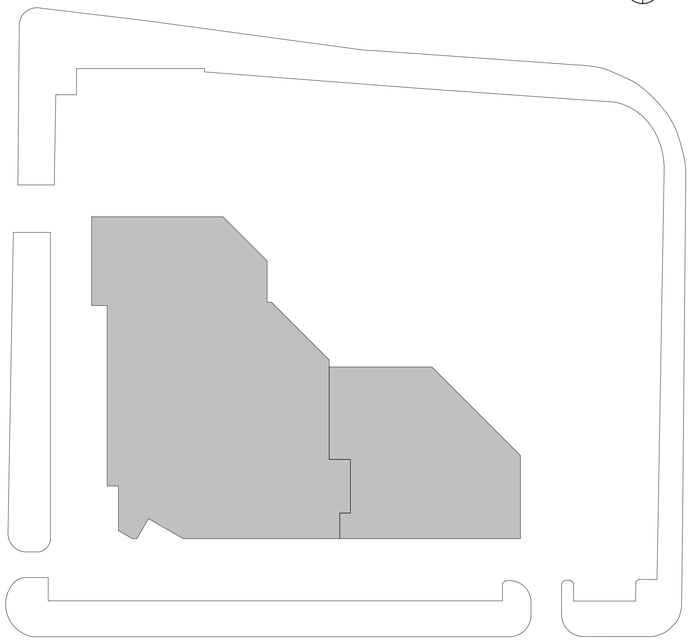
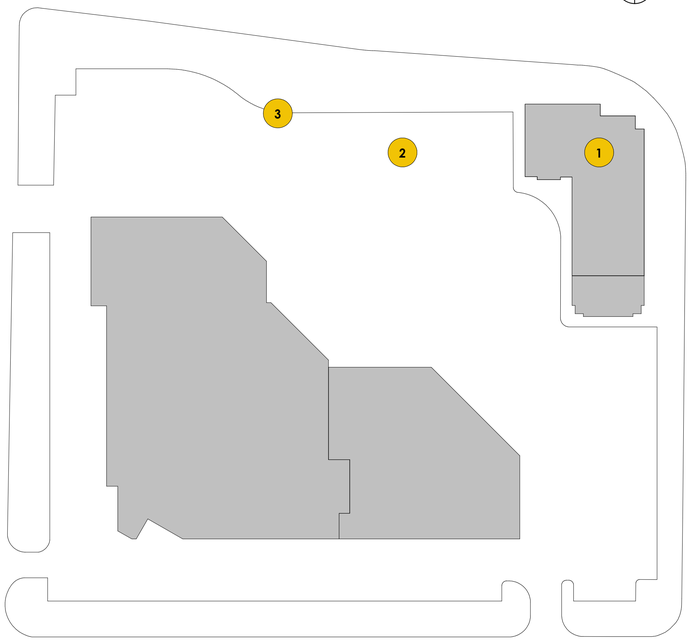
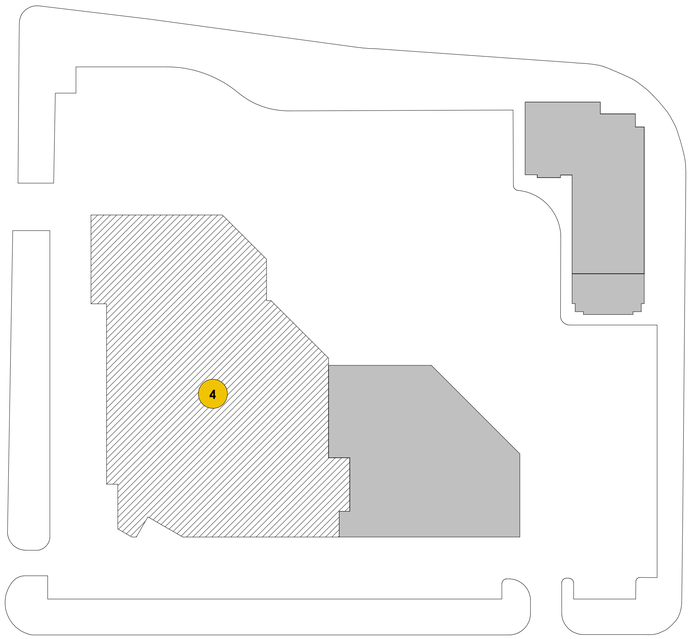
EXISTING CONDITIONS



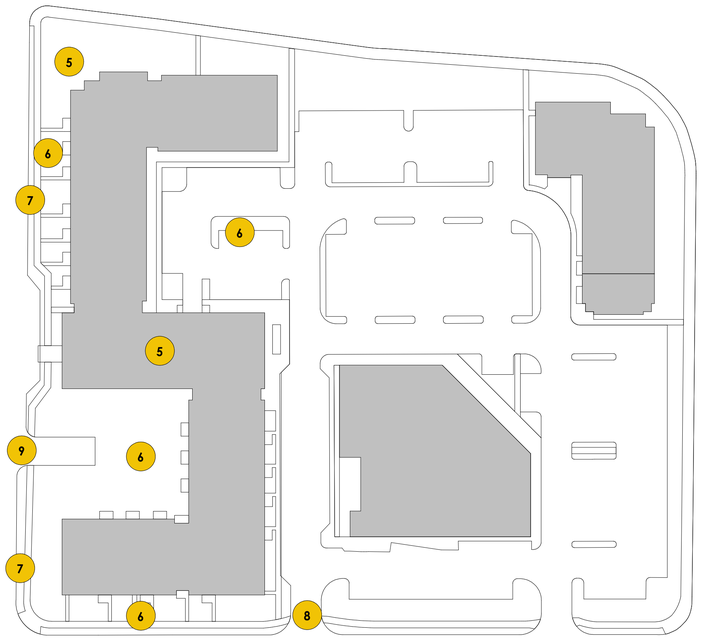
PHASE 1 - NEW RETAIL CONSTRUCTION



PHASE 2 - DEMO PORTION OF EXISTING RETAIL



PHASE 3 - MULTIFAMILY CONSTRUCTION



PHASE 1 - NEW RETAIL CONSTRUCTION

1. New retail building construction in NE corner of site
2. Build out new surface parking on northern edge of site
3. Build new curb edge condition at northern edge of site

PHASE 2 - DEMO PORTION OF EXISTING RETAIL

4. Demolish portion of existing retail building

PHASE 3 - MULTIFAMILY CONSTRUCTION

5. New Multifamily construction on western portion of site
6. New Parking, site work, and landscaping associated with the new multifamily building
7. Removal of existing curb cut
8. New curb cut
9. New garage entry to below grade parking at Multifamily building

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MARCO MCLANE DEVELOPMENT

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1455 County Rd 101, Plymouth, MN 55447

City of Plymouth
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Phase

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Phasing Diagrams

A02

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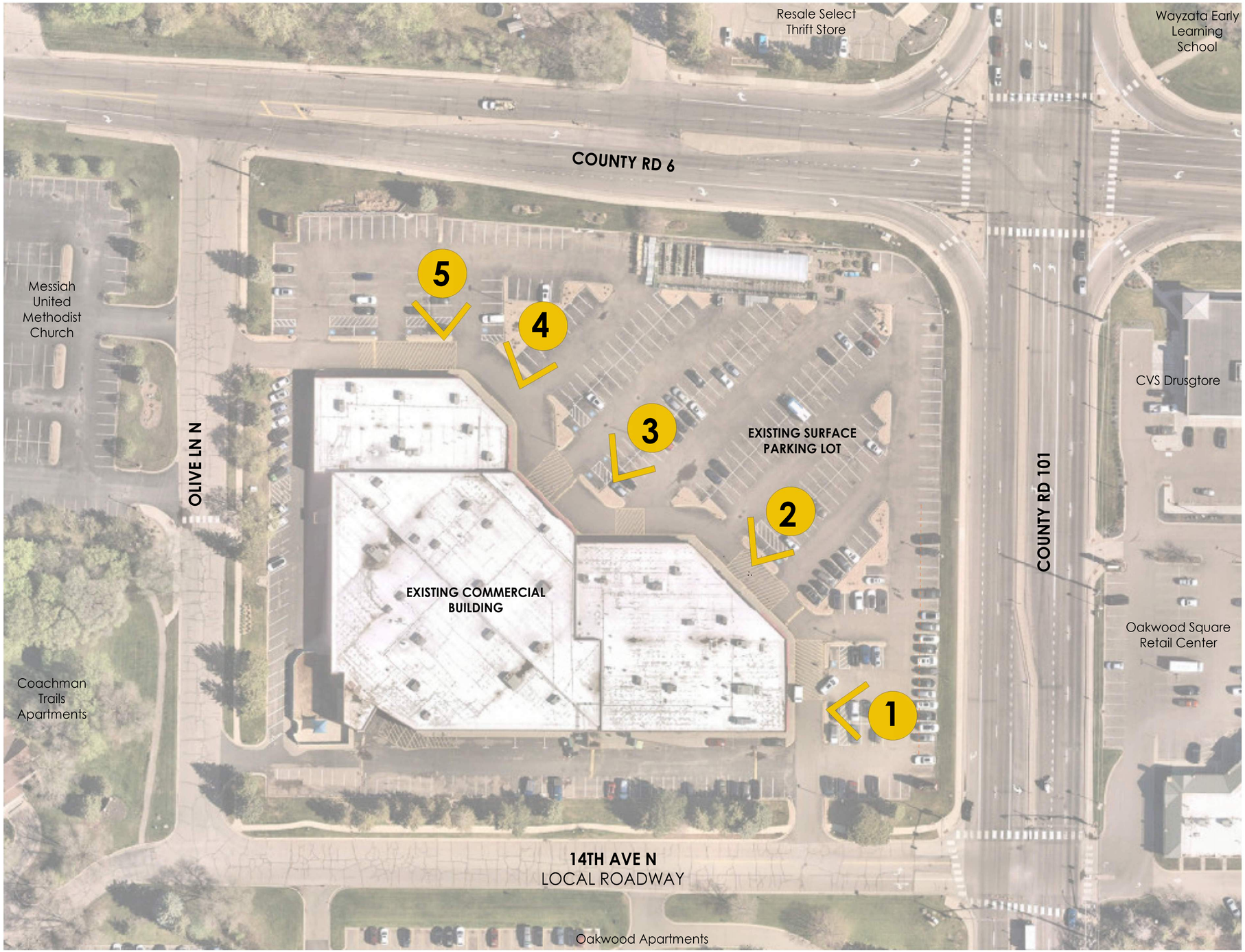

1 PUD - Existing Conditions Map

SCALE 1" = 40'-0"

1

EXISTING PHOTO - EAST FACADE

2

EXISTING PHOTO - NORTHEAST FACADE

3

EXISTING PHOTO - EAST FACADE

4

EXISTING PHOTO - EAST FACADE

5

EXISTING PHOTO - NORTH FACADE

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Existing Conditions

A03

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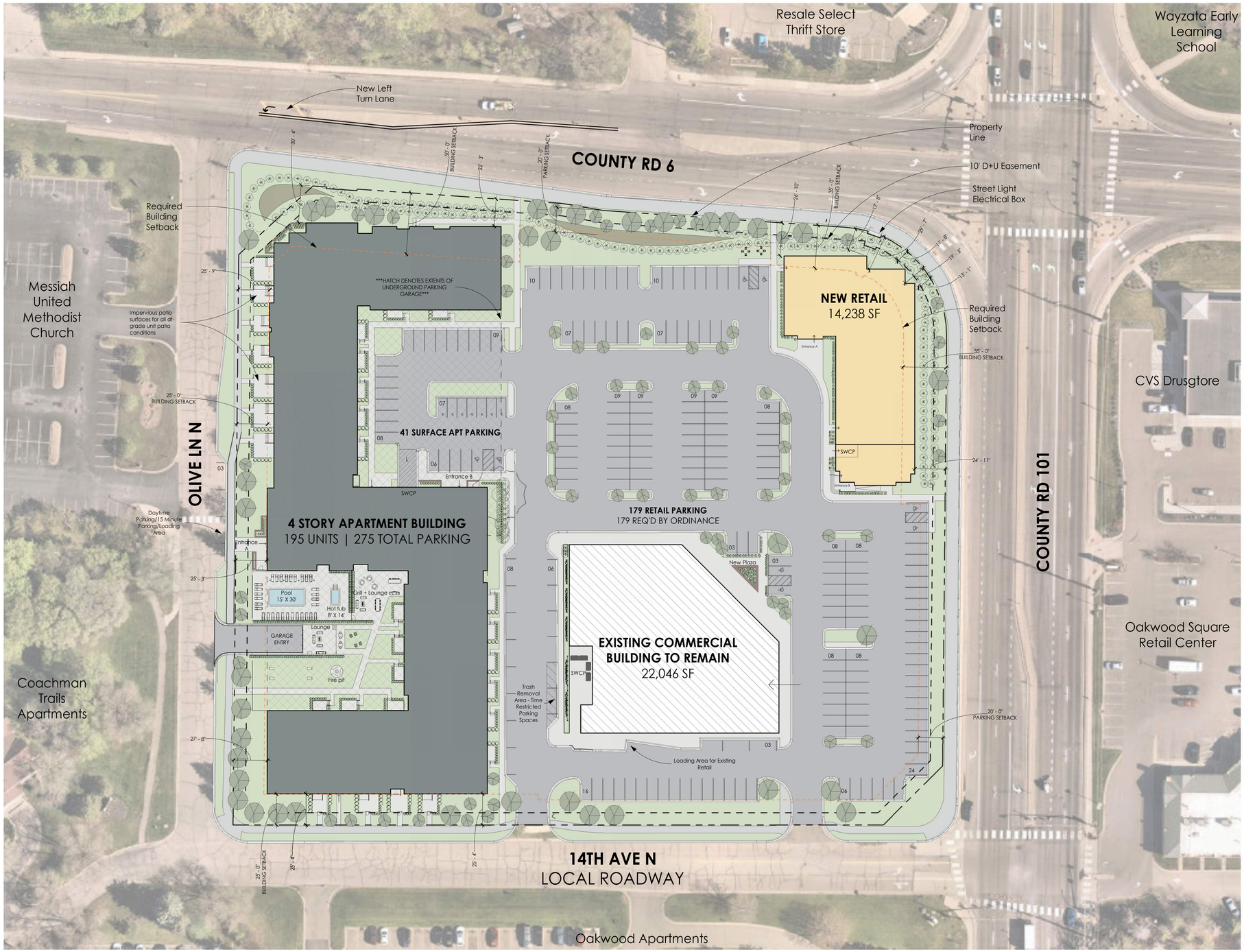
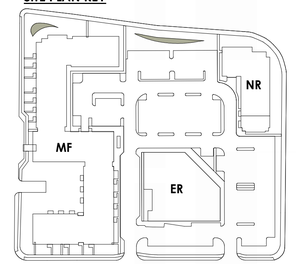


1 PUD - Architectural Site Plan

SCALE 1" = 40'-0"

SITE PLAN KEY



PARKING SUMMARY

AUTOMOBILE PARKING : APARTMENT GARAGE	
STANDARD	165 STALLS
COMPACT	64 STALLS
ADA ACCESSIBLE	05 STALLS
TOTAL PARKING PROVIDED	**234 STALLS**
AUTOMOBILE PARKING: APARTMENT SURFACE LOT	
STANDARD	32 STALLS
COMPACT	07 STALLS
ADA ACCESSIBLE	02 STALLS
TOTAL PARKING PROVIDED	**41 STALLS**
TOTAL APARTMENT PARKING	**275 STALLS**
RATIO - TOTAL:	1.41 CARS / UNIT
RATIO - ENCLOSED:	1.2 CARS / UNIT
AUTOMOBILE PARKING: RETAIL SURFACE LOT	
STANDARD	173 STALLS
ADA ACCESSIBLE	06 STALLS
TOTAL PARKING PROVIDED	**179 STALLS**
PROJECT TOTAL:	**454 STALLS**

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Architectural Site Plan

A04

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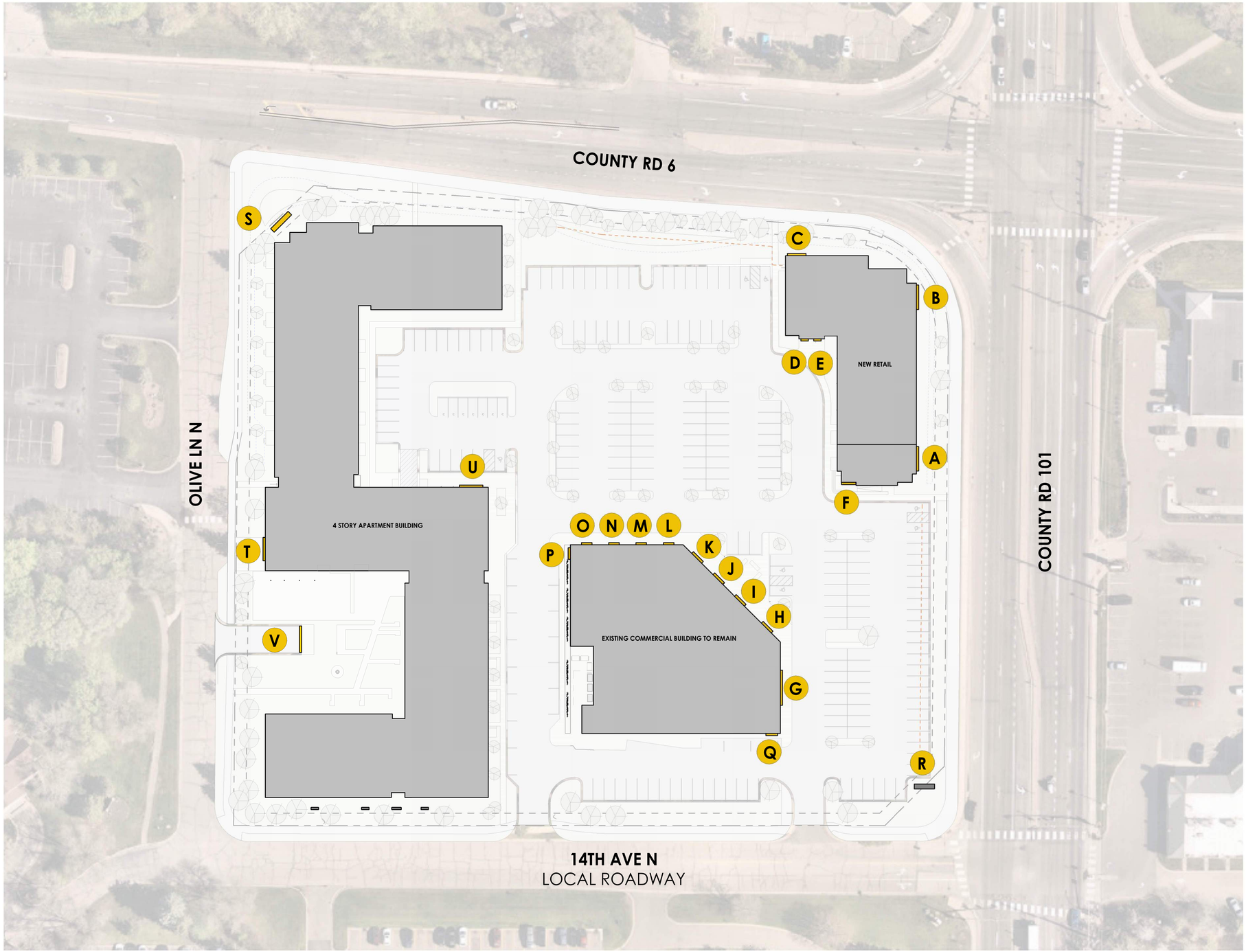

SIGNAGE PLAN KEY (NEW RETAIL)

A	SIGNAGE A (61 SF/2.5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
B	SIGNAGE B (61 SF/2.5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
C	SIGNAGE C (52.5 SF/5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
D	SIGNAGE D (9 SF/2.5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
E	SIGNAGE E (9 SF/2.5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
F	SIGNAGE F (59 SF/5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE

SIGNAGE PLAN KEY (EXISTING RETAIL)

G	SIGNAGE G (57 SF/5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
H	SIGNAGE H (22.5 SF/1.25% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
I	SIGNAGE I (22.5 SF/1.25% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
J	SIGNAGE J (22.5 SF/1.25% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
K	SIGNAGE K (22.5 SF/1.25% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
L	SIGNAGE L (17 SF/1.25% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
M	SIGNAGE M (17 SF/1.25% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
N	SIGNAGE N (17 SF/1.25% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
O	SIGNAGE O (17 SF/1.25% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
P	SIGNAGE P (117 SF/5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
Q	SIGNAGE Q (121 SF/5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE
R	SIGNAGE R (32 SF) - DEMO EXISTING MONUMENT SIGN, NEW MONUMENT SIGN IN THE SAME LOCATION

SIGNAGE PLAN KEY (RESIDENTIAL)

S	SIGNAGE S - PROPOSED RESIDENTIAL MONUMENT SIGN
T	SIGNAGE T (6 SF) - PROPOSED CANOPY MOUNTED SIGNAGE @ BUILDING ENTRY
U	SIGNAGE U (34 SF/5% OF WALL) - PROPOSED WALL MOUNTED SIGNAGE @ BUILDING ENTRY
V	SIGNAGE D (6 SF) - PROPOSED CANOPY MOUNTED SIGNAGE @ GARAGE ENTRY

1 PUD - Architectural Signage Plan

SCALE 1" = 40'-0"

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Architectural Signage Plan

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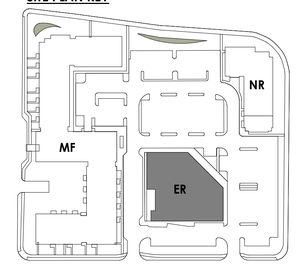
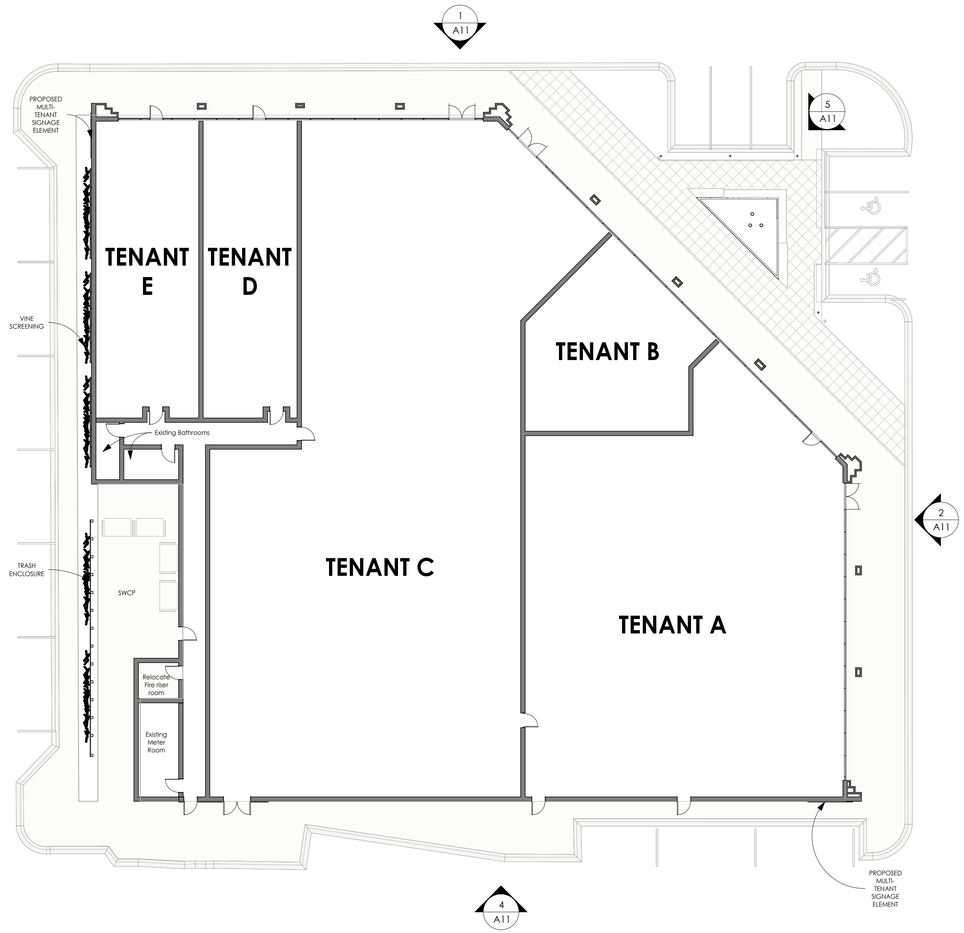
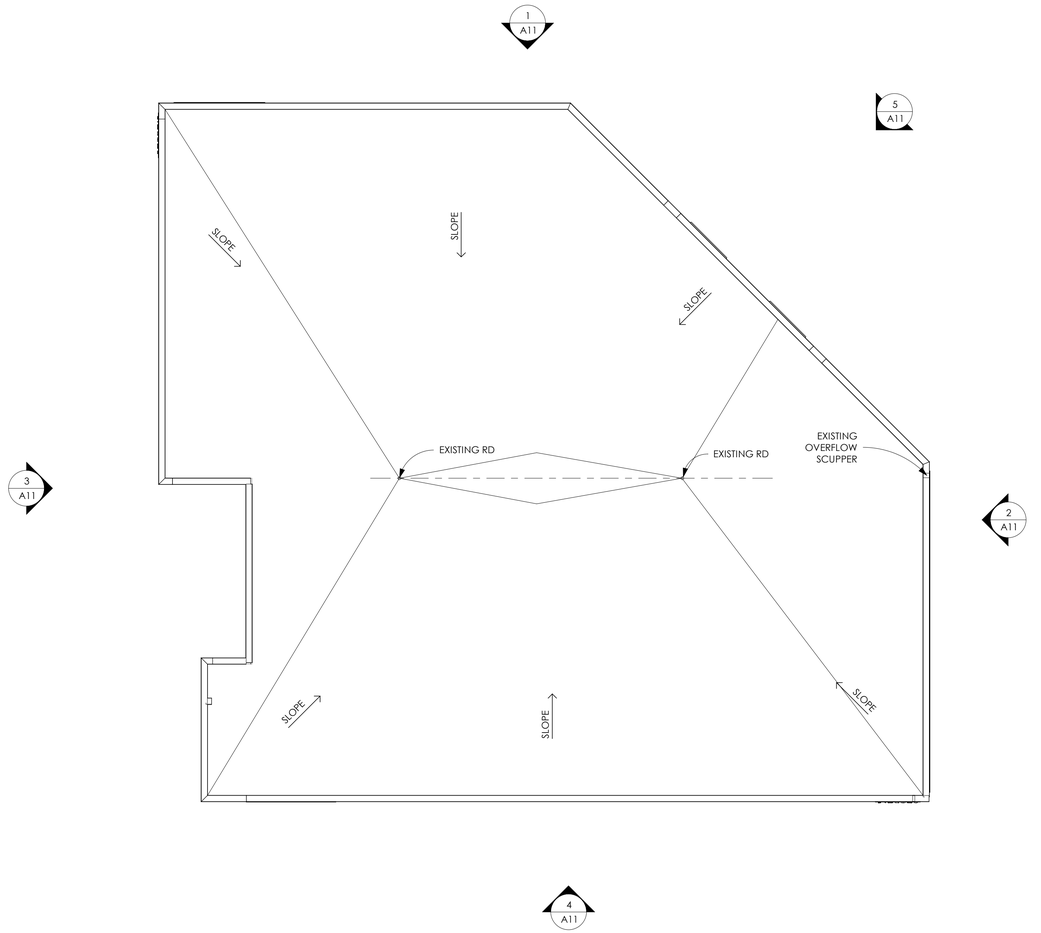




1 Floor Plan - Existing Retail

SCALE 1/16" = 1'-0"



2 Existing Retail Roof Plan

SCALE 1/16" = 1'-0"

SITE PLAN KEY

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Floor Plan & Roof Plan - Existing Retail

A06

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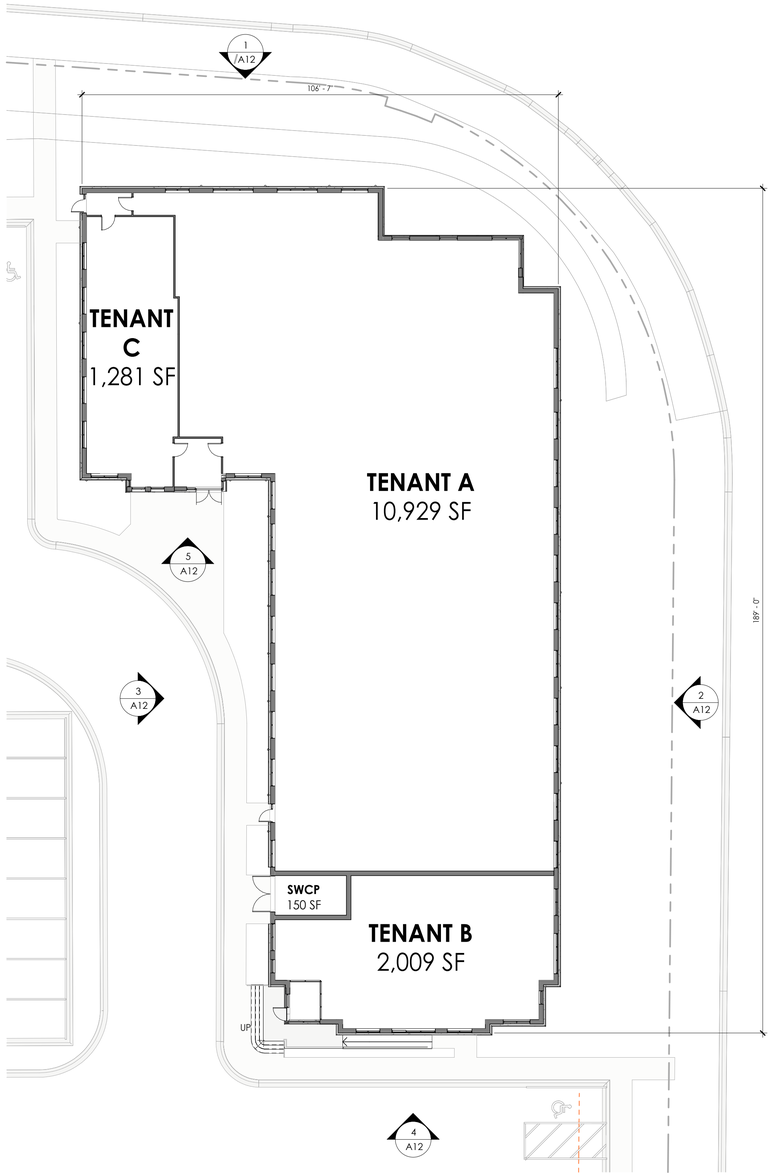
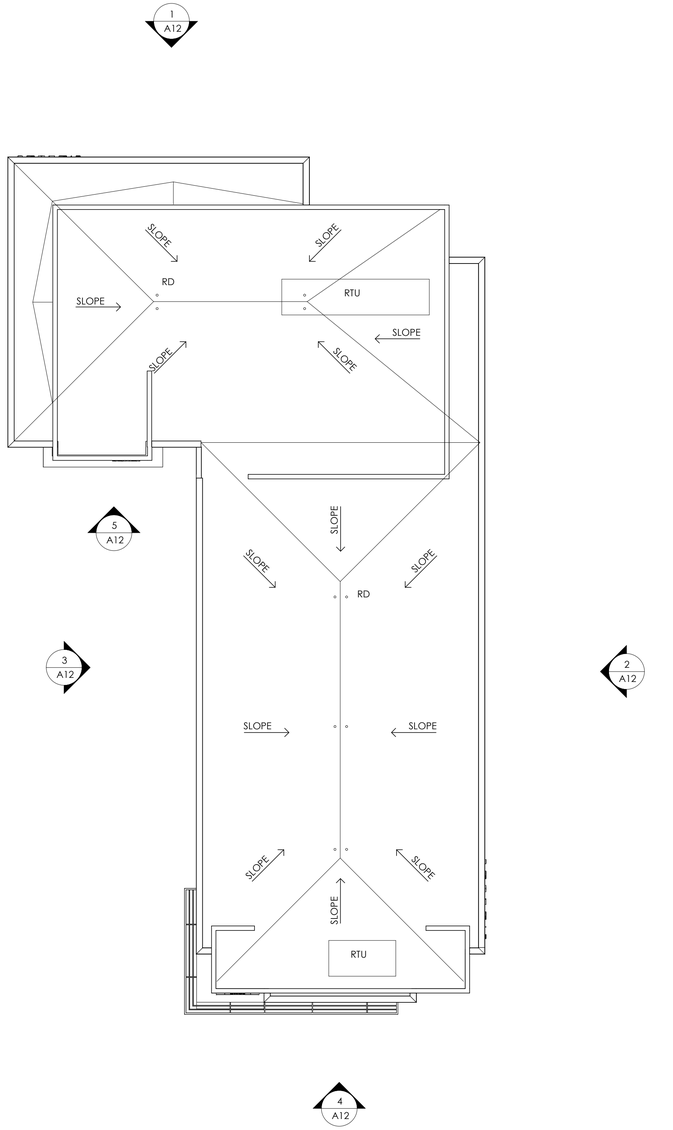


1 New Retail Floor Plan

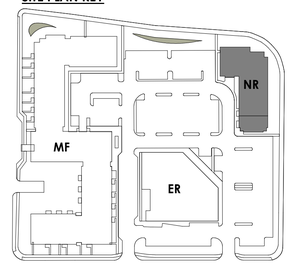
SCALE 1/16" = 1'-0"



2 New Retail Roof Plan

SCALE 1/16" = 1'-0"

SITE PLAN KEY



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Floor Plan & Roof Plan- New Retail

A07

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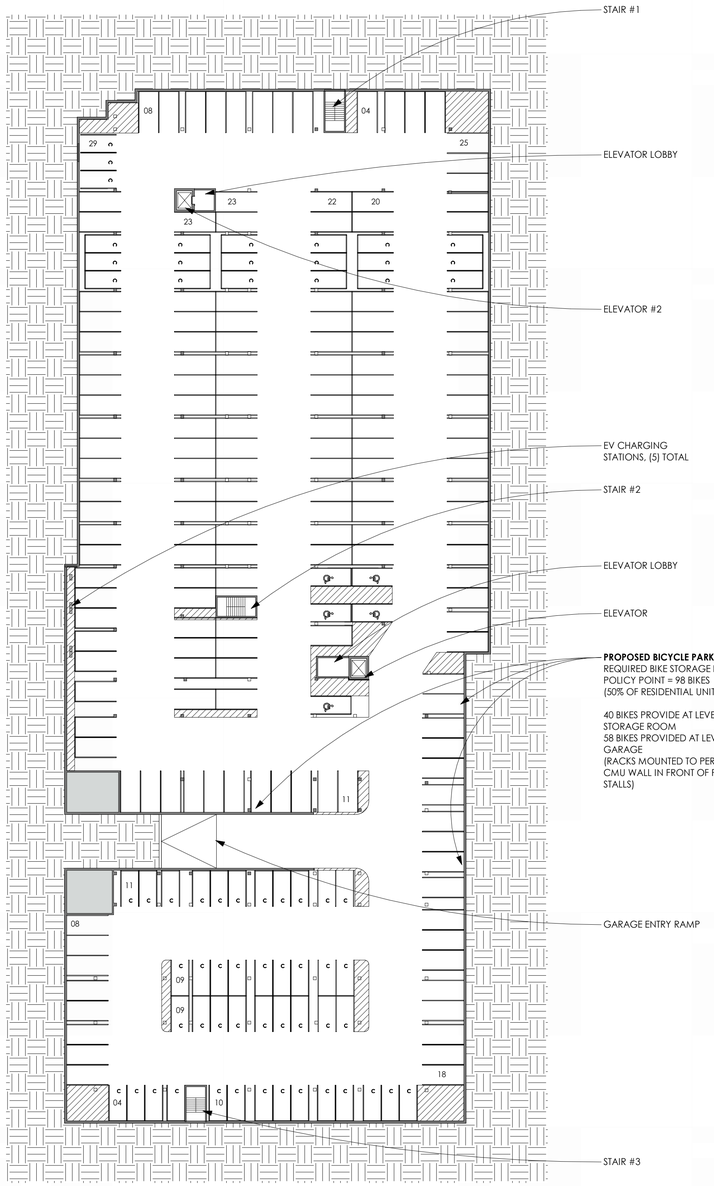

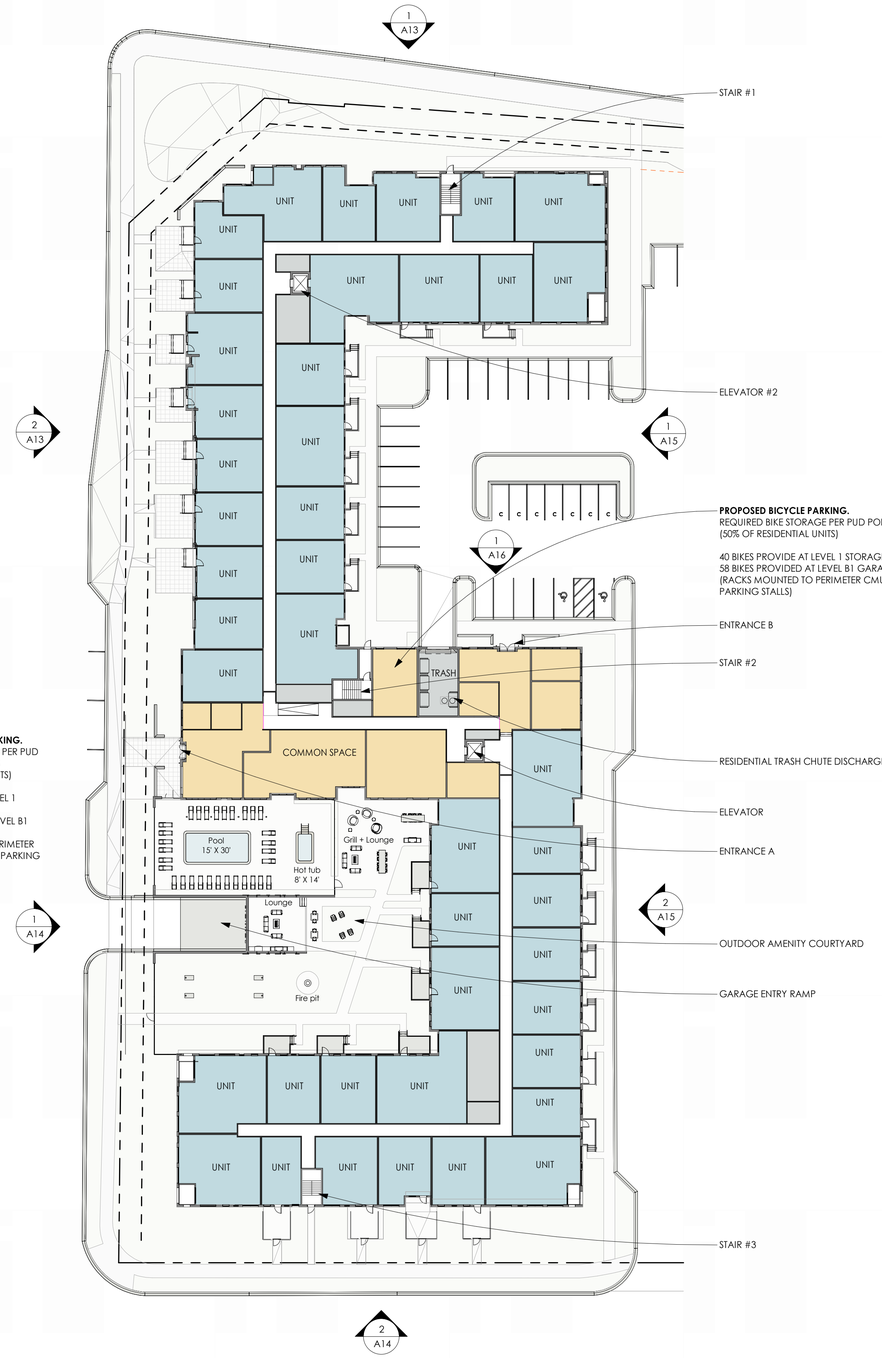

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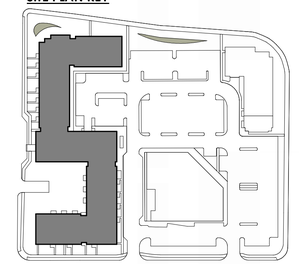

AREA SUMMARY

RESIDENTIAL (INCLUDES RESIDENTIAL UNITS, CORRIDOR, VERTICAL CIRCULATION AND BACK OF HOUSE SPACES)

LEVEL 01:	46,003 GSF	43 UNITS
LEVEL 02:	53,111 GSF	51 UNITS
LEVEL 03:	53,111 GSF	51 UNITS
LEVEL 04:	50,862 GSF	50 UNITS
TOTAL:	**203,087 GSF**	**195 UNITS**

AMENITY (INCLUDES ALL COMMON SPACES)

LEVEL 01:	7,108 GSF
LEVEL 02:	0 GSF
LEVEL 03:	0 GSF
LEVEL 04:	1,612 GSF
TOTAL:	8,720 GSF

BUILDING TOTAL (EXCLUDING GARAGE)

211,807 GSF

PARKING

LEVEL B1:	234 SPACES (GARAGE)
LEVEL 01:	41 SPACES (SURFACE AT GRADE)

GARAGE SIZE: 84,507 GSF

BICYCLE PARKING (PER PUD POLICY POINT)

LEVEL B1:	58 BIKES (WALL MOUNTED)
LEVEL 01:	40 BIKES (SURFACE AT GRADE)
REQUIRED:	98 BIKES (50% OF RESIDENTIAL UNITS)
PROVIDED:	98 BIKES

BUILDING TOTAL: (INCLUDES ALL RESIDENTIAL, AMENITY, AND GARAGE AREA)

299,127 GSF 195 UNITS

KEY

- RESIDENTIAL
- AMENITY
- BOH

1 FLOOR PLAN - LEVEL B1

SCALE 1/32" = 1'-0"

2 FLOOR PLAN - LEVEL 01

SCALE 1/32" = 1'-0"

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Floor Plans - Multifamily

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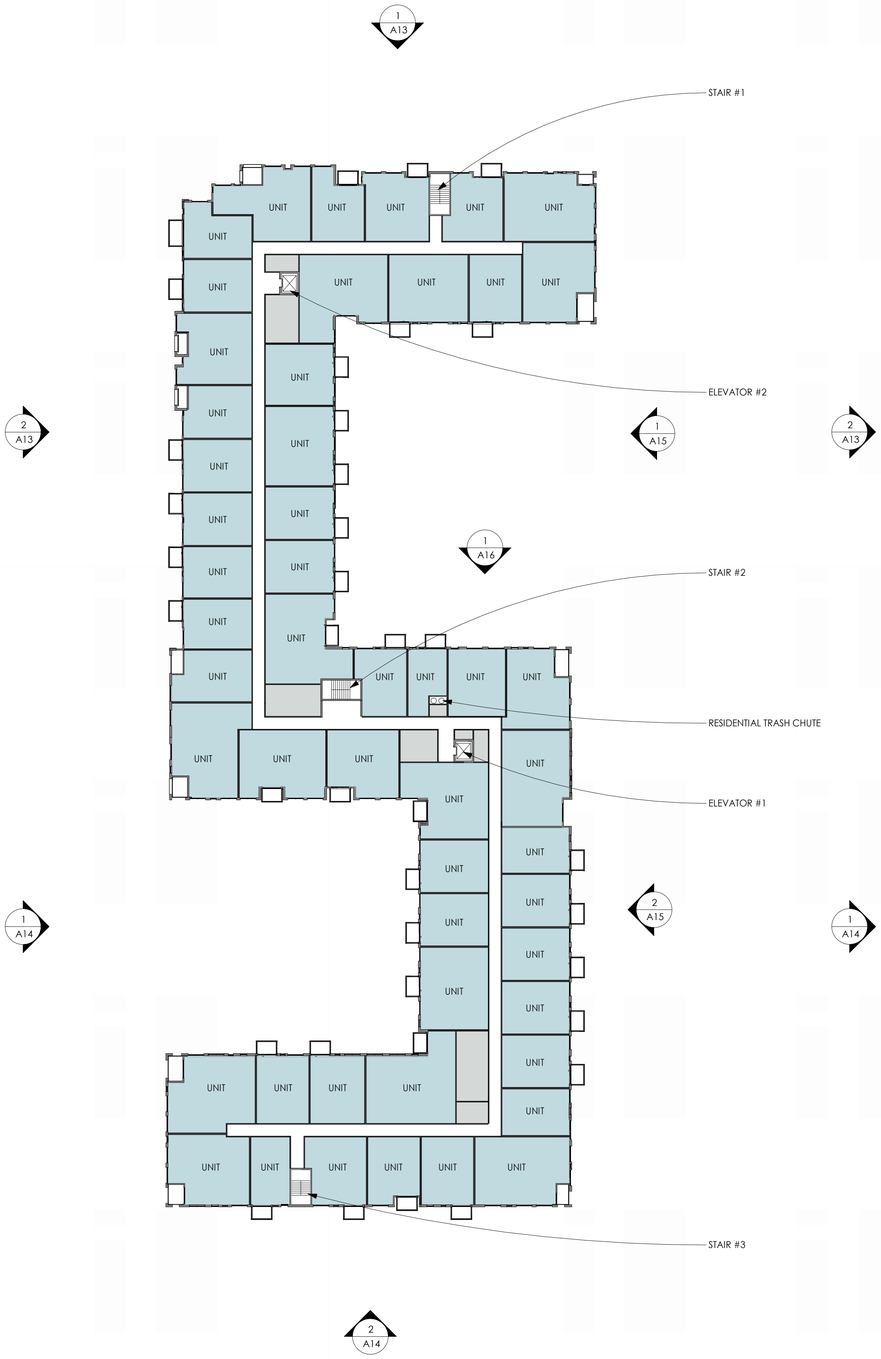


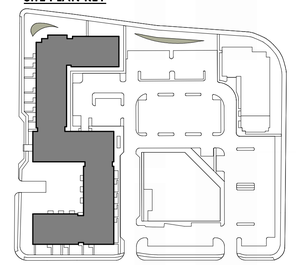
1 FLOOR PLAN - LEVELS 02+03

SCALE 1/32" = 1'-0"

2 FLOOR PLAN - LEVEL 04

SCALE 1/32" = 1'-0"

SITE PLAN KEY



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KEY

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Floor Plans - Multifamily

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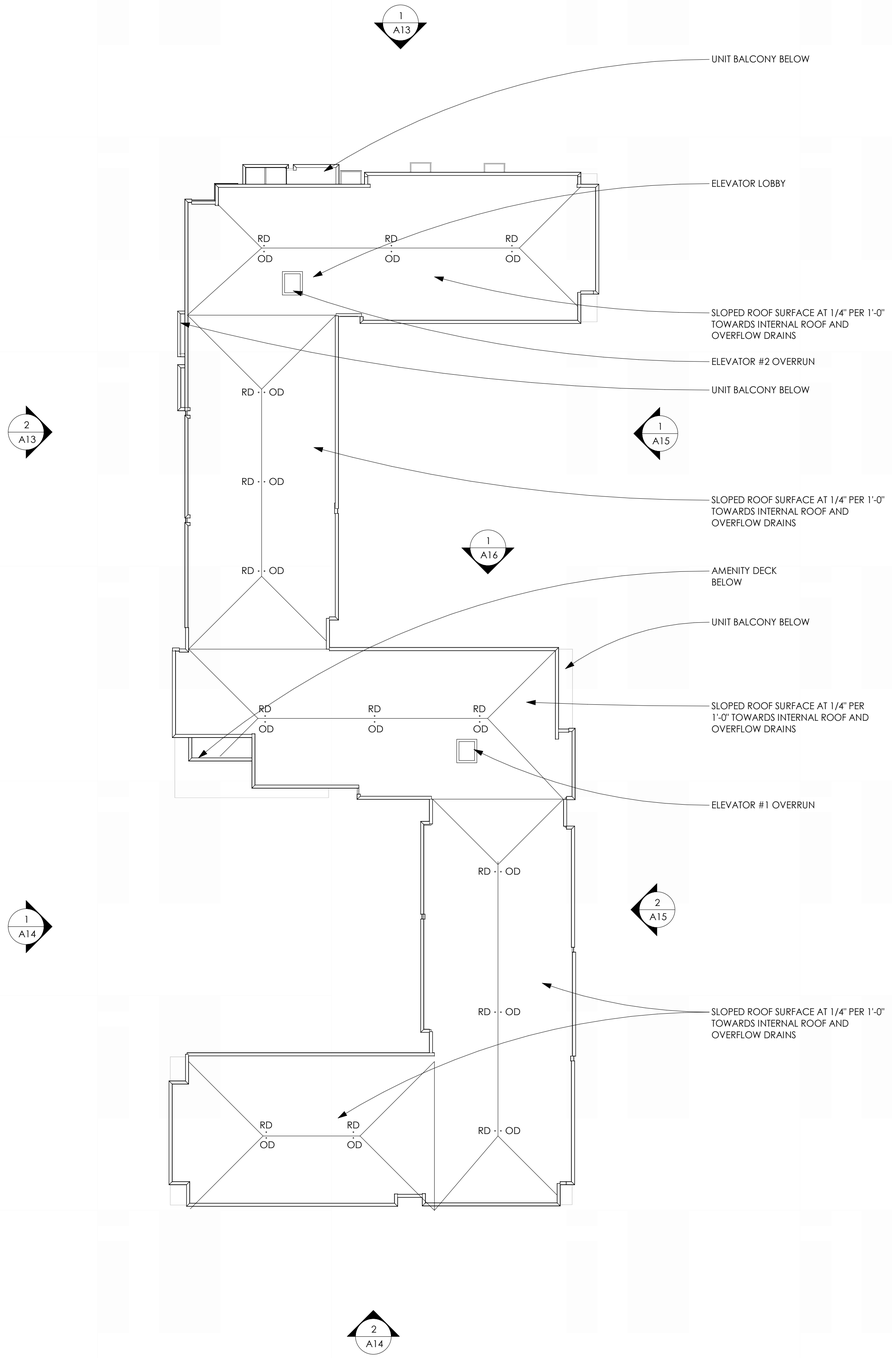
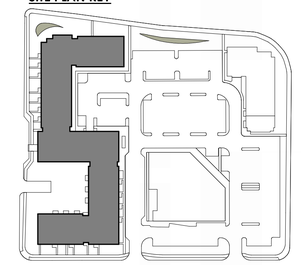


1 ROOF PLAN

SCALE 1/32" = 1'-0"

SITE PLAN KEY



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KEY

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- AMENITY
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Roof Plan - Multifamily

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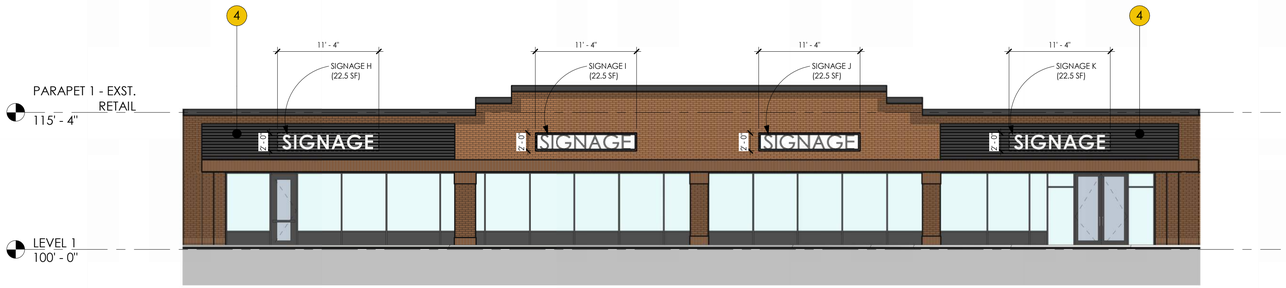
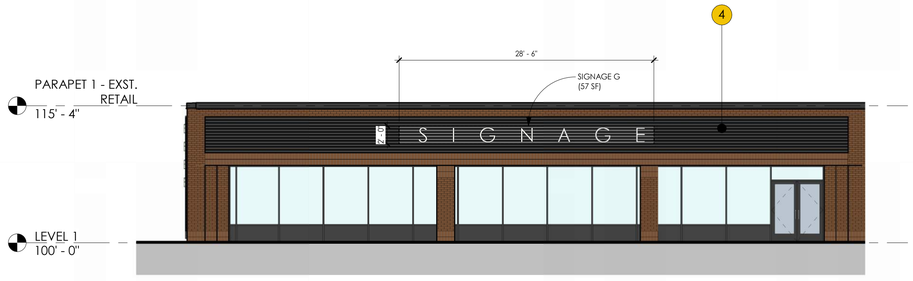


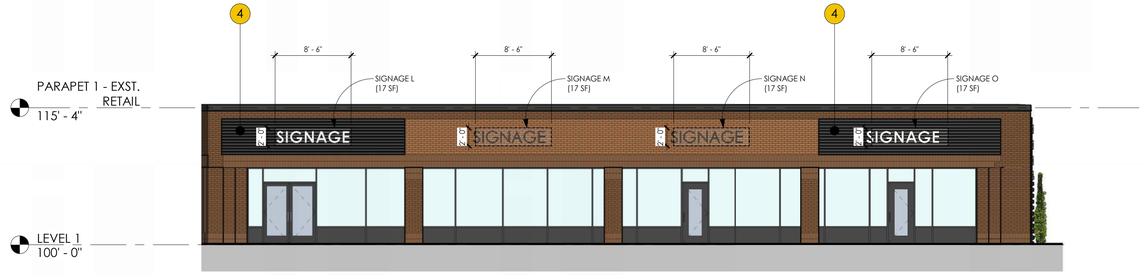
5 Existing Retail - Northeast Elevation

SCALE 1/8" = 1'-0"



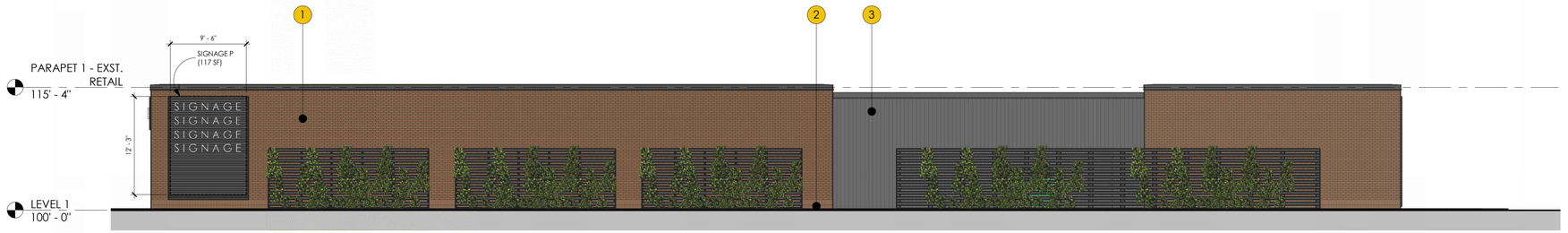
2 Existing Retail - East Elevation

SCALE 1/8" = 1'-0"



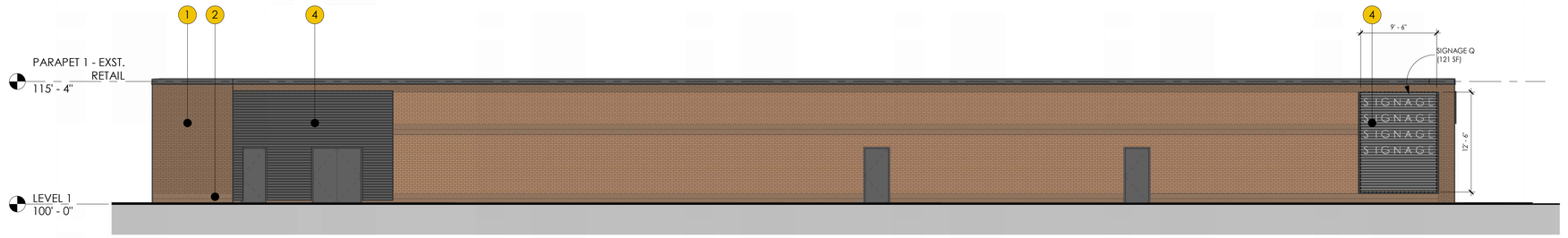
1 Existing Retail - North Elevation

SCALE 1/8" = 1'-0"



3 Existing Retail - West Elevation

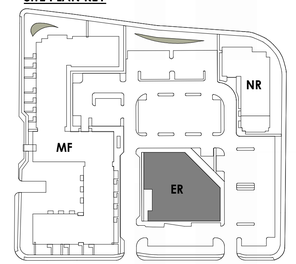
SCALE 1/8" = 1'-0"



4 Existing Retail - South Elevation

SCALE 1/8" = 1'-0"

SITE PLAN KEY



FINISH KEY

1 **BRICK**
MANUFACTURER: TBD
TYPE: TBD
COLOR: TBD

2 **BRICK SOLDIER**
MANUFACTURER: TBD
TYPE: TBD
COLOR: TBD

2 **METAL PANEL**
MANUFACTURER: TBD
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COLOR: TBD

4 **SIGNAGE BAND**
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COLOR: TBD

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MARCO MCLANE DEVELOPMENT

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1455 County Rd 101, Plymouth, MN 55447

City of Plymouth
Project Number: 2025042

Phase

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Building Elevations - Existing Retail

A11

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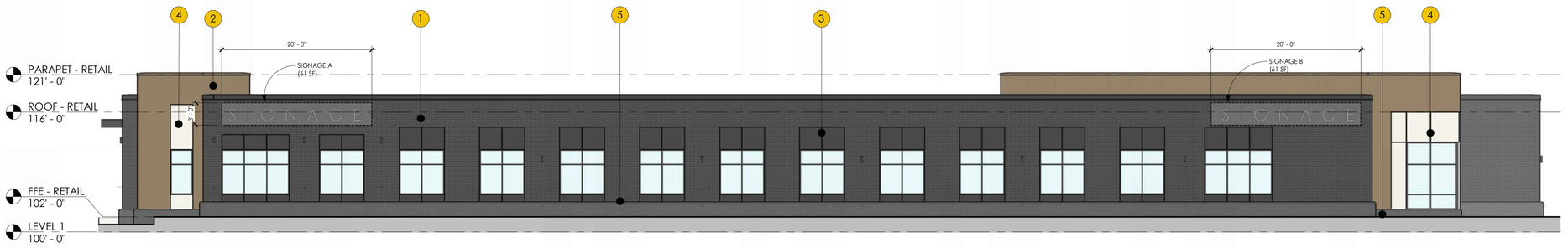
1 Retail North Elevation

SCALE 1/8" = 1'-0"

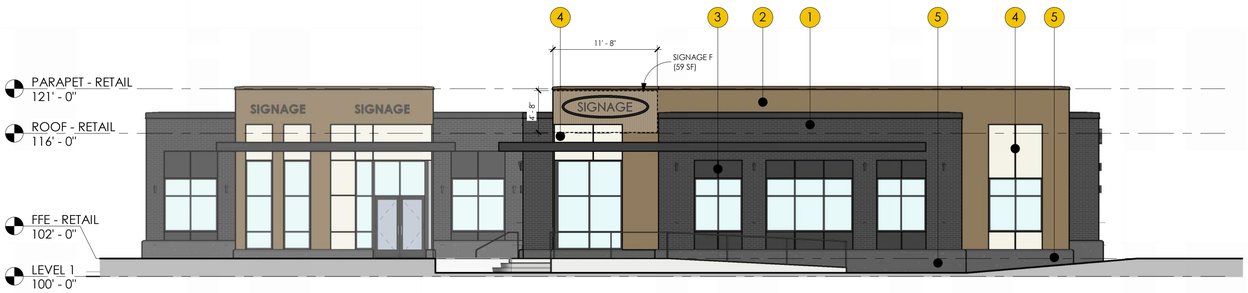


2 Retail East Elevation

SCALE 1/8" = 1'-0"

3 Retail West Elevation

SCALE 1/8" = 1'-0"



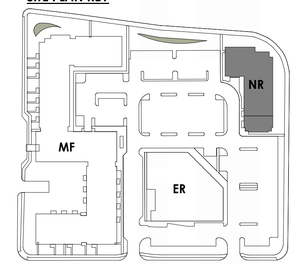
4 Retail South Elevation

SCALE 1/8" = 1'-0"

5 Retail South Elevation @ Tenant A Entry

SCALE 1/8" = 1'-0"

SITE PLAN KEY



Finish Key

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	COLOR:		TBD
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	COLOR:		TBD

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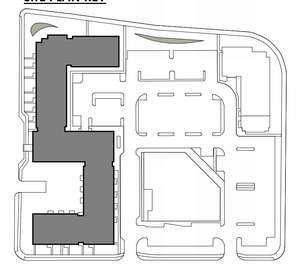
SITE PLAN KEY



2 WEST ELEVATION

SCALE 3/32" = 1'-0"

1 NORTH ELEVATION

SCALE 3/32" = 1'-0"

FINISH KEY

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	COLOR:	TBD
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	MANUFACTURER:	TBD
	TYPE:	TBD
	COLOR:	TBD

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Building Elevations - Multifamily

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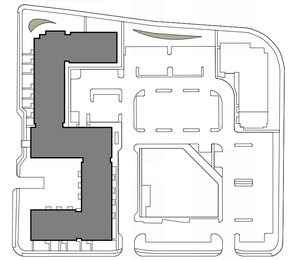
2 SOUTH ELEVATION

SCALE 3/32" = 1'-0"

1 WEST ELEVATION

SCALE 3/32" = 1'-0"

SITE PLAN KEY



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		COLOR:	TBD
7	**PERFORATED METAL MESH**	MANUFACTURER:	TBD
		TYPE:	TBD
		COLOR:	TBD

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Building Elevations - Multifamily

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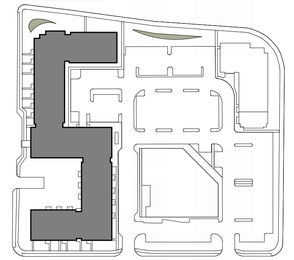
2 EAST ELEVATION

SCALE 3/32" = 1'-0"

1 EAST ELEVATION

SCALE 3/32" = 1'-0"

SITE PLAN KEY



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7. **PERFORATED METAL MESH**
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   COLOR: TBD

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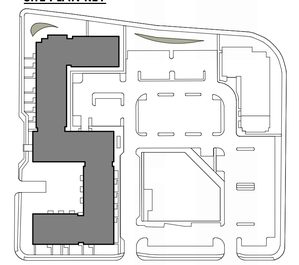
SITE PLAN KEY



1 PUD_MF - NORTH ELEVATION_NORTH COURTYARD

SCALE 3/32" = 1'-0"

FINISH KEY

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Building Elevations - Multifamily

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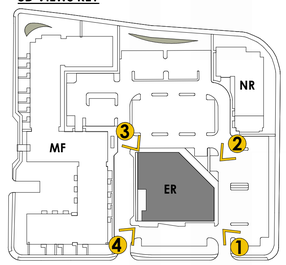
1 View from Original Pancake House
SCALE

2 View from New Retail
SCALE

3 View from Multi-Family Entrance A
SCALE

4 View from 14th Ave. Entrance to the Site
SCALE

3D VIEWS KEY



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3D Views - Existing Retail

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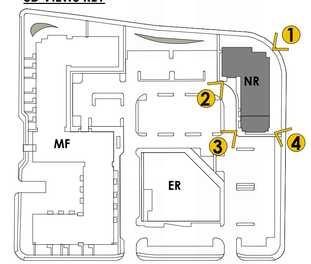
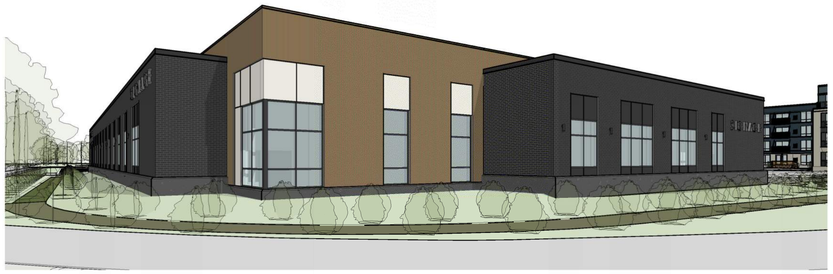
3D VIEWS KEY





1 Corner View From County Rd 6 and County Rd 101 Intersection
SCALE

3 View from Tenant B Entry
SCALE

2 View from Tenant A Entry
SCALE

4 View from County Rd 101 Tenant B Corner Facade
SCALE

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3D Views - New Retail

A18

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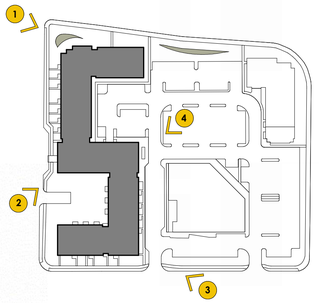
1 PUD - MULTIFAMILY VIEW 1
SCALE

3 PUD - MULTIFAMILY VIEW 3
SCALE



2 PUD - MULTIFAMILY VIEW 2
SCALE

4 PUD - MULTIFAMILY - VIEW 4
SCALE

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3D Views - Multifamily

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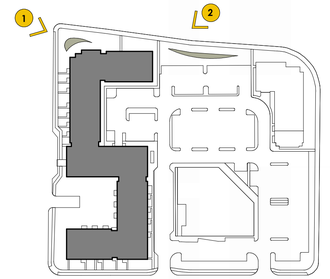

1 3D BIRDSEYE - NW CORNER
SCALE

2 3D BIRDSEYE - NE CORNER
SCALE

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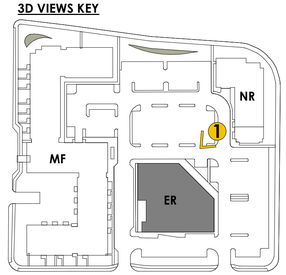
3D VIEWS KEY



1 Rendering - Existing Retail

SCALE 3" = 1'-0"

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Rendering - Existing Retail

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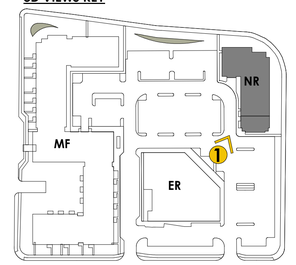
3D VIEWS KEY



1 Rendering - New Retail

SCALE 3" = 1'-0"

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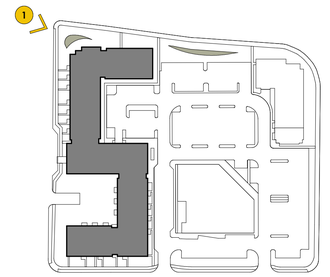

1 **Rendering - Multifamily**
SCALE 3" = 1'-0"

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Rendering - Multifamily

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REPORT

To: Chris McKenzie, PE, Engineering Services Manager
City of Plymouth

From: Matt Pacyna, PE, Principal
Transportation Collaborative & Consultants, LLC

Date: October 6, 2025

Subject: Plymouth Plaza Redevelopment Traffic Study

INTRODUCTION

TC2 completed a traffic study for the proposed redevelopment of the Plymouth Plaza Shopping Center at 1441 County Rd 101 in the City of Plymouth. The site under consideration, shown in Figure 1, is generally in the southwest quadrant of the CR 101 and CR 6 intersection. The main objectives of the study are to identify existing traffic operations within the study area, evaluate potential impacts of the proposed redevelopment, and recommend improvements, if necessary, to ensure safe and efficient operations for all users. The following study assumptions, methodology, and findings are offered for consideration.

Figure 1 Subject Site

EXISTING CONDITIONS

Existing conditions were reviewed within the study area to establish current traffic conditions to help determine impacts associated with the proposed redevelopment. The evaluation of existing conditions included collecting traffic volumes, observing transportation characteristics, and analyzing crash history and intersection capacity, which are described in the following sections.

Traffic Volumes

Vehicular intersection turning movement counts were collected at the following locations on Wednesday May 28, 2025. The counts were generally collected from 7 to 9 a.m. and 4 to 6 p.m., while 13-hour counts (i.e., 6 a.m. to 7 p.m.) were collected at the CR 101 intersections with 19th Avenue, CR 6, and 14th Avenue, as well as the CR 6 and Olive Lane intersection.

- CR 101 and 19th Avenue *(13-Hour)*
- CR 101 and Oakwood Elementary School Access
- CR 101 and CR 6 *(13-hour)*
- CR 101 and 14th Avenue *(13-hour)*
- CR 101 and 13th Avenue
- CR 6 and Olive Lane *(13-Hour)*
- CR 6 and Merrimac Lane
- CR 6 and CVS Access
- CR 6 and Oakwood Elementary School Access
- CR 6 and Dunkirk Lane
- Olive Lane and Plymouth Plaza Access (North)
- Olive Lane and Plymouth Plaza Access (South)
- 14th Avenue and Plymouth Plaza Access

Note that based on the data collected, peak hour traffic volumes were estimated at the CR 101 and CVS access intersection. Average daily traffic (ADT) volumes were provided by MnDOT or estimated based on the data collected.

Transportation Characteristics

Observations were conducted within the study area to identify various transportation characteristics such as roadway geometry, traffic controls, speed limits, and multimodal facilities. A general overview of key roadways within the study area is as follows:

- ***CR 101*** – generally a 4-lane divided minor arterial roadway with left- and right-turn lanes at most intersections; the roadway transitions to a 4-lane undivided roadway south of 13th Avenue. There are multimodal facilities (i.e., a trail or sidewalk) along both sides of the roadway and the speed limit varies from 40- to 45-mph; there is a 30-mph school speed zone near Oakwood Elementary School.
- ***CR 6*** – generally a 4-lane divided minor arterial with left- and right-turn lanes at most intersections; the roadway transitions to a 2-lane undivided roadway west of Olive Lane. There are multimodal facilities (i.e., a trail or sidewalk) along both sides of the roadway east of Olive Lane and the speed limit is 45-mph; there is a 30-mph school speed zone near Oakwood Elementary School.

- ***Dunkirk Lane*** – a 2-lane major collector with left-turn lanes at CR 6. There is a trail along the east side of the roadway north of CR 6 and no multimodal facilities to the south; the speed limit is 30- and 40-mph to the south and north of CR 6, respectively.
- ***19th Avenue*** – a 2-lane minor collector east of CR 101 and a 2-lane local roadway to the west. There is periodic sidewalk on the south side of the roadway east of CR 101; the speed limit is 30-mph.
- ***Olive Lane and 14th Avenue*** – 2-lane local roadways with sidewalk generally along one-side of the roadway, which is adjacent to the Plymouth Plaza; the speed limit is 30-mph.

All other study area roadways are generally 2-lane local roadways with limited multimodal facilities. The CR 101 intersections with CR 6 and 14th Avenue are signalized, as well as the CR 6 and Dunkirk Lane intersection. All other study intersections are two-way stop controlled. Existing geometrics, traffic controls, and volumes within the study area are in Figure 2.

Crash History

Five years of crash history within the study area (January 2020 through December 2024) were reviewed using data from *MnDOT's Crash Mapping Analysis Tool* (MnCMAT). There were 41 crashes reported within the study area of which 25 crashes occurred at the CR 101 and CR 6 intersection and six (6) crashes occurred at the CR 101 and 14th Avenue intersection; no other study intersection had more than two crashes during the 5-year review period. There were no pedestrian or bicycle related crashes.

At the CR 101 and CR 6 intersection, 14 crashes were classified as left-turn / angle and eight (8) crashes were rear-ends. There was one (1) crash that was considered a "severe" crash, which involved a driver cited with "Failure to Yield the Right-of-Way." At the CR 101 and 14th Avenue intersection, four (4) crashes were classified as left-turn / angle and two (2) crashes were rear-ends; none of the crashes resulted in a serious injury.

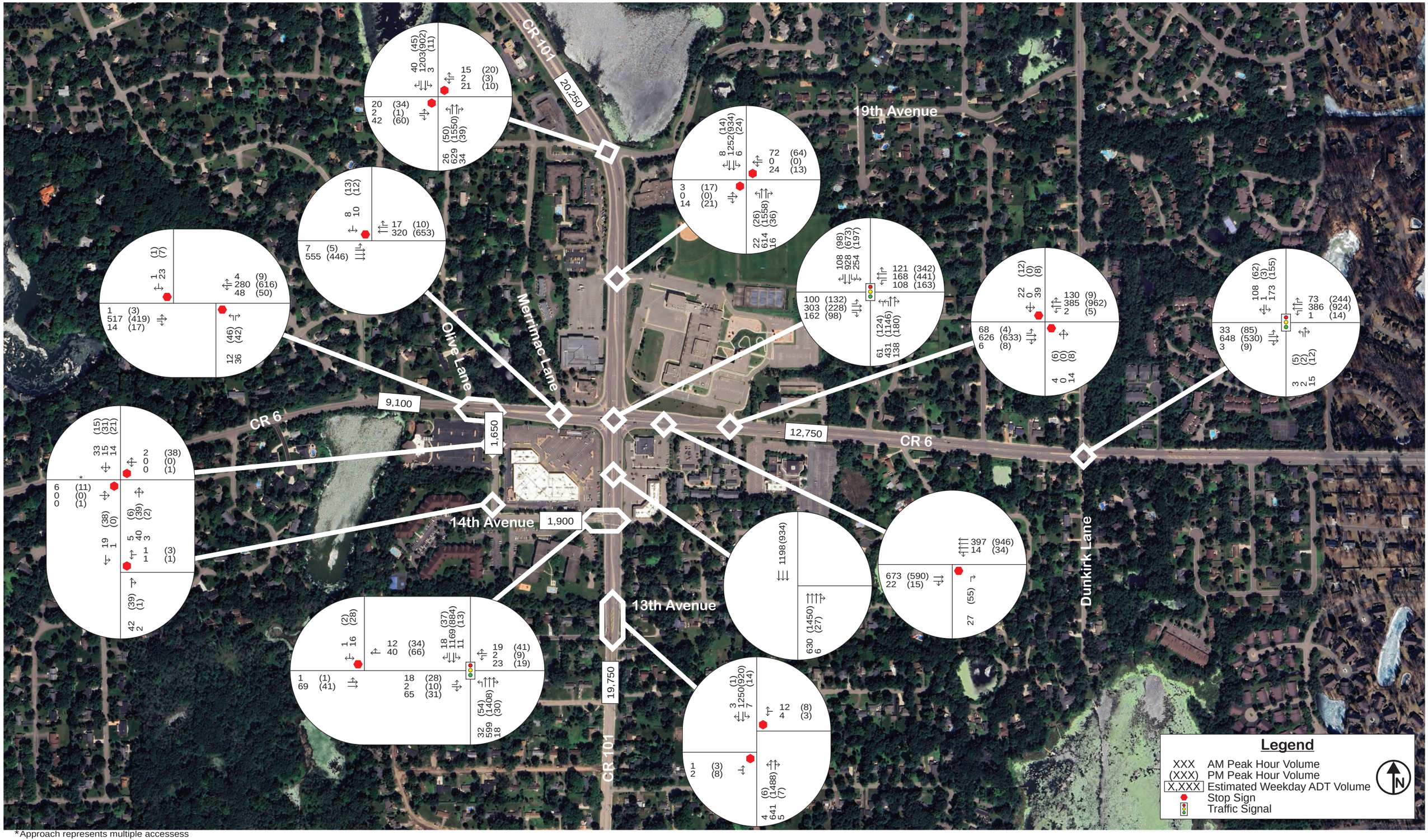
A review of crash and severity rates indicates that the study intersections operate within the normal range for intersections with similar characteristics. Thus, there does not appear to be any safety issues within the study area from a crash frequency or severity perspective. Detailed results of the crash analysis are shown in the Appendix.

Intersection Capacity

Intersection capacity was evaluated using Synchro / SimTraffic Software *(version 11)*, which uses methods outlined in the *Highway Capacity Manual, 6th Edition*. The software is used to develop calibrated models that simulate observed traffic operations and identify key metrics such as intersection Level of Service (LOS) and queues. These models incorporate collected traffic, pedestrian, and bicyclist volumes, traffic controls, and driver behavior factors; existing signal timing was provided by the County.

Level of Service (LOS) quantifies how an intersection is operating. Intersections are graded from LOS A to LOS F, which corresponds to the average delay per vehicle values shown. An overall intersection LOS A though LOS D is generally considered acceptable in the study area. LOS A indicates the best traffic operation, while LOS F indicates an intersection where demand exceeds capacity.

Level of Service	Average Delay / Vehicles	
	Unsignalized Intersections	Signalized Intersections
A	< 10 seconds	< 10 seconds
B	10 to 15 seconds	10 to 20 seconds
C	15 to 25 seconds	20 to 35 seconds
D	25 to 35 seconds	35 to 55 seconds
E	35 to 50 seconds	55 to 80 seconds
F	> 50 seconds	> 80 seconds



*Approach represents multiple accessess

Existing Conditions

Plymouth Plaza Redevelopment Traffic Study

Figure 2

For side-street stop-controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service, which takes into account the total number of vehicles entering the intersection and the capability of the intersection to support the volumes. Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, most delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high-levels of delay (i.e., poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

The existing intersection capacity analysis results, summarized in Table 1, indicate that all study intersections and approaches currently operate at LOS D or better during the typical weekday a.m. and p.m. peak hours, except at 19th Avenue. The 19th Avenue approaches operate at LOS F during the peak hours, with an average approach delay near one (1) minute. As noted earlier, these delays are relatively common and do not necessarily warrant mitigation. Further discussion regarding the CR 101 and 19th Avenue intersection is provided later in this report.

From a queuing perspective, vehicles in the eastbound left-turn lane at the CR 101 and CR 6 intersection extend beyond the provided storage between five (5) and 15 percent of the a.m. and p.m. peak hours. This is primarily a result of the relatively short turn lane, which is approximately 100 feet and can only accommodate four (4) or five (5) vehicles before queues extend into the taper and adjacent travel lane. Northbound and westbound queues at the CR 101 and CR 6 intersection can extend beyond the adjacent CVS access locations, but do not significantly impact their operations given the current access configurations.

Table 1 Existing Intersection Capacity

Intersection	Traffic Control	Level of Service (Delay)	
		AM Peak Hour	PM Peak Hour
CR 101 and 19th Ave	SSS	A / F (56)	A / F (58)
CR 101 and School Access	SSS	A / C (18)	A / D (31)
CR 101 and CR 6	Signal	C (22)	C (27)
CR 101 and 14th Ave	Signal	A (4)	A (4)
CR 101 and 13th Ave (E)	SSS	A / A (7)	A / C (21)
CR 101 and 13th Ave (W)	SSS	A / C (15)	A / C (21)
CR 6 and Olive Ln (N)	SSS	A / A (9)	A / C (19)
CR 6 and Olive Ln (S)	SSS	A / A (5)	A / C (16)
CR 6 and Merrimac Ln	SSS	A / B (12)	A / B (14)
CR 6 and CVS Access	SSS	A / A (2)	A / A (2)
CR 6 and School Access	SSS	A / A (9)	A / B (14)
CR 6 and Dunkirk Ln	Signal	B (10)	B (14)
Olive Ln and NW Site Access	SSS	A / A (5)	A / A (6)
Olive Ln and SW Site Access	SSS	A / A (3)	A / A (6)
Olive Ln and 14th Ave	SSS	A / A (3)	A / A (5)
14th Ave and SE Site Access	SSS	A / A (6)	A / A (7)

SSS – Side-Street-Stop

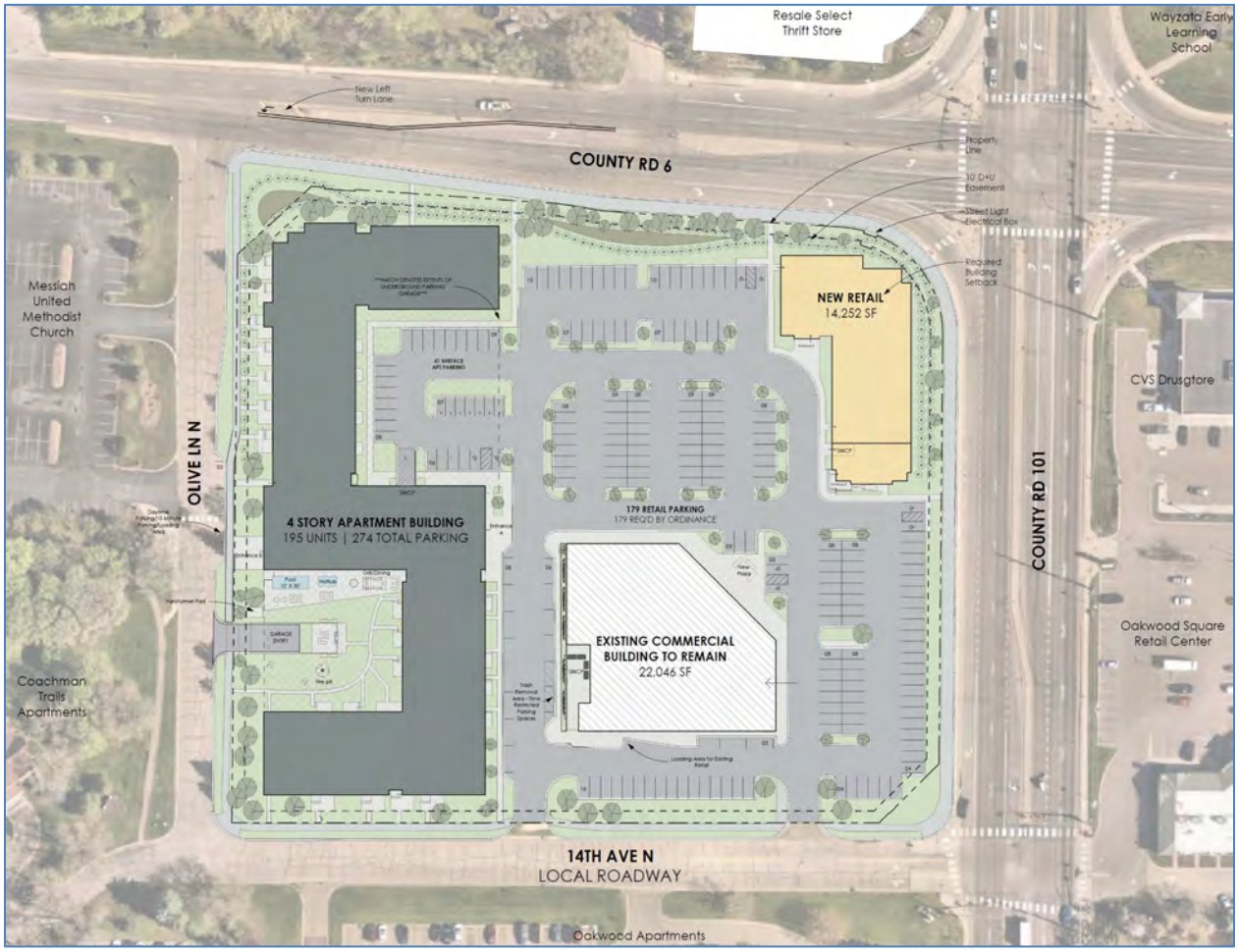
PROPOSED REDEVELOPMENT

The proposed Plymouth Plaza Shopping Center redevelopment, shown in Figure 3, is in the southwest quadrant of the CR 101 and CR 6 intersection. The majority of the existing 74,742 square foot commercial building would be demolished, with approximately 22,050 square feet that would remain which includes the existing restaurant. In addition, the proposed redevelopment would include a new 195-unit multifamily apartment building and an additional 14,238 square feet of commercial / medical office space. Several of the existing tenants are expected to relocate into the new commercial / medical office space.

Access to the site is planned in three locations. One access is planned along Olive Lane approximately 175 feet north of 14th Avenue, which will provide garage access to the apartments; the two existing Plymouth Plaza driveways along Olive Lane would be closed. The other two access locations are planned along 14th Avenue approximately 125 feet and 350 feet west of CR 101; the eastern access to 14th Avenue is an existing access. The 14th Avenue access locations will provide access to the commercial uses, as well as the surface parking area for the apartments.

A total of 453 parking spaces are proposed, which includes 274 spaces (233 garage / 41 surface lot) for the apartments and 179 spaces for the commercial uses. Further discussion regarding parking is provided later in this report. Note that for purposes of this study, construction was assumed to be completed by 2030.

Figure 3 Proposed Site Plan



TRAFFIC FORECASTS

Traffic forecasts were developed for year 2030 and 2040 conditions, which represent full build out of the proposed redevelopment and a 10-year post redevelopment condition, as requested by the County. The traffic forecasts account for general background growth and trip generation from the proposed redevelopment. The following information summarizes the traffic forecast development process.

Background Growth

To account for general background growth in the study area, an annual growth rate of one-half (0.5) percent was applied to the existing traffic volumes to develop year 2030 and 2040 background traffic forecasts. Note that historical ADT volumes have been stable or decreasing within the area and that the one-half (0.5) percent growth rate is consistent with the *Plymouth 2040 Comprehensive Plan* and Hennepin County's projected traffic forecasts for the area.

Proposed Redevelopment Trip Generation

The trip generation estimate for the proposed redevelopment was created using the *ITE Trip Generation Manual, 11th Edition* and includes trips for typical weekday a.m. and p.m. peak hours, as well as daily. The proposed redevelopment, shown in Table 2, is estimated to generate 194 a.m. peak hour (97 in / 97 out), 275 p.m. peak hour (140 in / 135 out), and 2,720 daily trips. A five (5) percent multi-use / modal reduction was applied given the anticipated interactions between the future uses.

The actual (i.e., observed) trip generation of the site is shown in Table 2, as well as the ITE estimate for the existing site if it were generating trips at a rate similar to an average comparable retail shopping plaza at full occupancy. The comparison indicates that the existing site is generating peak hour trips at approximately 35 to 40% and daily trips at 20% of what a similar retail shopping plaza would be expected to generate on average. The lower actual trip generation is related to the mix of land uses within the site but could also be an indication of the overall performance of the site.

Note that land uses within the existing site could change and overall occupancy within existing buildings could increase without requiring Planning Commission or City Council approvals. Assuming a fully occupied retail plaza with an average / common mix of businesses, the existing site has the potential to generate 5,046 daily trips based on the existing facility size and the average ITE rate for a retail plaza.

Table 2 Trip Generation Summary

Land Use Type *(ITE Code)*	**Size**	**AM Peak Hour**		**PM Peak Hour**		**Daily**
		In	**Out**	**In**	**Out**	
Existing Site *(Actual Counts)*	74,742 SF	33	21	59	73	1,000
Existing Site at Full Occupancy *(ITE 821)*	74,742 SF	80	49	190	198	5,046
Multifamily Housing - Mid-Rise *(221)*	195 Units	17	55	46	30	886
Medical-Dental Office Building *(720)*	14,238 SF	35	9	17	39	514
High-Turnover Sit-Down Restaurant *(932)*	5,000 SF	26	22	28	17	536
Strip Retail Plaza *(822)*	17,050 SF	24	16	56	56	928
Subtotal		102	102	147	142	2,864
5% Multi-use / Modal Reduction		*-5*	*-5*	*-7*	*-7*	*-144*
Proposed Redevelopment Total		**97**	**97**	**140**	**135**	**2,720**
Change in Site Trips from Existing Actual Counts (+/-)		*+64*	*+76*	*+81*	*+62*	*+1,720*
Change in Site Trips from Existing at Full Occupancy (+/-)		*+17*	*+48*	*-50*	*-63*	*-2,326*

Site generated trips were distributed throughout the study area using the directional distribution shown in Figure 4, which is based on a combination of existing area travel patterns and engineering judgment. The resultant year 2030 and year 2040 no build and build condition traffic forecasts are illustrated in Figure 5A through Figure 6B; the no build conditions include the general background growth, while the build conditions also account for new proposed redevelopment trips and the removal of the existing Plymouth Plaza trips. When considering the change in site trips along Olive Lane (south of CR 6) and 14th Avenue (west of CR 101) associated with the proposed redevelopment, the resultant increase in total traffic represents about one (1) to three (3) additional vehicles per minute along each of these roadways during the peak hours, respectively.

FUTURE CONDITIONS

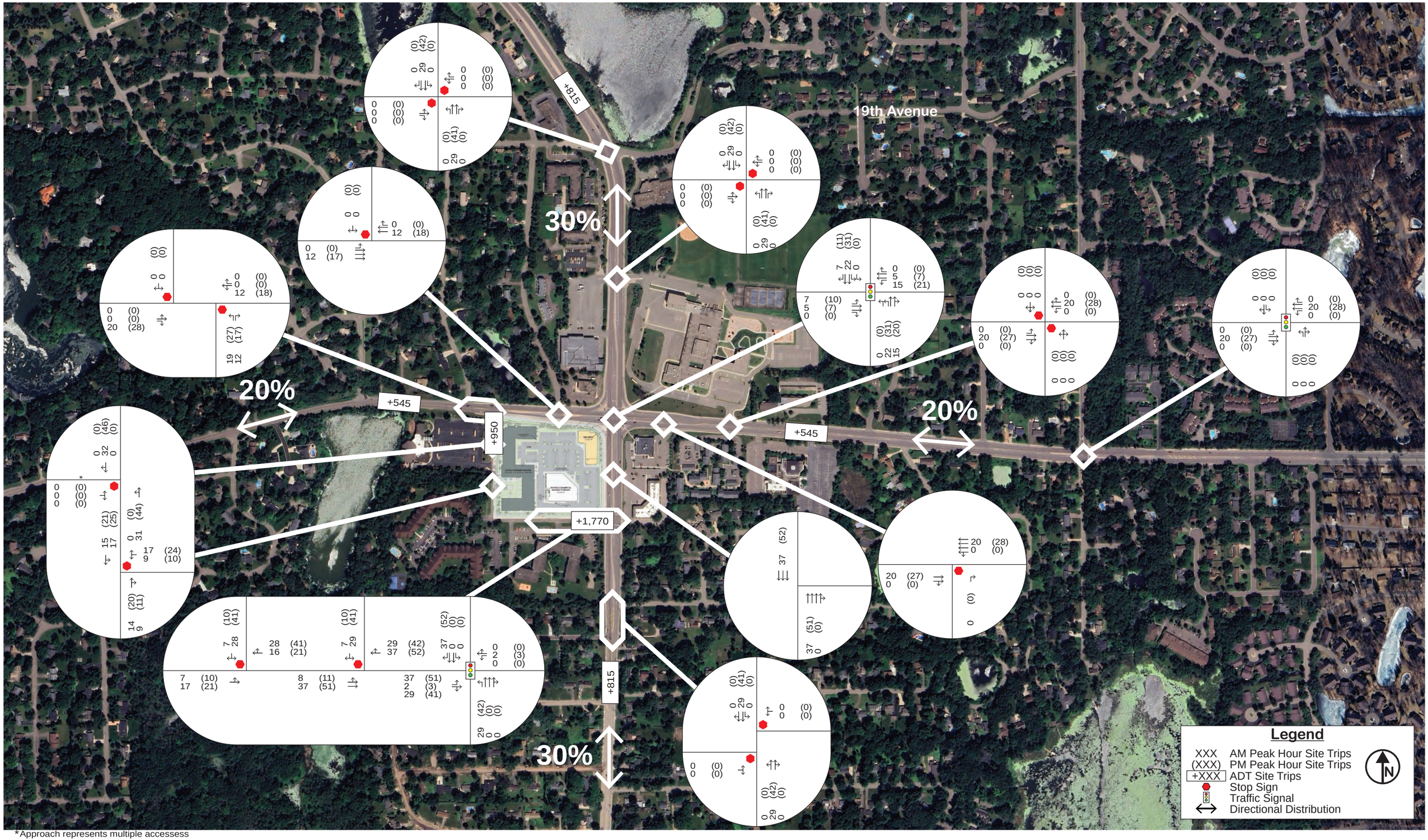
To understand impacts associated with the proposed redevelopment, a future year 2030 and year 2040 intersection capacity analysis was completed with and without the proposed redevelopment. No transportation network changes were included under the no-build condition; the build condition included a westbound left-turn lane at the CR 6 and Olive Lane intersection which is shown on the proposed site plan. The future intersection capacity analysis findings are summarized in Table 3.

Results of the year 2030 capacity analysis indicate that all study intersections and approaches are expected to continue to operate at LOS D or better during the typical weekday a.m. and p.m. peak hours, except at 19th Avenue. The 19th Avenue approaches will continue to operate at LOS F during the peak hours, with an average approach delay ranging between one (1) and two (2) minutes. As noted earlier, these delays are relatively common and do not necessarily warrant mitigation.

Potential future mitigation at the CR 101 and 19th Avenue intersection could be considered, such as a change in traffic control or restricting access to a three-quarter configuration (i.e., no left-turn or thru movement allowed from 19th Avenue to or across CR 101). Note that a preliminary review of the traffic volumes indicates that the volumes would not likely meet the criteria for a traffic signal in this location and right-of-way and topography would likely limit the possibility of a roundabout. Therefore, since there are no existing safety issues from a crash history perspective and the intersection is under Hennepin County jurisdiction, further coordination with the County should occur to determine if / when any mitigation at this location should be considered.

From a queuing perspective under year 2030 conditions, vehicles queued in the eastbound left-turn lane at the CR 101 and CR 6 intersection will increase and extend beyond the provided storage between 15 and 30 percent of the p.m. peak hour. Since the proposed redevelopment is planning to reconfigure a portion of CR 6 to provide a westbound left-turn lane at Olive Lane, the median should be modified to allow an advance left-turn lane and increase the turn lane storage. This configuration could mirror the CVS access along CR 6 to the east; potential access changes to the Merrimac Lane approach could also be considered, such as a right-in / right-out configuration. An illustration of this potential configuration change is provided later in this report.

Northbound and westbound queues at the CR 101 and CR 6 intersection will continue to extend beyond the adjacent CVS access locations, but are not expected to significantly impact their operations given the current access configurations. Minor signal timing adjustments could be considered to help manage queues within the area; note that Hennepin County typically retimes traffic signals about every three to five years, depending on the location.

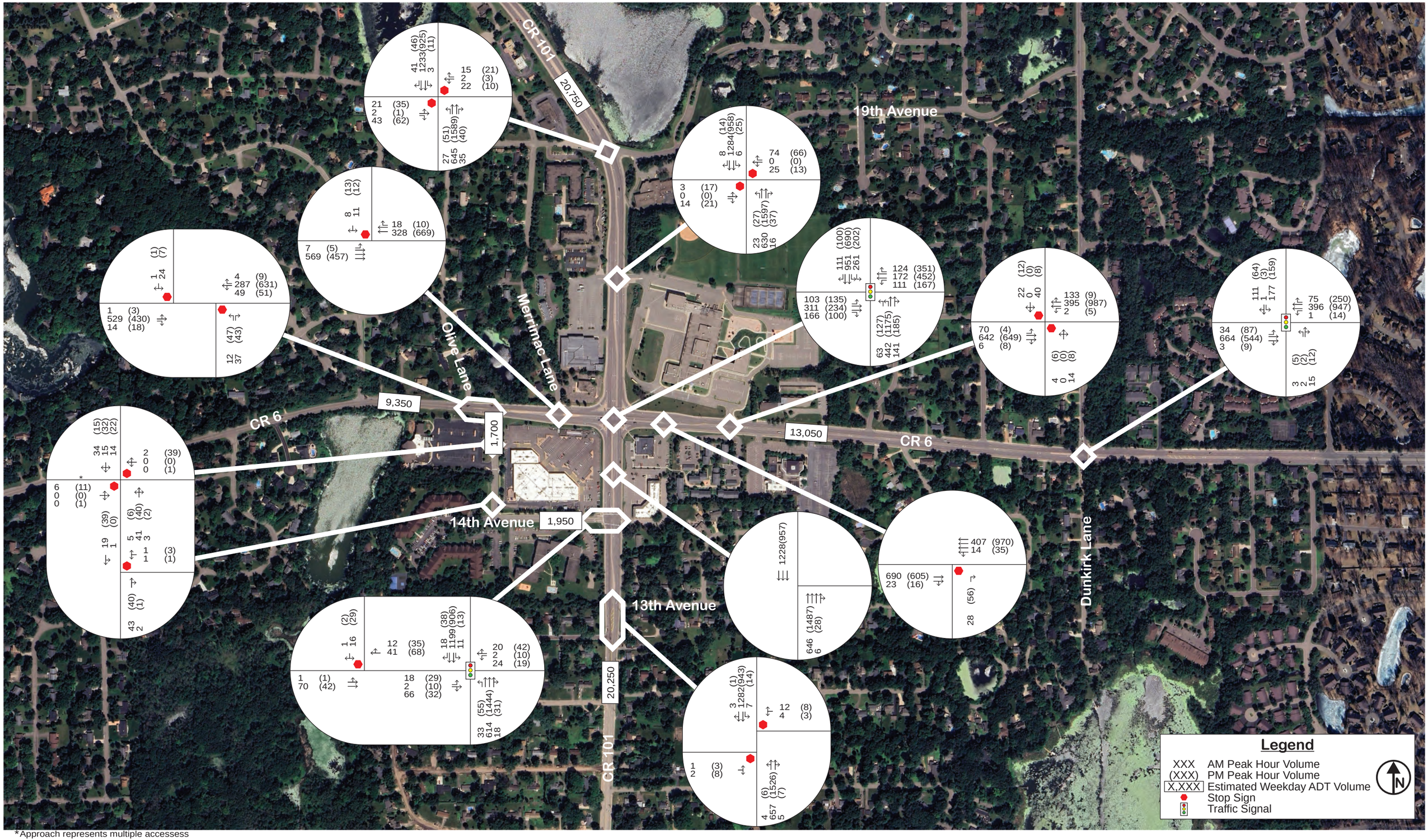


*Approach represents multiple accessess

Site Generated Trips

Plymouth Plaza Redevelopment Traffic Study

Figure 4



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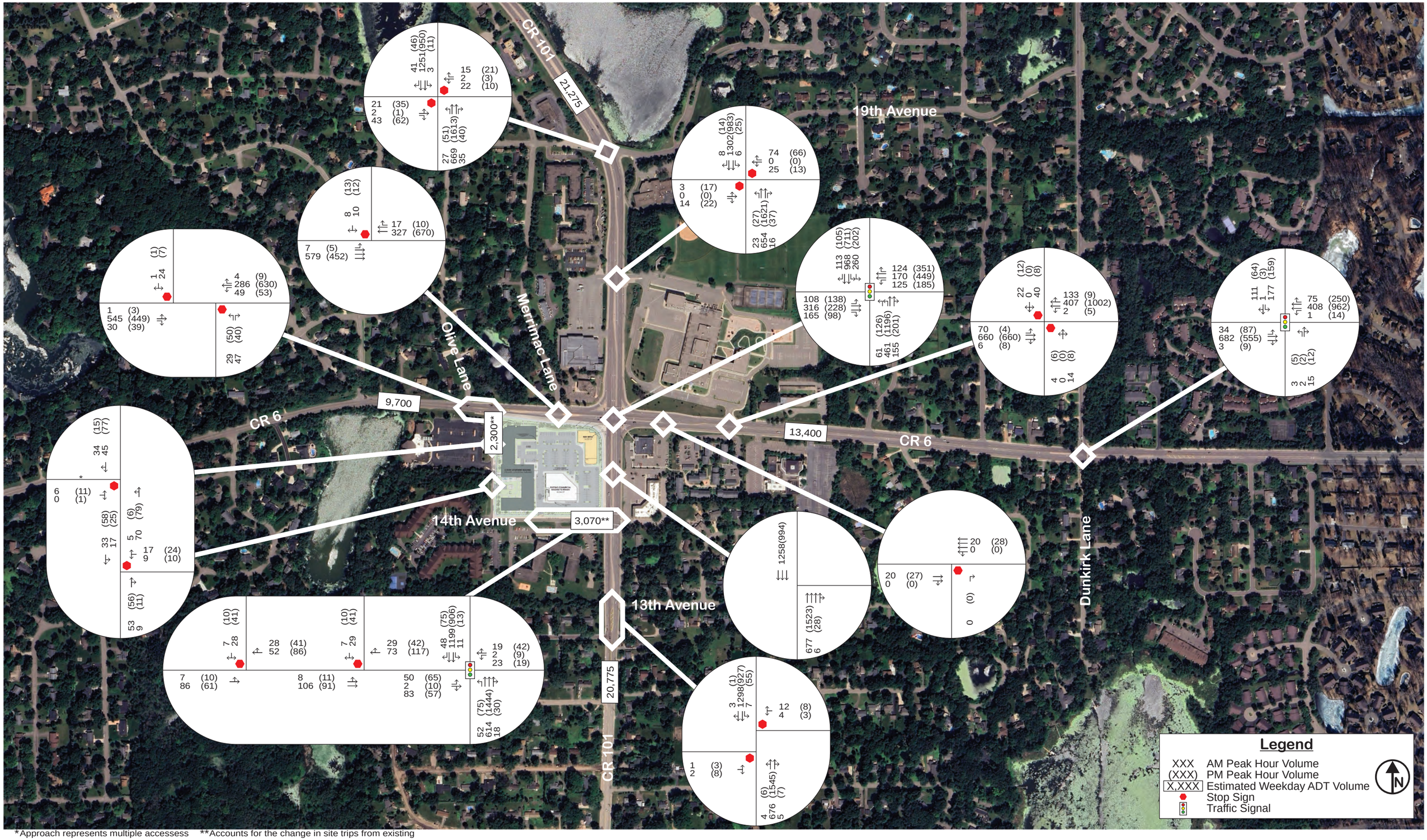

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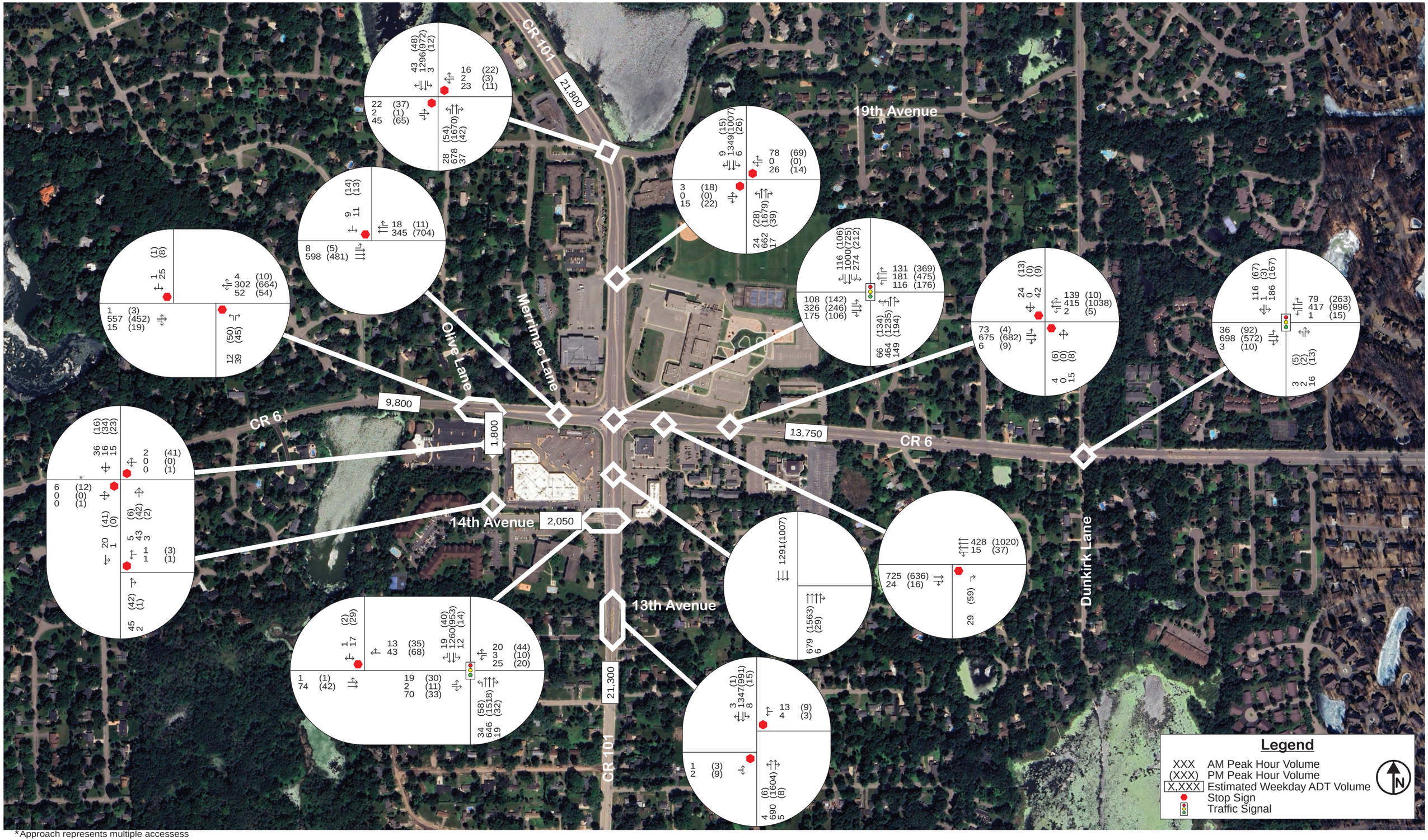
Year 2030 Build Conditions

Plymouth Plaza Redevelopment Traffic Study

Figure 5B



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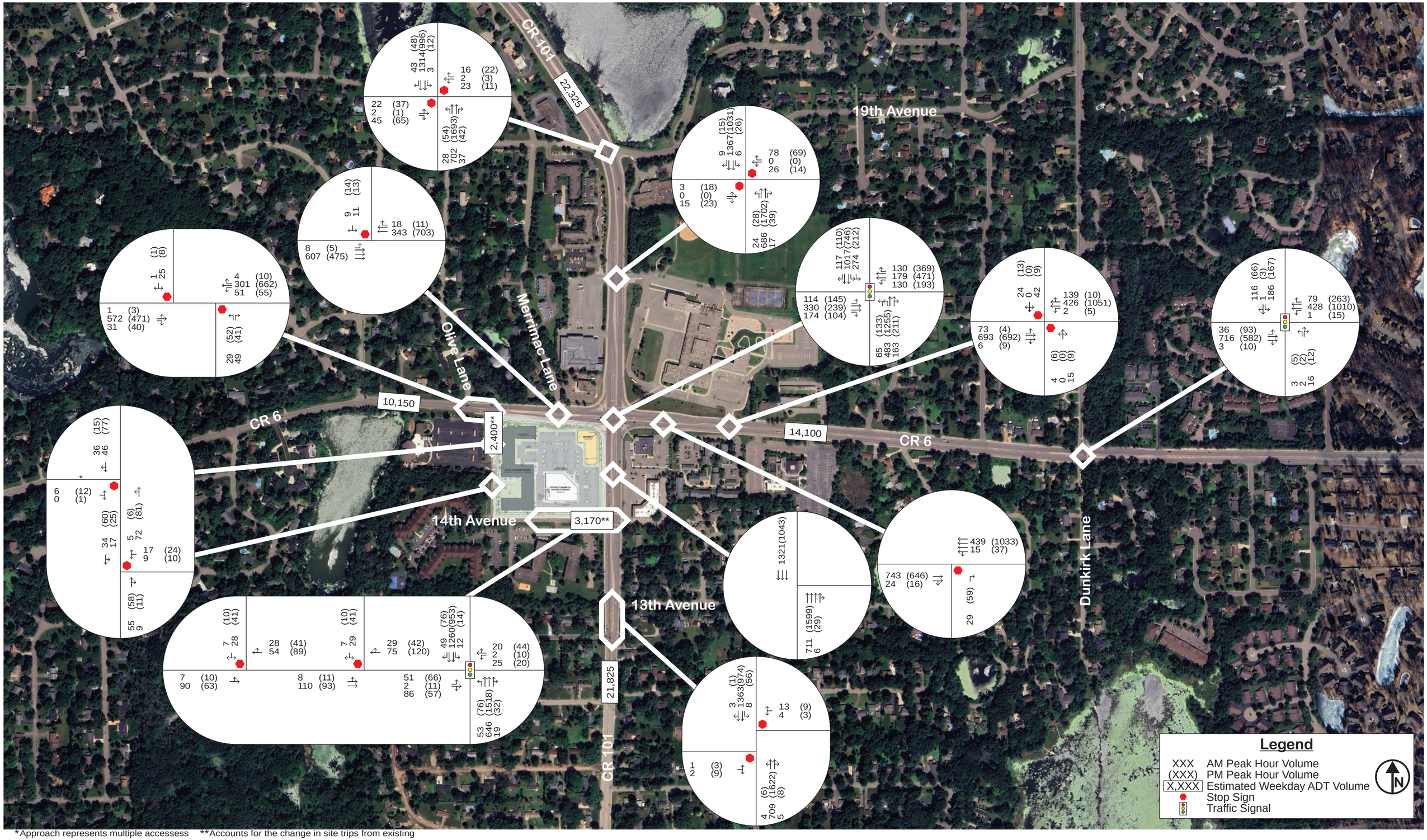

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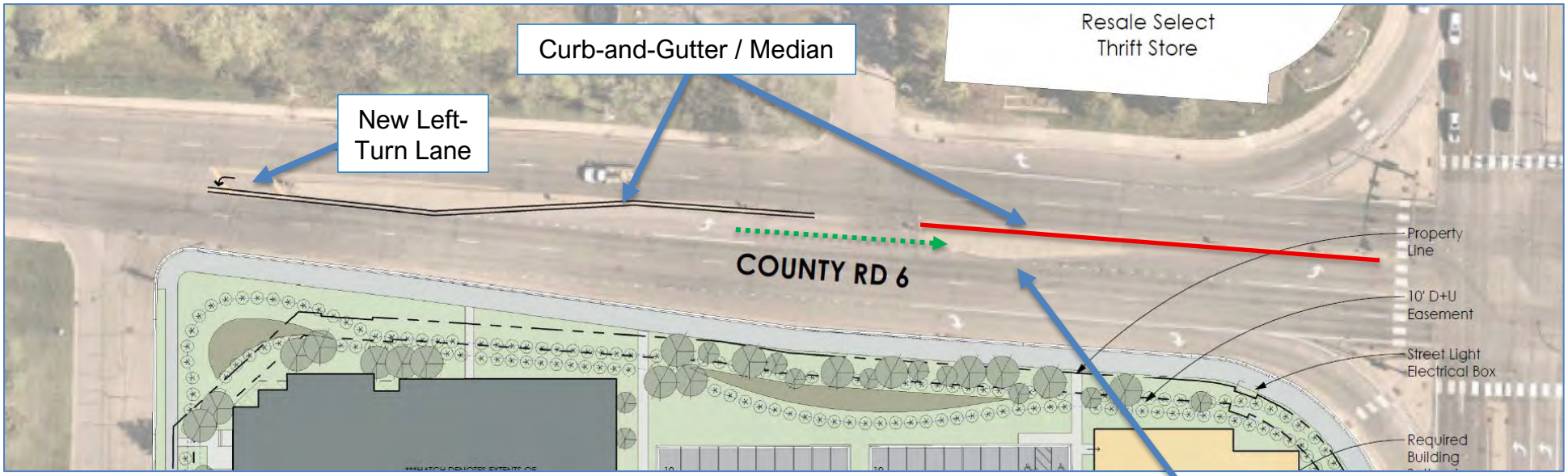
TC^2

Year 2040 Build Conditions

Plymouth Plaza Redevelopment Traffic Study

Figure 6B

*Example CR 6 Median Modification Consideration**



** Any modifications to CR 6 would require a County permit after plan review is completed, as well as space for County signature on the title block of any plans developed.*

CR 6 Eastbound Left-Turn Queuing Summary at CR 101

- *Existing left-turn lane length / storage ~100 feet*
- *Proposed left-turn lane length / storage ~350 feet*
- *95th percentile queue lengths by Scenario during the a.m. / p.m. peak hours*
  - *Existing: ~120 feet / ~155 feet*
  - *Year 2030 No Build: ~125 feet / ~155 feet*
  - *Year 2030 Build: ~125 feet / ~190 feet*
  - *Year 2040 No Build: ~ 135 feet / ~ 205 feet*
  - *Year 2040 Build: ~130 feet / ~180 feet*

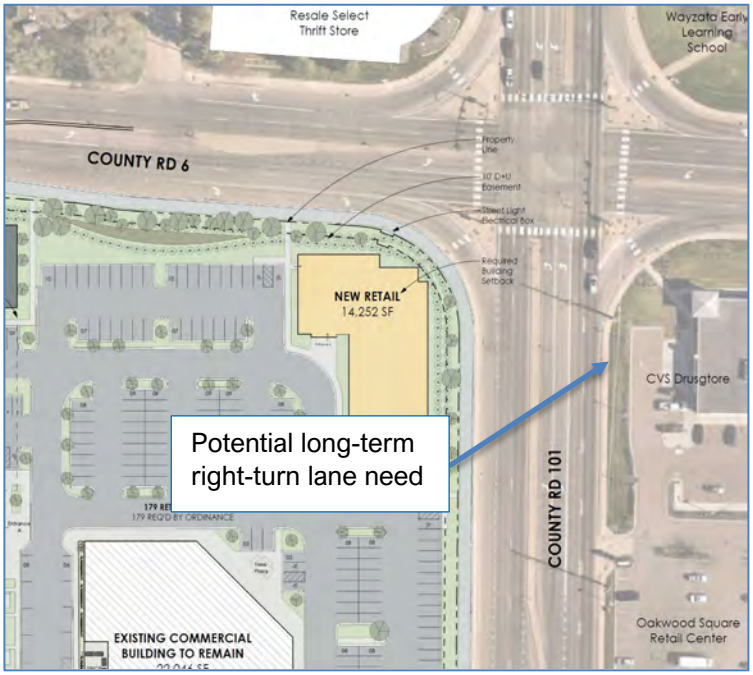
Table 3 Future Intersection Capacity Analysis Summary

Intersection	Traffic Control	Level of Service (Delay)							
		AM Peak Hour				PM Peak Hour			
		Year 2030		Year 2040		Year 2030		Year 2040	
		No Build	Build	No Build	Build	No Build	Build	No Build	Build
CR 101 and 19th Ave	SSS	A / F (60+)	A / F (60+)	A / F (60+)	A / F (60+)	A / F (60+)	A / F (60+)	A / F (60+)	A / F (60+)
CR 101 and School Access	SSS	A / C (21)	A / C (18)	A / C (23)	A / E (41)	A / D (34)	A / D (32)	A / E (39)	A / E (39)
CR 101 and CR 6	Signal	C (23)	C (23)	C (24)	C (24)	C (28)	C (29)	C (31)	C (31)
CR 101 and 14th Ave	Signal	A (4)	A (5)	A (4)	A (5)	A (5)	A (6)	A (5)	A (8)
CR 101 and 13th Ave (E)	SSS	A / A (7)	A / A (7)	A / A (7)	A / A (9)	A / C (18)	A / C (21)	A / C (23)	A / E (39)
CR 101 and 13th Ave (W)	SSS	A / A (7)	A / B (13)	A / B (14)	A / C (22)	A / B (11)	A / C (21)	A / B (13)	A / C (18)
CR 6 and Olive Ln (N)	SSS	A / B (11)	A / B (10)	A / A (9)	A / B (11)	A / C (19)	A / B (14)	A / C (19)	A / C (17)
CR 6 and Olive Ln (S)	SSS	A / A (6)	A / A (8)	A / A (6)	A / A (8)	A / C (15)	A / B (12)	A / C (17)	A / C (15)
CR 6 and Merrimac Ln	SSS	A / C (15)	A / B (11)	A / B (12)	A / B (11)	A / B (13)	A / C (15)	A / C (18)	A / B (13)
CR 6 and CVS Access	SSS	A / A (2)	A / A (2)	A / A (2)	A / A (2)	A / A (2)	A / A (2)	A / A (2)	A / A (2)
CR 6 and School Access	SSS	A / B (10)	A / B (10)	A / B (11)	A / B (11)	A / C (17)	A / C (15)	A / C (17)	A / C (16)
CR 6 and Dunkirk Ln	Signal	B (10)	B (10)	B (10)	B (10)	B (14)	B (13)	B (15)	B (15)
Olive Ln and NW Church / Site Access	SSS	A / A (5)	A / A (5)	A / A (5)	A / A (5)	A / A (6)	A / A (6)	A / A (7)	A / A (8)
Olive Ln and SW Site Access	SSS	A / A (3)	A / A (3)	A / A (5)	A / A (4)	A / A (7)	A / A (6)	A / A (6)	A / A (6)
Olive Ln and 14th Ave	SSS	A / A (3)	A / A (4)	A / A (4)	A / A (4)	A / A (5)	A / A (6)	A / A (5)	A / A (6)
14th Ave and SE Site Access	SSS	A / A (6)	A / A (6)	A / A (5)	A / A (5)	A / A (7)	A / A (7)	A / A (7)	A / B (14)

SSS – Side-Street-Stop

Results of the year 2040 capacity analysis indicate that the study intersections will generally operate similar to the year 2030 conditions. Key differences are related to increased volumes along CR 101 (associated with both general background growth and the proposed redevelopment), which are expected to increase side-street approach delays at multiple locations. In addition, northbound queues along CR 101 from the CR 6 intersection are expected to extend beyond the 14th Avenue intersection during the p.m. peak hour; these queues have the potential to also impact the Southeast Site Access operations, as well as the CR 101 and 13th Avenue intersection. Long-term signal timing and coordination should be reviewed to help minimize potential impacts.

To further mitigate these queues, the addition of a northbound right-turn lane at the CR 101 and CR 6 intersection could be considered. This long-term improvement is expected to be needed regardless of the proposed redevelopment. However, there are potential right-of-way, utility, access, and multimodal impacts associated with the addition of a northbound right-turn lane. Therefore, further coordination with the County should occur to determine potential long-term mitigation and / or access management considerations within the study area. Note that the proposed left-turn lane along CR 6 at Olive Lane should be a minimum of 75 feet in length to accommodate the year 2040 peak queues.



PARKING REVIEW

Per the City's request, a parking demand analysis was completed for the proposed redevelopment to supplement City code requirements. To identify the parking demand for the proposed redevelopment, a parking generation estimate was developed using the *ITE Parking Generation Manual, 6th Edition* (shown in Table 4), which is the industry standard for parking demand data. This analysis identified the 85th percentile demand for each land use, as well as how the parking demand changes by time of day. Note that the peak parking demand is expected to occur on a weekday, although the weekend will be relatively similar. For reference, a total of 453 parking spaces are proposed, which includes 274 spaces (233 garage / 41 surface lot) for the apartments and 179 spaces for the commercial uses.

Results of the parking demand analysis indicate that the 85th percentile parking demand for the proposed redevelopment is 487 spaces, which represents a 34 space deficit for the overall site. This equates to a nine (9) space deficit for the apartments and a 25 space deficit for the commercial space. Note that this approach and city code do not account for how the peak parking demand varies by time of day and the opportunity for shared parking.

Table 4 Parking Demand Summary

Land Use Type *(ITE Code)*	**Size**	**85th Percentile Parking Demand**	**Peak Parking Demand Time**
Multifamily Housing - Mid-Rise *(221)*	195 Units	283 spaces	12 to 4 a.m.
Medical-Dental Office Building *(720)*	14,238 SF	61 spaces	10 a.m. to 2 p.m.
High-Turnover Sit-Down Restaurant *(932)*	5,000 SF	67 spaces	8 a.m. to 10 a.m.*
Strip Retail Plaza *(822)*	17,050 SF	76 spaces	12 to 2 p.m.
Total 85th Percentile Parking Demand		**487 spaces**	
Proposed Parking Supply		453 spaces	
Expected Parking Surplus / Deficit (+ / -)		*- 34 spaces*	

** Assumes The Original Pancake House*

To illustrate how the peak parking demand for the proposed redevelopment is expected to vary throughout the day, a shared parking analysis was completed. This analysis used time-of-day parking demand information from the *ITE Parking Generation Manual, 6th Edition* to highlight the shared parking opportunities based on the peak parking times for each land use. Results of the shared parking analysis indicate that the actual peak parking demand for the overall site is approximately 315 spaces when accounting for the parking demand throughout the day for each use. Thus, when considering shared parking opportunities, there is expected to be an excess parking supply of approximately 135 spaces within the proposed redevelopment, and the proposed parking supply is expected to be sufficient.

SITE PLAN / OTHER CONSIDERATIONS

A review of the proposed site plan does not indicate any major issues. However, the following items are offered for further consideration by area agencies and / or the project team.

- Locate signage and landscaping to avoid creating any sight distance issues.
- Review truck maneuverability to limit potential internal circulation conflicts.
- Eliminate or relocate the existing mid-block crosswalk along Olive Lane at the south church access; there is limited pedestrian activity at this location and the crosswalk is within the planned daytime / loading zone for the proposed redevelopment which creates potential conflicts.
- Restripe / refresh the pavement markings along Olive Lane and 14th Avenue to better define the existing lane configurations.

In addition to the proposed redevelopment, note that the County has been considering potential pedestrian improvements at locations similar to the CR 101 and CR 6 intersection, which include the removal of the channelized right-turn movements to proactively improve intersection safety. However, prior to any long-term improvements at the CR 101 and CR 6 intersection, a more detailed intersection control evaluation should be conducted to determine if a roundabout would provide improved long-term operations when compared to the existing traffic signal control.

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of the study, the following conclusions are offered for consideration; development specific recommended improvements are summarized at the end of this section.

1) A review of crash and severity rates indicates that the study intersections operate within the normal range for intersections with similar characteristics and there does not appear to be any safety issues within the study area from a crash frequency or severity perspective.
2) All study intersections and approaches currently operate at LOS D or better during the typical weekday a.m. and p.m. peak hours, except at 19th Avenue which operates at LOS F during the peak hours, with an average approach delay near one (1) minute.
    a. Vehicles in the eastbound left-turn lane at the CR 101 and CR 6 intersection extend beyond the provided storage between five (5) and 15 percent of the a.m. and p.m. peak hours, which is primarily a result of the relatively short turn lane that is approximately 100 feet.
3) The proposed redevelopment includes a new 195-unit multifamily apartment building, 14,238 square feet of commercial / medical office space, and 22,050 square feet of remaining commercial / restaurant space from the existing Plymouth Plaza building.
4) Traffic forecasts were developed for year 2030 and 2040 no build and build conditions, which represent full build out of the proposed redevelopment and a 10-year post redevelopment condition. The forecasts include a one-half (0.5) percent annual background growth rate and trip generation from the proposed redevelopment.
    a. The proposed redevelopment is estimated to generate 194 a.m. peak hour (97 in / 97 out), 275 p.m. peak hour (140 in / 135 out), and 2,720 daily trips.
    b. The existing shopping center generates 54 a.m. peak hour (33 in / 21 out), 132 p.m. peak hour (59 in / 73 out), and 998 daily trips.
    c. The existing shopping center is generating peak hour trips at about 35 to 40% and daily trips at 20% of what a similar average retail shopping plaza would be expected to generate; assuming a fully occupied retail plaza with an average / common mix of businesses, the site has the potential to generate about 5,046 daily trips based on the existing facility size and the average ITE rate for a retail plaza.
    d. When considering the change in site trips along Olive Lane (south of CR 6) and 14th Avenue (west of CR 101) associated with the proposed redevelopment, the resultant increase in total traffic represents about one (1) to three (3) additional vehicles per minute along each of these roadways during the peak hours, respectively.
5) Key takeaways from the future 2030 capacity analysis, include:
    a. All study intersections and approaches are expected to continue to operate at LOS D or better during the typical weekday a.m. and p.m. peak hours, except at 19th Avenue; these delays are relatively common and do not necessarily warrant mitigation.
        - Potential future mitigation at the CR 101 and 19th Avenue intersection could be considered, such as a change in traffic control or restricting access to a three-quarter configuration (i.e., no left-turn or thru movement allowed from 19th Avenue to or across CR 101); preliminary review of the traffic volumes indicates that they would not likely meet the criteria for a traffic signal and right-of-way and topography would likely limit the possibility of a roundabout.

- Future mitigation at this location is likely needed regardless of the proposed redevelopment.
- Since there are no existing safety issues from a crash history perspective and the intersection is under Hennepin County jurisdiction, further coordination with the County should occur to determine if / when any mitigation at this location should be considered (long-term system need).

b. Vehicles queued in the eastbound left-turn lane at the CR 101 and CR 6 intersection will increase and extend beyond the provided storage between 15 and 30 percent of the p.m. peak hour.

- Since the proposed redevelopment is planning to reconfigure a portion of CR 6 to provide a westbound left-turn lane at Olive Lane, the median should be also modified to allow an advance left-turn lane and increase the turn lane storage as part of the proposed development (development related).

6) Key takeaways from the future 2040 capacity analysis, include:

a. All study intersections will generally operate similar to the year 2030 conditions with key differences related to increased volumes along CR 101 (associated with both general background growth and the proposed redevelopment), which are expected to increase side-street approach delays at multiple locations.

b. Northbound queues along CR 101 from the CR 6 intersection are expected to extend beyond the 14th Avenue intersection during the p.m. peak hour regardless of the proposed redevelopment; these queues have the potential to also impact the Southeast Site Access, as well as the CR 101 and 13th Avenue intersection.

- To mitigate queues, the addition of a northbound right-turn lane at the CR 101 and CR 6 intersection could be considered long-term. However, there are potential right-of-way, utility, access, and multimodal impacts associated with the addition of a northbound right-turn lane (long-term system need).
- Optimized signal timing could also be considered to help manage queues within the area. Thus, further coordination with the County should occur to determine potential long-term mitigation and / or access management considerations within the study area (long-term system need).
- The proposed left-turn lane along CR 6 at Olive Lane should be a minimum of 75 feet in length to accommodate the year 2040 peak queues (development related).

7) Accounting for shared parking, an excess parking supply of about 135 spaces is expected within the proposed redevelopment; thus, the proposed parking supply is expected to be sufficient.

8) The following items are offered for further consideration by area agencies and / or the project team (development related).

a. Locate signage and landscaping to avoid creating any sight distance issues.

b. Review truck maneuverability to limit potential internal circulation conflicts.

c. Eliminate or relocate the existing mid-block crosswalk along Olive Lane at the south church access; there is limited pedestrian activity at this location and the crosswalk is within the planned daytime / loading zone for the proposed redevelopment which creates potential conflicts.

d. Restripe / refresh the pavement markings along Olive Lane and 14th Avenue to better define the existing lane configurations.

9) The County has been considering potential pedestrian improvements at locations similar to the CR 101 and CR 6 intersection, which include the removal of the channelized right-turn movements to proactively improve intersection safety; this change is regardless of the proposed redevelopment.
    a. Prior to any long-term improvements at the CR 101 and CR 6 intersection, a more detailed intersection control evaluation should be conducted to determine if a roundabout would provide improved long-term operations when compared to the existing traffic signal control (long-term system need).

Development Specific Recommended Improvements

1) Provide a westbound left-turn lane along CR 6 at Olive Lane and modify the existing CR 6 median to allow an advance eastbound left-turn lane to increase the turn lane storage.
    a. The proposed westbound left-turn lane along CR 6 at Olive Lane should be a minimum of 75 feet in length to accommodate the year 2040 peak queues.
2) Locate signage and landscaping to avoid creating any sight distance issues.
3) Review truck maneuverability to limit potential internal circulation conflicts.
4) Eliminate or relocate the existing mid-block crosswalk along Olive Lane at the south church access; there is limited pedestrian activity at this location and the crosswalk is within the planned daytime / loading zone for the proposed redevelopment which creates potential conflicts.
5) Restripe / refresh the pavement markings along Olive Lane and 14th Avenue to better define the existing lane configurations.

APPENDIX

Crash Analysis Summary

		Crash Severity							Total Crash Rate				Fatal & Serious Injury Crash Rate			
Intersection	Total Crashes	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	Property Damage Only (PDO)	Years of Data	Entering ADT	Observed	Statewide Average	Critical Rate	Critical Index	Observed	Statewide Average	Critical Rate	Critical Index
CR 101 & 19th Avenue	**2**	0	0	0	1	1	5	21,550	0.051	0.693	1.050	**0.05**	0.000	1.261	4.830	**0.00**
CR 101 & School Access	**0**	0	0	0	0	0	5	21,300	0.000	0.145	0.320	**0.00**	0.000	0.414	3.020	**0.00**
CR 101 & CR 6	**25**	0	1	2	7	15	5	31,350	0.437	0.693	0.990	**0.44**	1.747	1.261	4.040	**0.43**
CR 101 & CVS Access	**0**	0	0	0	0	0	5	19,500	0.000	0.145	0.320	**0.00**	0.000	0.414	3.200	**0.00**
CR 101 & 14th Avenue	**6**	0	0	1	0	5	5	21,450	0.153	0.644	0.990	**0.15**	0.000	1.209	4.740	**0.00**
CR 101 & 13th Avenue (East)	**1**	0	0	0	0	1	5	19,900	0.028	0.145	0.320	**0.09**	0.000	0.414	3.160	**0.00**
CR 101 & 13th Avenue (West)	**0**	0	0	0	0	0	5	19,850	0.000	0.145	0.320	**0.00**	0.000	0.414	3.160	**0.00**
CR 6 & Olive Lane (North)	**2**	0	0	0	0	2	5	9,250	0.118	0.145	0.410	**0.29**	0.000	0.414	5.380	**0.00**
CR 6 & Olive Lane (South)	**0**	0	0	0	0	0	5	10,300	0.000	0.145	0.400	**0.00**	0.000	0.414	4.970	**0.00**
CR 6 & Merrimac Lane	**1**	0	0	0	1	0	5	10,000	0.055	0.145	0.400	**0.14**	0.000	0.414	5.080	**0.00**
CR 6 & CVS Access	**0**	0	0	0	0	0	5	13,150	0.000	0.145	0.370	**0.00**	0.000	0.414	4.180	**0.00**
CR 6 & School Access	**1**	0	0	0	0	1	5	13,250	0.041	0.145	0.370	**0.11**	0.000	0.414	4.160	**0.00**
CR 6 & Dunkirk Lane	**2**	0	0	1	1	0	5	15,650	0.070	0.644	1.050	**0.07**	0.000	1.209	5.600	**0.00**
Olive Lane & NW Site Access	**0**	0	0	0	0	0	5	1,600	0.000	0.145	0.890	**0.00**	0.000	0.414	22.350	**0.00**
Olive Lane & SW Site Access	**0**	0	0	0	0	0	5	700	0.000	0.145	1.400	**0.00**	0.000	0.414	46.830	**0.00**
14th Avenue & SE Site Access	**1**	0	0	0	0	1	5	1,750	0.000	0.145	0.850	**0.00**	0.000	0.414	20.680	**0.00**
Total	**41**	**0**	**1**	**4**	**10**	**26**										

July 18, 2025

Grant Fernelius
Community and Economic Development Director
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447

TIF ANALYSIS FINDINGS FOR 1455 COUNTY ROAD 101

LHB was hired to inspect one building on one parcel in Plymouth, Minnesota, to determine if it meets the definition of "Substandard" as defined by *Minnesota Statutes, Section 469.174, subdivision 10*. The building parcel may potentially be part of a future Redevelopment TIF District, so will need to be compliant with all the statutes pertaining to a Redevelopment District.

The building is located at 1455 County Road 101 (Parcel A in Diagram 1).

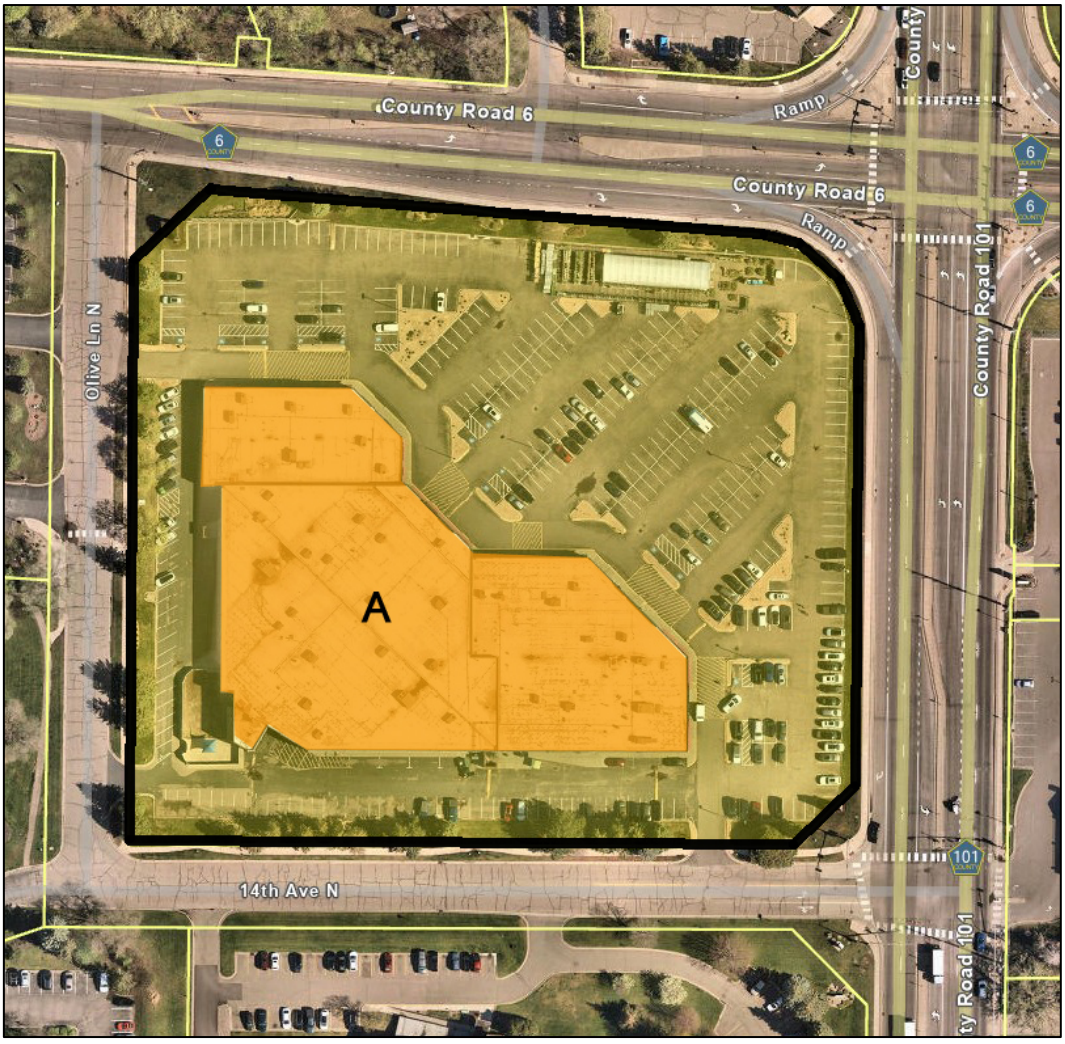


Diagram 1

CONCLUSION

After evaluating the condition of the building on June 26, 2025 and applying current statutory criteria for a Redevelopment District under *Minnesota Statutes, Section 469.174, Subdivision 10*, it is our professional opinion that the building qualifies as substandard.

The remainder of this letter and attachments describe our process and findings in detail.

MINNESOTA STATUTE 469.174, SUBDIVISION 10 REQUIREMENTS

The properties were inspected in accordance with the following requirements under *Minnesota Statutes, Section 469.174, Subdivision 10(c)*, which states:

INTERIOR INSPECTION

> *"The municipality may not make such determination [that the building is structurally substandard] without an interior inspection of the property..."*

EXTERIOR INSPECTION AND OTHER MEANS

> *"An interior inspection of the property is not required, if the municipality finds that*
>
> > *(1) the municipality or authority is unable to gain access to the property after using its best efforts to obtain permission from the party that owns or controls the property; and*
> >
> > *(2) the evidence otherwise supports a reasonable conclusion that the building is structurally substandard."*

DOCUMENTATION

> *"Written documentation of the findings and reasons why an interior inspection was not conducted must be made and retained under section 469.175, subdivision 3, clause (1)."*

QUALIFICATION REQUIREMENTS

Minnesota Statutes, Section 469.174, Subdivision 10 (a) (1) requires two tests for occupied parcels:

1. Coverage Test

   > *"…parcels consisting of 70 percent of the area of the district are occupied by buildings, streets, utilities, or paved or gravel parking lots…"*

   The coverage required by the parcel to be considered occupied is defined under *Minnesota Statutes, Section 469.174, Subdivision 10(e)*, which states:

   > *"For purposes of this subdivision, a parcel is not occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures unless 15 percent of the area of the parcel contains buildings, streets, utilities, paved or gravel parking lots, or other similar structures."*

The LHB team reviewed the following parcels:

Parcel A ID Number 30.118.22.44.0011

- The parcel is approximately 285,839 sf and is 90 percent covered by buildings, parking lots or other improvements.

Findings

The parcel is covered by buildings, parking lots or other improvements, exceeding the 15 percent parcel requirement.

2. Condition of Buildings Test

Minnesota Statutes, Section 469.174, Subdivision 10(a) states:

> *"…and more than 50 percent of the buildings, not including outbuildings, are structurally substandard to a degree requiring substantial renovation or clearance;"*

Structurally substandard is defined under Minnesota Statutes, Section 469.174, Subdivision 10(b), which states:

> *"For purposes of this subdivision, 'structurally substandard' shall mean containing defects in structural elements or a combination of deficiencies in essential utilities and facilities, light and ventilation, fire protection including adequate egress, layout and condition of interior partitions, or similar factors, which defects or deficiencies are of sufficient total significance to justify substantial renovation or clearance."*

We do not count energy code deficiencies toward the thresholds required by *Minnesota Statutes, Section 469.174, Subdivision 10(b))* defined as "structurally substandard", due to concerns expressed by the State of Minnesota Court of Appeals in the *Walser Auto Sales, Inc. vs. City of Richfield* case filed November 13, 2001.

Findings

The building exceeds the criteria required to be determined a substandard building (see the attached Building Code, Condition Deficiency and Context Analysis Reports).

Buildings are not eligible to be considered structurally substandard unless they meet certain additional criteria, as set forth in *Subdivision 10(c)* which states:

> *"A building is not structurally substandard if it follows the building code applicable to new buildings or could be modified to satisfy the building code at a cost of less than 15 percent of the cost of constructing a new structure of the same square footage and type on the site. The municipality may find that a building is not disqualified as structurally substandard under the preceding sentence based on reasonably available evidence, such as the size, type, and age of the building, the average cost of plumbing, electrical, or structural repairs, or other similar reliable evidence."*
>
> *"Items of evidence that support such a conclusion [that the building is not disqualified] include recent fire or police inspections, on-site property tax appraisals or housing inspections, exterior evidence of deterioration, or other similar reliable evidence."*

LHB counts energy code deficiencies toward the 15 percent code threshold required by *Minnesota Statutes, Section 469.174, Subdivision 10(c))* for the following reasons:

- The Minnesota energy code is one of ten building code areas highlighted by the Minnesota Department of Labor and Industry website where minimum construction standards are required by law.
- Chapter 13 of the *2015 Minnesota Building Code* states, "Buildings shall be designed and constructed in accordance with the International Energy Conservation Code." Furthermore, *Minnesota Rules, Chapter 1305.0021 Subpart 9* states, "References to the International Energy Conservation Code in this code mean the Minnesota Energy Code…"

- Chapter 11 of the *2015 Minnesota Residential Code* incorporates *Minnesota Rules, Chapters, 1322 and 1323 Minnesota Energy Code*.
- The Senior Building Code Representative for the Construction Codes and Licensing Division of the Minnesota Department of Labor and Industry confirmed that the Minnesota Energy Code is being enforced throughout the State of Minnesota.
- In a January 2002 report to the Minnesota Legislature, the Management Analysis Division of the Minnesota Department of Administration confirmed that the construction cost of new buildings complying with the Minnesota Energy Code is higher than buildings built prior to the enactment of the code.

Proper TIF analysis requires a comparison between the replacement value of a new building built under current code standards with the repairs that would be necessary to bring the existing building up to current code standards. For an equal comparison to be made, all applicable code chapters should be applied to both scenarios. Since current construction estimating software automatically applies the construction cost of complying with the Minnesota Energy Code, energy code deficiencies should also be identified in the existing structures.

Findings

The building has code deficiencies exceeding the 15 percent building code deficiency criteria required to be determined substandard (see the attached Building Code, Condition Deficiency and Context Analysis Reports).

TEAM CREDENTIALS

MICHAEL A. FISCHER, AIA, LEED AP - PROJECT PRINCIPAL / TIF ANALYST

Michael has 39 years of experience as project principal, project manager, project designer and project architect on planning, urban design, educational, commercial, and governmental projects. He has become an expert on Tax Increment Finance District analysis assisting over 130 cities with strategic planning for TIF Districts. He is an Architectural Principal and Vice President at LHB.

Michael completed a two-year Bush Fellowship, studying at MIT and Harvard in 1999, earning master's degrees in City Planning and Real Estate Development from MIT. He has served on more than 50 committees, boards, and community task forces, including City Council President in Superior, Wisconsin, Chair of the Duluth/Superior Metropolitan Planning Organization, and Chair of the Edina, Minnesota Planning Commission. Most recently, he served as a member of the Edina city council and Secretary of the Edina HRA. Michael has also managed and designed several award-winning architectural projects and was one of four architects in the Country to receive the AIA Young Architects Citation in 1997.

PHIL FISHER – INSPECTOR

For 35 years, Phil Fisher worked in the field of Building Operations in Minnesota including White Bear Lake Area Schools. At the University of Minnesota, he earned his Bachelor of Science in Industrial Technology. He is a Certified Playground Safety Inspector, Certified Plant Engineer, and is trained in Minnesota Enterprise Real Properties (MERP) Facility Condition Assessment (FCA). His FCA training was recently applied to the Minnesota Department of Natural Resources Facilities Condition Assessment project involving over 2,000 buildings.

ATTACHMENTS

We have attached a Building Code, Condition Deficiency and Context Analysis Report, Replacement Cost Report, Code Deficiency Report, and thumbnail photo sheets of the building.

Please contact me at (612) 752-6920 if you have any questions.

LHB, INC.

MICHAEL A. FISCHER, AIA, LEED AP

c: LHB Project No.250395.00

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1455 County Road 101 Redevelopment TIF District

Building Code, Condition Deficiency and Context Analysis Report

Parcel A — Plymouth Plaza

Address:	1455 County Road 101, Plymouth, Minnesota 55447
Parcel ID:	3011822440011
Inspection Date(s) & Time(s):	June 26, 2025, p:30 am
Inspection Type:	Interior and Exterior
Summary of Deficiencies:	It is our professional opinion that this building is Substandard because: - Substantial renovation is required to correct Conditions found. - Building Code deficiencies total more than 15% of replacement cost, NOT including energy code deficiencies.

Estimated Replacement Cost:	$10,795,598
Estimated Cost to Correct Building Code Deficiencies:	$2,788,893
Percentage of Replacement Cost for Building Code Deficiencies:	25.8%

DEFECTS IN STRUCTURAL ELEMENTS

1. Steel lintels should be protected from rusting per code.
2. Concrete windowsills are damaged and should be repaired or replaced.

COMBINATION OF DEFICIENCIES

1. Essential Utilities and Facilities
   a. There is no accessible route to all levels of the building as required by code.
   b. Restrooms do not comply with code.
   c. The staff breakroom sink does not comply with the accessibility code.

2. Light and Ventilation
   a. The lighting system does not comply with code.
   b. The HVAC system does not comply with code.

3. Fire Protection/Adequate Egress
   a. Sidewalks are damaged creating an impediment to emergency egress which is contrary to code.
   b. Thresholds do not comply with code for maximum height.
   c. Non-code-compliant door hardware should be replaced.
   d. Floor tile is damaged creating an impediment to emergency egress which is contrary to code.
   e. Fire caulking should be installed to comply with code.
   f. Sheet rock panels should be taped to comply with code.
   g. The emergency notification system does not comply with code.

h. There are no code required smoke detectors.

4. Layout and Condition of Interior Partitions/Materials
   a. Interior walls should be repaired and repainted.
   b. Rubber baseboard material should be replaced.
   c. Missing damaged ceiling tile should be replaced to comply with code.
   d. Interior windowsills are damaged from water intrusion and should be repaired.
   e. The carpet should be cleaned.

5. Exterior Construction
   a. Exterior caulking is failing allowing for water intrusion which is contrary to code.
   b. Steel doors and frames are rusting and should be repaired or replaced.
   c. Exterior block walls should be repainted.
   d. Window gasket seals are failing allowing for water intrusion which is contrary to code.
   e. The parking lot is failing and should be repaired or replaced.
   f. Graffiti should be removed, according to the city code.
   g. The roofing materials are failing allowing for water intrusion which is contrary to code.

DESCRIPTION OF CODE DEFICIENCIES

1. Protect steel lintels from rusting per code.
2. Create a code required accessible route to all levels of the building.
3. Modify restrooms to comply with code.
4. Modify staff break room to comply with accessibility code.
5. Install code compliant lighting.
6. Install a code compliant HVAC system.
7. Repair sidewalks to create a code required unimpeded means for emergency egress.
8. Modify thresholds to comply with code for maximum height.
9. Install code compliant door hardware where needed.
10. Repair or replace damaged floor tile to create a code required unimpeded means for emergency egress.
11. Install code required fire caulking.
12. Fireproof sheet rock panels to comply with code.
13. Install a code compliant emergency notification system.
14. Install code required smoke detectors.
15. Replace damaged and missing ceiling tile to comply with code.
16. Replace failed exterior caulking to prevent water intrusion per code.
17. Replace window gasket seals to prevent water intrusion per code.
18. Remove graffiti to comply with the city code.
19. Replace failed roofing materials to prevent water intrusion per code.

OVERVIEW OF DEFICIENCIES

This shopping center was built in 1987. The parking lot needs repair. The sidewalks need repair to create a code required unimpeded means for emergency egress. A code required accessible route to all levels should be established. Restrooms should be modified to comply with code. Steel lintels should be protected from rusting per code. The hollow metal exterior doors are rusting and should be repaired and repainted. Exterior concrete windowsills are failing and should be repaired or replaced. The exterior concrete block walls should be repainted. Exterior caulking has failed and should be removed and replaced to prevent water intrusion per code. A code compliant lighting system should be installed. A code-compliant HVAC system should be installed. Thresholds should be modified to comply with code. Non-code-compliant door hardware should be replaced. Install code required fire caulking. Properly enclose sheetrock joints, per fire code. Install a code compliant emergency notification system. Install code required smoke detectors. Replace failed window gaskets to prevent water intrusion per code. Replace failed roofing materials to prevent water intrusion per code.

ENERGY CODE DEFICIENCIES

In addition to the building code deficiencies listed above, the existing building does not comply with the current energy code. These deficiencies are not included in the estimated costs to correct code deficiencies and are not considered in determining whether the building is substandard.

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1455 County Road 101 Redevelopment TIF District

Replacement Cost Report

RSMeans data from GORDIAN	**Square Foot Cost Estimate Report**	Date:	**7/2/2025**
Estimate Name:	**1455 County Rd 101**		
Building Type:	**Store, Retail with Brick / Rigid Steel**		
Location:	**PLYMOUTH, MN**		
Story Count:	**1**		
Story Height (L.F.):	**14.00**		
Floor Area (S.F.):	**76816**		
Labor Type:	**OPN**		
Basement Included:	**No**		
Data Release:	**Year 2025 Quarter 2**	Costs are derived from a building model with basic components.	
Cost Per Square Foot:	**$140.54**	Scope differences and market conditions can cause costs to vary significantly.	
Building Cost:	**$10,795,598.23**		

		Quantity	% of Total	Cost Per S.F.	Cost
A	**Substructure**		**9.72%**	**$11.88**	**$912,298.49**
A1010	**Standard Foundations**			**$3.45**	**$264,908.61**
A10101051560	Foundation wall, CIP, 4' wall height, direct chute, .148 CY/LF, 7.2 PLF, 12" thick	1300		$1.93	$148,469.10
A10101102700	Strip footing, concrete, reinforced, load 11.1 KLF, soil bearing capacity 6 KSF, 12" deep x 24" wide	1300		$1.06	$81,737.50
A10102107410	Spread footings, 3000 PSI concrete, load 100K, soil bearing capacity 6 KSF, 4' - 6" square x 15" deep	57.61		$0.45	$34,702.01
A1030	**Slab on Grade**			**$7.99**	**$613,454.11**
A10301202240	Slab on grade, 4" thick, non industrial, reinforced	76816		$7.99	$613,454.11
A2010	**Basement Excavation**			**$0.44**	**$33,935.77**
A20101104560	Excavate and fill, 10,000 SF, 4' deep, sand, gravel, or common earth, on site storage	76816		$0.44	$33,935.77
B	**Shell**		**33.17%**	**$40.53**	**$3,113,364.27**
B1020	**Roof Construction**			**$17.15**	**$1,317,190.07**
B10201083400	Roof, steel joists, beams, 1.5" 22 ga metal deck, on columns and bearing wall, 25'x25' bay, 20" deep, 40 PSF superimposed load, 60 PSF total load	76816		$7.55	$579,681.19
B10201123300	Roof, steel joists, beams, 1.5" 22 ga metal deck, on columns, 25'x25' bay, 20" deep, 40 PSF superimposed load, 60 PSF total load	76816		$9.60	$737,508.88
B2010	**Exterior Walls**			**$8.58**	**$658,867.30**
B20101355140	Brick wall, core, standard face, 8" CMU back-up, 12" thick, perlite core fill	15470		$8.58	$658,867.30
B2020	**Exterior Windows**			**$2.20**	**$169,177.13**
B20202101100	Aluminum flush tube frame, for 1/4"glass,1-3/4"x4", 5'x6' opening, no intermediate horizontals	182		$0.08	$6,360.95
B20202201000	Glazing panel, insulating, 1/2" thick, 2 lites 1/8" float glass, clear	2548		$2.12	$162,816.18
B2030	**Exterior Doors**			**$3.10**	**$238,138.53**
B20301106700	Door, aluminum & glass, without transom, bronze finish, hardware, 3'-0" x 7'-0" opening	28.81		$2.58	$197,858.62
B20302203450	Door, steel 18 gauge, hollow metal, 1 door with frame, no label, 3'-0" x 7'-0" opening	9.6		$0.52	$40,279.91
B3010	**Roof Coverings**			**$9.47**	**$727,530.92**
B30101203400	Roofing, single ply membrane, EPDM, 60 mils, loosely laid, stone ballast	76816		$2.52	$193,762.98
B30103202700	Insulation, rigid, roof deck, extruded polystyrene, 40 PSI compressive strength, 4" thick, R20	76816		$6.30	$483,710.35
B30104201400	Roof edges, aluminum, duranodic, .050" thick, 6" face	1300		$0.45	$34,556.73
B30106305100	Gravel stop, aluminum, extruded, 4", mill finish, .050" thick	1300		$0.20	$15,500.86
B3020	**Roof Openings**			**$0.03**	**$2,460.32**
B30202100300	Roof hatch, with curb, 1" fiberglass insulation, 2'-6" x 3'-0", galvanized steel, 165 lbs	1		$0.03	$2,460.32
C	**Interiors**		**22.64%**	**$27.66**	**$2,125,043.47**
C1010	**Partitions**			**$1.49**	**$114,173.18**
C10101265400	Metal partition, 5/8"fire rated gypsum board face, no base,3 -5/8" @ 24" OC framing, same opposite face, no insulation	12802.67		$1.05	$80,545.42
C10101280700	Gypsum board, 1 face only, exterior sheathing, fire resistant, 5/8"	15470		$0.28	$21,222.37
C10101280960	Add for the following: taping and finishing	15470		$0.16	$12,405.39

C1020	**Interior Doors**			**$1.29**	**$98,841.43**
C10201022600	Door, single leaf, kd steel frame, hollow metal, commercial quality, flush, 3'-0" x 7'-0" x 1-3/8"	67.21		$1.29	$98,841.43
C1030	**Fittings**			**$0.32**	**$24,859.00**
C10301100460	Toilet partitions, cubicles, ceiling hung, stainless steel	9.6		$0.32	$24,859.00
C3010	**Wall Finishes**			**$0.94**	**$72,175.24**
C30102300140	Painting, interior on plaster and drywall, walls & ceilings, roller work, primer & 2 coats	15470		$0.23	$17,914.26
C30102300140	Painting, interior on plaster and drywall, walls & ceilings, roller work, primer & 2 coats	23044.8		$0.35	$26,685.88
C30102301940	Ceramic tile, thin set, 4-1/4" x 4-1/4"	2560.53		$0.36	$27,575.10
C3020	**Floor Finishes**			**$3.71**	**$285,345.32**
C30204101600	Vinyl, composition tile, maximum	76816		$3.71	$285,345.32
C3030	**Ceiling Finishes**			**$19.91**	**$1,529,649.30**
C30302107400	Acoustic ceilings, 3/4"mineral fiber, 12" x 12" tile, concealed 2" bar & channel grid, suspended support	76816		$19.91	$1,529,649.30
D	**Services**		**34.48%**	**$42.14**	**$3,236,770.49**
D1010	**Elevators and Lifts**			**$1.16**	**$88,768.50**
D10101102200	Hydraulic, passenger elevator, 3000 lb, 2 floors, 100 FPM	1		$1.16	$88,768.50
D2010	**Plumbing Fixtures**			**$2.99**	**$229,556.14**
D20101102000	Water closet, vitreous china, tank type, 2 piece close coupled	19.2		$0.47	$36,164.78
D20102102000	Urinal, vitreous china, wall hung	1		$0.03	$2,051.63
D20103101560	Lavatory w/trim, vanity top, PE on CI, 20" x 18"	19.2		$0.41	$31,728.08
D20104404340	Service sink w/trim, PE on CI,wall hung w/rim guard, 24" x 20"	19.2		$1.51	$115,658.97
D20108201880	Water cooler, electric, wall hung, dual height, 14.3 GPH	9.6		$0.57	$43,952.68
D2020	**Domestic Water Distribution**			**$0.30**	**$22,755.00**
D20202502220	Gas fired water heater, commercial, 100< F rise, 500 MBH input, 480 GPH	1		$0.30	$22,755.00
D2040	**Rain Water Drainage**			**$1.87**	**$143,476.92**
D20402104200	Roof drain, CI, soil,single hub, 4" diam, 10' high	48.01		$1.68	$128,676.40
D20402104240	Roof drain, CI, soil,single hub, 4" diam, for each additional foot add	192.04		$0.19	$14,800.52
D3050	**Terminal & Package Units**			**$10.66**	**$818,482.16**
D30501502560	Rooftop, single zone, air conditioner, department stores, 10,000 SF, 29.17 ton	76816		$10.66	$818,482.16
D4010	**Sprinklers**			**$5.15**	**$395,832.85**
D40104101080	Wet pipe sprinkler systems, steel, ordinary hazard, 1 floor, 10,000 SF	76816		$5.15	$395,832.85
D4020	**Standpipes**			**$1.84**	**$141,394.73**
D40203101540	Wet standpipe risers, class III, steel, black, sch 40, 4" diam pipe, 1 floor	9.6		$1.84	$141,394.73
D5010	**Electrical Service/Distribution**			**$0.40**	**$30,505.11**
D50101200320	Overhead service installation, includes breakers, metering, 20' conduit & wire, 3 phase, 4 wire, 120/208 V, 400 A	1		$0.10	$7,947.78
D50102300320	Feeder installation 600 V, including RGS conduit and XHHW wire, 400 A	50		$0.08	$6,303.55
D50102400200	Switchgear installation, incl switchboard, panels & circuit breaker, 120/208 V, 3 phase, 400 A	1		$0.21	$16,253.78
D5020	**Lighting and Branch Wiring**			**$16.04**	**$1,232,510.99**
D50201100440	Receptacles incl plate, box, conduit, wire, 8 per 1000 SF, .9 watts per SF	76816		$3.79	$291,310.85
D50201350360	Miscellaneous power, 1.5 watts	76816		$0.55	$42,341.75
D50201400280	Central air conditioning power, 4 watts	99860.8		$1.11	$85,600.68
D50202100520	Fluorescent fixtures recess mounted in ceiling, 1.6 watt per SF, 40 FC, 10 fixtures @32watt per 1000 SF	96020		$10.59	$813,257.71
D5030	**Communications and Security**			**$1.74**	**$133,488.09**
D50309100452	Communication and alarm systems, fire detection, addressable, 25 detectors, includes outlets, boxes, conduit and wire	3.46		$1.22	$93,800.86
D50309100460	Fire alarm command center, addressable without voice, excl. wire & conduit	9.6		$0.52	$39,687.23

E		Equipment & Furnishings		0.00%	$0.00	$0.00
E1090		Other Equipment			$0.00	$0.00
F		Special Construction		0.00%	$0.00	$0.00
G		Building Sitework		0.00%	$0.00	$0.00

SubTotal	100%	$122.21	$9,387,476.72
Contractor Fees (General Conditions,Overhead,Profit)	15.0%	$18.33	$1,408,121.51
Architectural Fees	0.0%	$0.00	$0.00
User Fees	0.0%	$0.00	$0.00
Total Building Cost		$140.54	$10,795,598.23

1455 County Road 101 Redevelopment TIF District

Code Deficiency Cost Report

Parcel A - 1455 County Road 101, Plymouh, Minnesota 55447
Parcel ID 3011822440011

Building Name or Type
Plymouth Plaza

Code Related Cost Items	Unit Cost	Units	Unit Quantity	Total
Accessibility Items				
Accessible Route				
Create a code required accessible route to all levels of the building	$ 1.16	SF	76,816	$ 89,106.56
Restrooms				
Modify restrooms to comply with code	$ 0.91	SF	30,000	$ 27,300.00
Staff Breakroom				
Modify staff breakroom to comply with accessibility code	$1,000.00	Lump	1	$ 1,000.00
Structural Elements				
Steel Lintels				
Protect steel lintels from rusting per code	$1,000.00	Lump	1	$ 1,000.00
Exiting				
Sidewalks				
Replace or repair damaged sidewalks to create a code required unimpeded means for emergency egress	$ 7.99	SF	1,000	$ 7,990.00
Thresholds				
Modify thresholds to comply with code for maximum height				
Door Hardware	$ 100.00	EA	20	$ 2,000.00
Install code compliant door hardware where needed				
Floor Tile				
Replace damaged floor tile to create a code required unimpeded means for emergency egress	$ 3.71	SF	50	$ 185.50
Emergency Notification System				
Install a code compliant emergency notification system	$ 0.52	SF	76,816	$ 39,944.32
Fire Protection				
Fire Caulking				
Install code required fire caulking	$ 0.03	SF	76,816	$ 2,304.48
Sheetrock				
Fireproof sheetrock in storage rooms per code	$ 500.00	Lump	1	$ 500.00
Smoke Detectors				
Install code required smoke detectors	$ 1.22	SF	76,816	$ 93,715.52
Ceiling Tile				
Install missing cealing tile to comply with code	$ 10.00	SF	500	$ 5,000.00
Exterior Construction				
Caulking				

Code	Related Cost Items	Unit Cost	Units	Unit Quantity	Total
	Replace failed caulking to prevent water intrusion per code	$ 0.05	SF	76,816	$ 3,840.80
	Windows				
	Replace failed window gaskets to prevent water intrusion per code	$ 0.15	SF	76,816	$ 11,522.40
	Remove grafitti from windows per city code	$ 50.00	Lump	1	$ 50.00
Roof Construction					
	Roofing Material				
	Replace failed roofing materials to prevent water intrusion per code	$ 11.34	SF	76,816	$ 871,093.44
Mechanical - Electrical					
	Mechanical				
	Install a code compliant HVAC system	$ 10.66	SF	76,816	$ 818,858.56
	Electrical				
	Install a code compliant lighting system	$ 10.59	SF	76,816	$ 813,481.44
				Total Code Improvements	**$ 2,788,893**

1455 County Road 101 Redevelopment TIF District | Parcel A

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1455 County Road 101 Redevelopment TIF District | Parcel A

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1455 County Road 101 Redevelopment TIF District | Parcel A

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1455 County Road 101 Redevelopment TIF District | Parcel A

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1455 County Road 101 Redevelopment TIF District | Parcel A

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1455 County Road 101 Redevelopment TIF District | Parcel A

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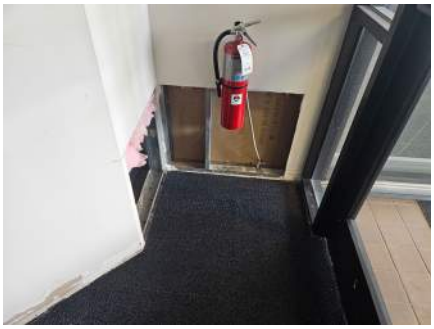

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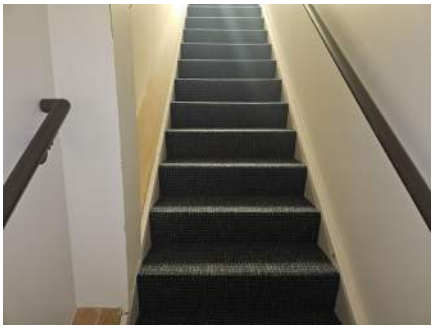

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1455 County Road 101 Redevelopment TIF District | Parcel A

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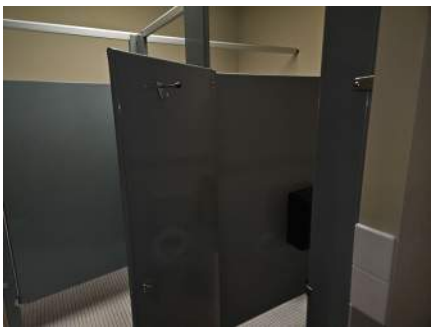

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1455 County Road 101 Redevelopment TIF District | Parcel A

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1455 County Road 101 Redevelopment TIF District | Parcel A

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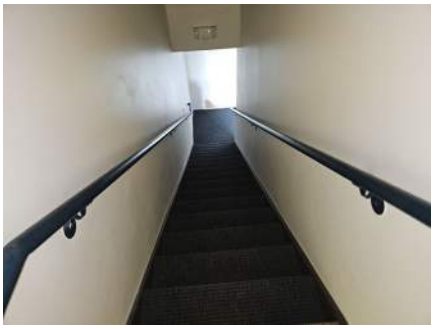

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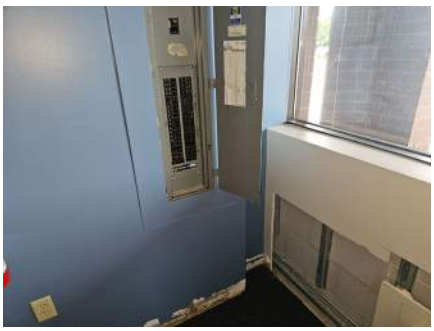

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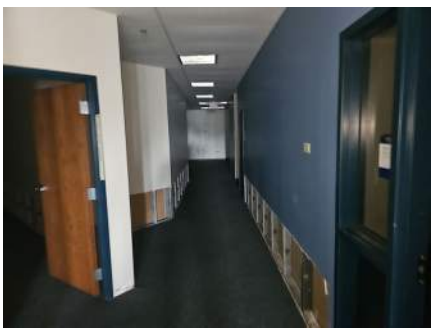

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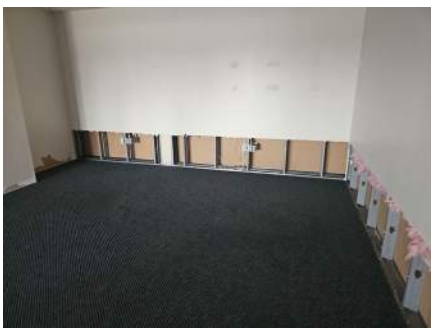

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1455 County Road 101 Redevelopment TIF District | Parcel A

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From: Webmail - Planning
Sent: Thursday, September 4, 2025 1:45 PM
To: Lori Sommers
Subject: FW: Proposed Development 101 & 6

Emily Ammentorp | Permit Technician
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447
Phone: 763-509-5406 - Fax: 763-509-5407
www.plymouthmn.gov

Plymouth, Minnesota | Adding Quality to Life

From: Ryan Haugen <haugs1231@comcast.net>
Sent: Thursday, September 4, 2025 1:24 PM
To: Webmail - Planning <planning@plymouthmn.gov>
Subject: Proposed Development 101 & 6

External email
First time sender

You don't often get email from haugs1231@comcast.net. Learn why this is important

September 4, 2025

Plymouth City Council,

We are residents of Imperial Hills and would like to express our concerns regarding the 101 and 6 sketch plan and the potential redevelopment of that area. We are particularly worried about the increased traffic another apartment complex on that corner would generate.

There are already several large apartment complexes nearby, including Oakwood Apartments and Coachman Trail Apartments directly behind the proposed site, as well as Wellington and Plymouth Colony Apartments just a few blocks away. This brings the total to four sizable apartment complexes within close proximity to that intersection. In our view, this is already a high concentration of multifamily housing for one intersection to manage. Traffic on 101 is already congested during the morning commute, and additional development will only worsen the situation.

We also understand that the developer may be seeking a variance for the number of underground and surface parking stalls. We strongly urge the city to maintain the current parking requirements. If the developer cannot meet existing code, that alone should be a compelling reason to deny the proposal. Parking appears to be insufficient as it stands. The

current plan shows only two primary entry and exit lanes, which will likely become congested, especially as vehicles cross between the retail and apartment components. The inclusion of a drive-thru could further increase traffic flow through the site, raising safety and accessibility concerns.

Additionally, our schools are over capacity. We have 30 kids in classrooms and teachers are not able to keep up the high standards of a Wayzata school's education with so many students. If the schools start falling behind, home prices will decrease as well. The district has been rezoning elementary schools every couple of years and it is hard on families and teachers. We do not need more housing to force another redistricting of our schools.

Whether the drive-thru remains part of the project or is simply a placeholder, we do not believe more apartments are appropriate for that location. If the city sees value in greater density at that corner, we suggest considering more retail options instead, such as an additional retail building or a standalone drive-thru.

We respectfully urge you to deny any request to advance this sketch plan if it includes an apartment complex.

Thank you for your time and for your service to the community.

Ryan and Sarah Haugen

1705 Olive Ln N

Plymouth MN 55447

From: Webmail - Planning
Sent: Thursday, August 7, 2025 8:52 AM
To: Lori Sommers
Subject: FW: Proposal for 200-unit apartment complex on County Road 6

Follow Up Flag: Follow up
Flag Status: Flagged

Michelle Bast | Permit Technician
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447
Phone: 763.509.5403 - Fax: 763.509.5407

From: Info <info@plymouthmn.gov>
Sent: Thursday, August 7, 2025 8:40 AM
To: kristenmanette@icloud.com; Webmail - Planning <Planning@plymouthmn.gov>
Subject: FW: Proposal for 200-unit apartment complex on County Road 6

Hello Kristen,

Thank you for your feedback. I've forwarded your comments over to our Planning department.

Best,

Colton Ashley | Office Support Representative | (He/Him/His)
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447
Phone: 763.509.5058 - Fax: 763.201.7878
cashley@plymouthmn.gov
www.plymouthmn.gov

From: Kristen Ratner <kristenmanette@icloud.com>
Sent: Wednesday, August 6, 2025 9:01 PM
To: Info <info@plymouthmn.gov>
Subject: Proposal for 200-unit apartment complex on County Road 6

External email
First time sender

You don't often get email from kristenmanette@icloud.com. Learn why this is important

Hello,

Who can I speak or write to in order to relay the message that NO ONE in the surrounding neighborhoods (people that actually own single family homes!) wants that apartment complex to be built?

Kristen Ratner

From: Grant Fernelius
Sent: Thursday, September 4, 2025 1:42 PM
To: Lori Sommers
Subject: FW: Stand with Residents, Not Developers – Oppose Hwy 101/6 Project

FYI

Grant Fernelius | Community & Economic Development Director/HRA Executive Director
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447-1482
Phone: 763.509.5401
www.plymouthmn.gov

Plymouth, Minnesota | Adding Quality to Life

From: Joel Spoonheim <jspoonheim@plymouthmn.gov>
Sent: Thursday, September 4, 2025 1:11 PM
To: Dave Callister <dcallister@plymouthmn.gov>; Grant Fernelius <gfernelius@plymouthmn.gov>; Michael Thompson <mthompson@plymouthmn.gov>
Subject: Fw: Stand with Residents, Not Developers – Oppose Hwy 101/6 Project

Dave, Grant, and Michael
Forwarding this so staff can address stated concerns in upcoming reports.

Thanks

Joel Spoonheim
City Council At Large

From: Debra Kessenich <debra.kessenich@comcast.net>
Sent: Thursday, September 4, 2025 12:35:03 PM
To: Julie Peterson <jpeterson@plymouthmn.gov>; Jeffry Wosje <jwosje@plymouthmn.gov>; Clark Gregor <cgregor@plymouthmn.gov>; Joel Spoonheim <Jspoonheim@plymouthmn.gov>; Kimberly Nelson <knelson@plymouthmn.gov>; Scott Aldrich <saldrich@plymouthmn.gov>; Julie Pointner <jpointner@plymouthmn.gov>
Subject: Stand with Residents, Not Developers – Oppose Hwy 101/6 Project

External email
First time sender

You don't often get email from debra.kessenich@comcast.net. Learn why this is important

Dear Julie Peterson and Members of the Plymouth City Council,

We are residents of Hawthorne Ponds along Highway 101, and we are deeply concerned about the potential redevelopment at the corner of Highway 101 and Highway 6 into a large apartment complex. We respectfully ask that you reconsider this project for the following reasons:

- **School capacity:** Our local schools are already overextended. Please speak directly with teachers and staff at the local schools—they will confirm that the speed of growth cannot continue.

- **Apartment concentration:** The area already includes several large apartment complexes (Oakwood, Coachman Trail, Wellington, and Plymouth Colony). Research shows that clustering too many apartments in one area is not healthy for a balanced community. Developments should be more evenly distributed, not concentrated.

- **Traffic and safety:** Traffic and speeding along Highway 101 are already significant problems. Adding another large apartment building will only make these issues worse and put drivers, pedestrians, and cyclists at greater risk.

- **Variance concerns:** Zoning codes and standards exist to protect residents and ensure responsible growth. Granting variances to developers undermines this purpose and gives preference to wealthy interests over the long-term wellbeing of Plymouth citizens.

For these reasons, we strongly oppose the redevelopment of this corner as an apartment building. We urge you to put the needs of residents ahead of developers and demonstrate that you are listening to your constituents by denying this proposal.

Respectfully,
Peter and Debbie Kessenich

Lori Sommers

From: lsommers@plymouthmn.gov
Subject: FW: [IMPORTANT] Plymouth Plaza Redevelopment Concerns

From: Gabriel Anderson <gabriel.r.anderson21@gmail.com>
Sent: Thursday, September 18, 2025 3:14 PM
To: Jeffry Wosje <jwosje@plymouthmn.gov>
Cc: Grant Fernelius <gfernelius@plymouthmn.gov>; Dave Callister <dcallister@plymouthmn.gov>
Subject: Re: [IMPORTANT] Plymouth Plaza Redevelopment Concerns

External email
First time sender

You don't often get email from gabriel.r.anderson21@gmail.com. Learn why this is important

TLDR, I found out that wayzata is having traffic issues at the cross roads of 12 and 101. So much so hearings have been had in Wayzata on the matter in early 2025. I had talked to him about this and mentioned this redevelopment project in Plymouth. He had stated interest in the matter due to the affects on the traffic problems they're experiencing. This is very important, so please make sure to reach out to Wayzata. Not only will this redevelopment of Plymouth Plaza affect the surrounding community neighborhoods, but also our neighboring city, Wayzata. Pease keep me plugged in on the matter so I know this safety issue is getting appropriate attention.

Gabriel Anderson
Scientist | Operations Director | Innovator
Mobile (651) 354-0231
Email gabriel.r.anderson21@gmail.com
Minneapolis/St. Paul, MN 55416

Regards,

On Thu, Sep 18, 2025, 1:54 PM Jeffry Wosje <jwosje@plymouthmn.gov> wrote:

> Gabriel, I am copying our Community & Economic Development Director, Grant Fernelius, as he would have the most current status.
>
> I have not heard from the Wayzata Mayor regarding this particular subject.
>
> Sent from my iPad

On Sep 17, 2025, at 3:02 PM, Gabriel Anderson <gabriel.r.anderson21@gmail.com> wrote:

You don't often get email from gabriel.r.anderson21@gmail.com. Learn why this is important

Hi Jeffry.
Can you let me know what progress there's been on the Plymouth Plaza Redevelopment?
What more can we do to protect our community?
I had head that the Mayor of Wayzata would be reaching out concerning the concerns around the project. Are you able to share anything from that conversation?

Thanks,
Gabriel

On Thu, Aug 28, 2025 at 10:41 AM Jeffry Wosje <jwosje@plymouthmn.gov> wrote:

Gabriel, I'm glad you are enjoying your home and experience in Plymouth (and your new street!). I live in Imperial Hills just north of the proposed development and hope the neighborhoods surrounding will let their thoughts known to the entire Council. There will be a traffic study completed as part of the application and I will ask staff to make sure it includes cars that will be turning south from 14th onto 101. I realize how much density there already is in this area and want to be sensitive to that.

Jeff Wosje
Mayor
City of Plymouth

From: Gabriel Anderson <gabriel.r.anderson21@gmail.com>
Sent: Tuesday, August 26, 2025 10:45 AM
To: Jeffry Wosje <jwosje@plymouthmn.gov>
Subject: [IMPORTANT] Plymouth Plaza Redevelopment Concerns

You don't often get email from gabriel.r.anderson21@gmail.com. Learn why this is important

Dear Mayor Jeffry Wosje,
I hope this email finds you well. My name is Gabriel Anderson, and I am a resident of 17610 12th Ave N in Plymouth, Minnesota. As a new member to the community (as of 2023), my wife and I have grown to love the community in this region of Plymouth and the city as a whole. From what we've experienced so far, I have always appreciated the efforts of the City Council to balance growth with the quality of life for residents.
However, I am writing to express my serious concerns about the proposed redevelopment of Plymouth Plaza at the corner of County Roads 6 and 101, which includes the addition of a four-story, 195-unit apartment complex. This project, while aimed at addressing the need for additional housing, risks exacerbating existing traffic congestion in an area already strained by high volumes and safety issues.
First, I want to highlight the current traffic challenges in our neighborhood, which I have

personally experienced and which are well-documented. County Road 101, a two-lane-each-way thoroughfare, serves as a major artery for Plymouth and surrounding areas. During peak times, particularly around school hours near Gleason Lake Elementary, I have witnessed significant backups heading south toward I-394, often extending nearly over a quarter mile. These delays not only frustrate commuters but also create hazardous conditions, such as drivers ignoring lane markings, red lights, and turn restrictions, leading to near-misses and increased risks for pedestrians and cyclists. Additionally, entering or exiting our neighborhood often involves long wait times to cross CR 101, compounding daily inconveniences. These issues were significant enough to prompt a public listening session hosted by Wayzata and Hennepin County in May 2025 to address traffic and safety concerns on Highway 101 between Highway 12 and Wayzata Boulevard. Ongoing projects on I-394, including intermittent lane closures and E-ZPass lane shutdowns between downtown Minneapolis and Highway 100, further contribute to regional congestion that spills over into our local roads. I highly encourage the City of Plymouth to work closely with Wayzata on this issue.

The addition of approximately 195 new apartment units could introduce hundreds of new residents and vehicles to this already burdened corridor. This influx would likely intensify backups, prolong wait times at intersections, and heighten safety risks, particularly during rush hours and school commutes. I understand that you yourself have voiced concerns about the potential traffic impacts of this development during recent discussions. While I support revitalizing Plymouth Plaza, which includes retaining businesses like the Original Pancake House and adding new retail spaces, I strongly oppose the residential component. Instead, I strongly request that the City Council explore alternatives that focus solely on commercial redevelopment, such as expanded unique retail spaces or community-oriented businesses, which could bring economic benefits without significantly increasing population density and traffic strain.

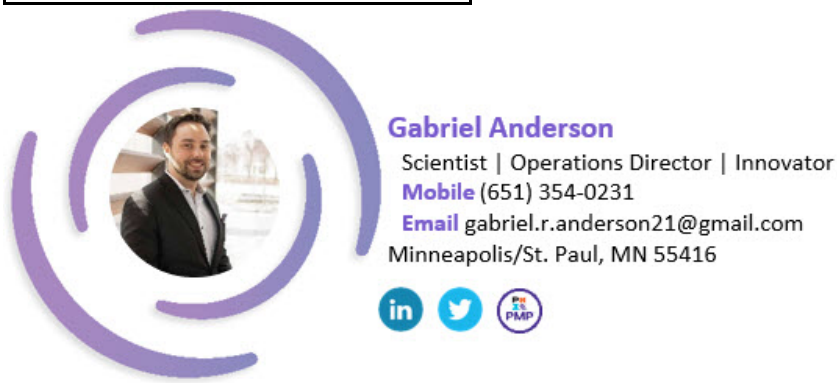
Beyond traffic, I am also worried about the broader implications for our community's character and home values. New high-density developments can sometimes lead to short-term disruptions that affect property desirability, though studies suggest that well-planned projects may ultimately support higher price appreciation in surrounding areas due to revitalization. However, in light of our existing infrastructure challenges, this project risks tipping the balance toward negative outcomes for current residents.

I kindly request that the City Council reconsider the approval of this project in its current form and prioritize traffic studies, infrastructure upgrades, or scaled-back plans that align with Plymouth's commitment to sustainable growth and community driven focus. I would be happy to discuss this further or provide additional details from my experiences. Please feel free to contact me at 651-354-0231 or gabriel.r.anderson21@gmail.com.

Thank you for your time and dedication to our city. I look forward to your response and to seeing Plymouth continue to thrive as a welcoming, accessible community.

Sincerely,

Gabriel Anderson
17610 12th Ave N
Plymouth, MN 55447
651-354-0231
gabriel.r.anderson21@gmail.com



CITY OF PLYMOUTH

RESOLUTION NO. 2025-

A RESOLUTION APPROVING A COMPREHENSIVE PLAN AMENDMENT TO REGUIDE ROUGHLY 6.56-ACRES FROM C TO MXD FOR "PLYMOUTH PLAZA" (2025042)

WHEREAS, Marco McLane Development has requested a comprehensive plan amendment to reguide roughly 6.56-acres of land located at 1455 County Road 101 from C (commercial) to MXD (mixed use); and

WHEREAS, the land affected by the reguiding is presently legally described as follows:

Lot 1, Block 2, SCHIEBE'S OAKWOOD, Hennepin County, Minnesota.

That part of vacated County Road No. 6 as dedicated in the recorded plat of SCHIEBE'S OAKWOOD, described as follows: Beginning at the intersection of the North line of Lot 1, Block 2, in said plat and the West line of the East 70 feet of the Southeast Quarter of Section 30, Township 118, Range 22; thence Westerly and Northerly along the Northerly and Easterly lines of said Lot 1 to the intersection with a line drawn parallel with and 60 feet South from the Survey line as delineated on Hennepin County State Aid Highway No. 6, Plat No. 5, according to Document No. 976842, thence Easterly along said parallel line to a point distant 35 feet Westerly, measured along said parallel line, from the intersection with said West line of the East 70 feet; thence Southeasterly to a point of said West line distant 35 feet Southerly, measured along said West line from the intersection with said parallel line; thence Southerly along said West line to the point of beginning, Hennepin County, Minnesota.

Torrens Property
Being registered land as is evidenced by Certificate of Title No. 1420548.; and

WHEREAS, the Planning Commission has reviewed said 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 an amendment to the comprehensive plan to reguide roughly 6.56-acres of land located at 1455 County Road 101 from C (commercial) to MXD (mixed use).

FURTHER, to incorporate the changes, the city will modify Figure 3-2, 2040 Land Use Plan in Chapter 3 of the Plymouth Comprehensive Plan; and

FURTHER, approval of the comprehensive plan amendment is contingent upon, and subject to, the required review and response by the Metropolitan Council.

APPROVED by the City Council on this ____nd day of _____, 2025.

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 _____, 2025, 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

CITY OF PLYMOUTH

ORDINANCE NO. 2025-

ORDINANCE AMENDING CHAPTER 21 (ZONING ORDINANCE) OF THE CITY CODE TO RECLASSIFY CERTAIN LAND LOCATED AT 1455 COUNTY ROAD 101(2025042)

THE CITY OF PLYMOUTH ORDAINS:

Section 1. Amendment of City Code. Chapter 21 of the City Code of the City of Plymouth, Minnesota, adopted December 18, 1996 as amended, is hereby amended by changing the classification on the City of Plymouth Zoning Map from C-2 (neighborhood commercial) to PUD (planned unit development) with respect to one parcel including Hennepin County Property Identification Number 30-118-22-44-0011, (1455 County Road 101).

Section 2. Legal Description. The parcel is legally described as follows:

That part of vacated County Road No. 6 as dedicated in the recorded plat of SCHIEBE'S OAKWOOD, described as follows: Beginning at the intersection of the North line of Lot 1, Block 2, in said plat and the West line of the East 70 feet of the Southeast Quarter of Section 30, Township 118, Range 22; thence Westerly and Northerly along the Northerly and Easterly lines of said Lot 1 to the intersection with a line drawn parallel with and 60 feet South from the Survey line as delineated on Hennepin County State Aid Highway No. 6, Plat No. 5, according to Document No. 976842, thence Easterly along said parallel line to a point distant 35 feet Westerly, measured along said parallel line, from the intersection with said West line of the East 70 feet; thence Southeasterly to a point of said West line distant 35 feet Southerly, measured along said West line from the intersection with said parallel line; thence Southerly along said West line to the point of beginning, Hennepin County, Minnesota.

Torrens Property
Being registered land as is evidenced by Certificate of Title No. 1420548.; and

WHEREAS, the Planning Commission has reviewed said request at a duly called public hearing and recommends approval; and

Section 3. Effective Date. This amendment shall take effect immediately upon its passage.

ADOPTED by the City Council this ____nd day of _____, 2025.

_____
Jeffry Wosje, Mayor

ATTEST:

_____
Jodi Gallup, City Clerk

CITY OF PLYMOUTH

RESOLUTION NO. 2025-

A RESOLUTION APPROVING FINDINGS OF FACT FOR THE REZONING OF LAND LOCATED AT 1455 COUNTY ROAD 101 (2025042)

WHEREAS, Marco McLane Development has requested reclassification of the zoning from C-2 (neighborhood commercial) to PUD (planned unit development) for roughly 6.56-acres presently legally described as follows:

Lot 1, Block 2, SCHIEBE'S OAKWOOD, Hennepin County, Minnesota.

That part of vacated County Road No. 6 as dedicated in the recorded plat of SCHIEBE'S OAKWOOD, described as follows: Beginning at the intersection of the North line of Lot 1, Block 2, in said plat and the West line of the East 70 feet of the Southeast Quarter of Section 30, Township 118, Range 22; thence Westerly and Northerly along the Northerly and Easterly lines of said Lot 1 to the intersection with a line drawn parallel with and 60 feet South from the Survey line as delineated on Hennepin County State Aid Highway No. 6, Plat No. 5, according to Document No. 976842, thence Easterly along said parallel line to a point distant 35 feet Westerly, measured along said parallel line, from the intersection with said West line of the East 70 feet; thence Southeasterly to a point of said West line distant 35 feet Southerly, measured along said West line from the intersection with said parallel line; thence Southerly along said West line to the point of beginning, Hennepin County, Minnesota.

Torrens Property
Being registered land as is evidenced by Certificate of Title No. 1420548.; and

WHEREAS, the Planning Commission has reviewed said request at a duly called public hearing and recommends approval; and

WHEREAS, the City Council has adopted an ordinance rezoning the affected land from C-2 to PUD.

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 for reclassification of the zoning from C-2 to PUD for roughly 6.56-acres (as legally described above), based on the following findings:

1. The requested PUD zoning is consistent with MXD guiding.
2. The proposed density is consistent with MXD guiding.
3. The proposed multiple family development and lot arrangement would comply with the zoning standards.
4. Adequate infrastructure would be available to support the proposed development.

APPROVED by the City Council on this ____nd day of _____, 2025.

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 _____, 2025 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

CITY OF PLYMOUTH

RESOLUTION NO. 2025-

RESOLUTION APPROVING A PUD GENERAL PLAN AND PRELIMINARY PLAT FOR MARCO MCLANE DEVELOPMENT FOR "PLYMOUTH PLAZA" FOR PROPERTIES LOCATED AT 1455 COUNTY ROAD 101 (2025042)

WHEREAS, Marco McLane Development has requested approval of a PUD general plan and preliminary plat that includes roughly 6.56-acres of land; and

WHEREAS, the subject site is presently legally described as follows:

Lot 1, Block 2, SCHIEBE'S OAKWOOD, Hennepin County, Minnesota.

That part of vacated County Road No. 6 as dedicated in the recorded plat of SCHIEBE'S OAKWOOD, described as follows: Beginning at the intersection of the North line of Lot 1, Block 2, in said plat and the West line of the East 70 feet of the Southeast Quarter of Section 30, Township 118, Range 22; thence Westerly and Northerly along the Northerly and Easterly lines of said Lot 1 to the intersection with a line drawn parallel with and 60 feet South from the Survey line as delineated on Hennepin County State Aid Highway No. 6, Plat No. 5, according to Document No. 976842, thence Easterly along said parallel line to a point distant 35 feet Westerly, measured along said parallel line, from the intersection with said West line of the East 70 feet; thence Southeasterly to a point of said West line distant 35 feet Southerly, measured along said West line from the intersection with said parallel line; thence Southerly along said West line to the point of beginning, Hennepin County, Minnesota.

Torrens Property
Being registered land as is evidenced by Certificate of Title No. 1420548.; and

WHEREAS, the Planning Commission has reviewed said 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 Marco McLane Development for a PUD general plan and preliminary plat located at 1455 County Road 101, subject to the following conditions:

1. A PUD general plan and preliminary plat for three lots are approved to allow a mixed-use development to allow demolition of a portion of the existing building, a new 14,238 square-foot commercial building, and 195-unit apartment building and associated parking 195-unit apartment with parking spaces, in accordance with the plans received by the City on July 2, 2025, with additional information on July 28, 2025, July 29, 2025, August 1, 2025, August 19, 2025, and September 17, 2025, except as may be amended by this resolution.

2. Approval is contingent upon the following:
   a. City Council approval of the request to reguide the site to MXD and rezoning the site to PUD.
   b. The required review and approval by the Metropolitan Council for the requested comprehensive plan amendment to reguide the site to MXD.

3. **Prior to commencement of grading, or other site preparation work**,
   a. Install and request inspection of all required pre-disturbance erosion control best management practices including, but not limited to, perimeter controls, rock construction entrances, and inlet protection.
   b. Provide documentation that all Wetland Conservation Act approvals and environmental-related permits have been received including, but not limited to, those from Bassett Creek Watershed, Minnesota Department of Natural Resources (MN DNR), Minnesota Pollution Control Agency, and Army Corps of Engineers.
   c. Apply for and receive the necessary grading, right-of-way, and demolition permits.

4. **Prior to issuance of a building permit**, the Developer shall:
   a. Submit and receive approval of the required final plat application.
   b. Submit and receive approval of the required PUD final plan for the buildings.

5. **In conjunction with or prior to submission of the final plat application**, the Developer shall:
   a. Update the plans and specifications to be in conformance with the rules set forth in the City of Plymouth Engineering Guidelines & Standard Detail Specifications for Sanitary Sewer, Watermain, Storm Sewer and Street Construction, dated January 2025, and:
      1. Staff approval of implementation of Engineering Guidelines and Specifications.
      2. Confirm Storm Water Report, Stormwater Pollution Prevention Plan, and Erosion Control Plan approved by staff in accordance with applicable rules.
      3. Confirm consistency of easements with proposed infrastructure as detailed by City Specifications.
      4. Obtain all applicable agency permits or approvals that are required including, but not limited to, those from watershed districts, Hennepin County, Metropolitan Council Environmental Services, Minnesota Pollution Control Agency, Minnesota Department of Health, as well as the NPDES permit.
   b. Demonstrate compliance with City and watershed requirements pertaining to drainage, treatment of runoff, and runoff rates. Note that approval of the storm water management plan for this development remains pending until approval by the watersheds, WCA, MN DNR, and Army Corps of Engineers is obtained.
   c. Submit a copy of the declaration of easements, covenants, conditions, and restrictions (ECCR) for City review. The ECCR document shall address responsibilities for maintenance, repair, and replacement of Developer-installed improvements including, but not limited to, drive aisles, sidewalks, trails, water quality features, signage, and other similar or common site features.
   d. Finalize and sign geotechnical report.
   e. Incorporate soil corrections recommended in geotechnical report into civil plans, including safe trenching and constructability limits.
   f. Provide a plan to address recommendations in the Traffic Study.
   g. Provide a chloride management plan for the site.

h. Provide a city approved and executed cross easement agreement in perpetuity for unobstructed fire access and water supply between the project site and all properties.

6. **Prior to recording the final plat**, the developer shall:
   a. Execute the development contract and provide the related financial guarantees and fees.
   b. Execute the Storm Water Maintenance Agreements.
   c. Execute any Rain Garden Maintenance Agreements, as applicable.
   d. Receive City approval of final construction plans.
   e. Compliance with all fire codes, including those for hydrant location and fire lane signage.
   f. Pay the required park dedication fee.
   g. Pay tree restitution fee.
   h. Pay tree preservation fee.
   i. Provide all required easements and agreements.

7. Connection to all City utilities must be witnessed and inspected by City staff. The Developer shall provide proper notice of connection to the City. Connections to the City water system that require a water shut down may be required to occur at nighttime.

8. Any required updates by the Metropolitan Council to the City's 2040 Comprehensive Plan as a result of this project and requires a consultant to complete shall be incurred by the applicant.

9. Trash and recyclables generated by residential buildings shall be stored inside the apartment building. Dumpsters shall be located such that they prevent illicit discharge into the storm sewer system.

10. All site lighting for the development shall be designed to match throughout the development and be designed to meet the LZ2 lighting district standards.

11. All sidewalks and trails within the site shall be owned and maintained by the Developer.

12. No recreational vehicles shall be stored or maintained in this PUD.

13. No outside storage or display of goods or merchandise shall be allowed in this PUD.

14. Construction parking for this development shall occur on the site, or pursuant to a construction parking plan approved by the City.

15. Structures shall comply with the following architectural design standards:
   a. All structures shall have high quality finishes and shall be constructed of durable materials as noted on the materials boards provided.
   b. Painted block is prohibited.
   c. All building elevations shall receive equal or nearly equal treatment and visual qualities.
   d. Building colors shall be harmonious throughout the development.
   e. Any parapets visible from the back shall be treated to coordinate with the building.

f. Any visible rooftop or ground-mounted mechanical equipment shall be screened or painted to match the building. Materials for any screening elements shall be coordinated with the building design and architecture. Any such screening elements proposed shall be reviewed by City staff, and shall receive City staff approval prior to installation.
g. Buildings shall have varied and interesting detailing. The use of large unadorned walls unrelieved by architectural detailing (such as change in materials, change in color, offsets, or other significant visual relief) shall be prohibited.
h. Uniform materials shall be incorporated on all structures. The use of varied textures is encouraged.
i. Elevations of all sides of a proposed building shall be submitted with the required PUD final plan, for determination of compliance with the above requirements.

16. Signage shall comply with the following standards:
    a. Master sign plan in accordance with the plans and standard sign criteria received by the City on September 18, 2025, except as amended by this resolution.
    b. All signs shall conform to section 21155.05 (Signs - General Regulations and Restrictions) of the zoning ordinance, except as amended herein.
    c. Signs shall be designed and constructed in a uniform manner and, to the extent possible, as an integral part of the building's architecture.
    d. All wall signs shall consist of individual dimensional letters and logos, and shall be architecturally compatible with the building and other signage in the development.
    e. Illuminated wall signs shall consist of channel letters with acrylic facing or reverse channel letters (halo-lighted). Externally illuminated wall signs by a separate light source shall be prohibited.
    f. Wall signs shall not extend more than eight inches beyond the face to which the sign is mounted.
    g. Back-lit awnings are prohibited.
    h. Inflatable advertising devices and searchlights are prohibited.
    i. Window signs shall be prohibited.
    j. Temporary signage shall comply with Zoning Ordinance requirements.
    k. Directional signage and address signage shall comply with Zoning Ordinance requirements.
    l. Exposed neon tubing for signage or accent purposes is prohibited.

17. Standard Conditions:
    a. No building permits shall be issued until the final plat is recorded.
    b. Hours of operation for site preparation work including building demolition, utility installation, foundation piling installation, and grading shall be limited as follows: Monday through Friday 7 a.m. to dusk; Saturdays 8 a.m. to 6 p.m.; Sundays and Holidays no work allowed. Hours of operation for site development work including building construction shall be limited as follows: Monday through Friday 7 a.m. to 10 p.m.; Saturdays, Sundays, and Holidays 8 a.m. to 9 p.m.
    c. Obtain city right-of-way permit if work will extend into right-of-way.
    d. Retaining walls shall be located out of any drainage and utility easements and if over 4 feet tall require a building permit.
    e. Any signage shall require separate permits and shall comply with the City's sign regulations.
    f. Compliance with the City's lighting regulations.

g. Compliance with the City's tree preservation, reforestation, and restitution regulations.
h. No trees shall be planted in the boulevard, or drainage and utility easements affecting utilities and their possible future maintenance.
i. The preliminary plat approval shall expire one year after the date of approval, unless the property owner or applicant has applied for final plat approval, or unless the applicant, with the consent of the landowner, has received prior approval from the City to extend the expiration date for up to one additional year, as regulated under Section 510 of city code.

APPROVED by the City Council on this ____nd day of _____.

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 _____, 2025, 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