CITY OF PLYMOUTH
AGENDA
Regular City Council
Council Chambers
3400 Plymouth Boulevard, Plymouth, MN
November 25, 2025, 7:00 PM

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

2. ROLL CALL

3. PLYMOUTH FORUM - Individuals may address the council 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 City Council will continue with the agenda. The City Council will take no official action on items discussed at the forum, with the exception of referral to staff or commission or committee for future report.

4. PRESENTATIONS AND PUBLIC INFORMATION ANNOUNCEMENTS

4.1 Proclamation declaring November 29, 2025 as Small Business Saturday
1. Proclamation

4.2 Proclamation declaring December 3, 2025 as International Day of Persons with Disabilities
1. Proclamation

4.3 Proclamation committing to the Civic Pledge for a Stronger Minnesota
1. Proclamation

5. APPROVE AGENDA - Council members may add items to the agenda including items contained in the Council Information Memorandum for discussion purposes or staff direction only. The council will not normally take official action on items added to the agenda.

6. 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 council member or individual so requests, in which event the item will be removed from the consent agenda and placed elsewhere on the agenda.

6.1 Adopt proposed minutes
1. November 10 Special
2. November 10 Regular

6.2 Approve disbursements
1. Invoice Expense Distribution
2. City Council Resolution 2025-283

6.3 Approve variance request to the bluff setback to allow the construction of

an inground pool at 630 Brockton Lane North (Ira & Paige Miller - 2025057)

1. Planning Commission Minutes
2. Planning Commission Report
3. Location Map
4. Variance Standards Response
5. Surveys
6. City Council Resolution 2025-284

6.4 Accept donation from the Plymouth Lions for "Presents with Public Safety"

1. City Council Resolution 2025-285

6.5 Award contract for roof replacement, Section A, at City Maintenance Facility

1. Bid Tabulation
2. Recommendation for Award
3. City Council Resolution 2025-286

6.6 Reject all bids for Public Safety Mechanical Improvements Project

1. City Council Resolution 2025-287

6.7 Approve payment of water service repair invoices

1. City Council Resolution 2025-288

6.8 Approve a conditional use permit amendment to allow the expansion of high technology industrial assembly and warehousing within the existing building at 16305 & 16355 36th Avenue. (HistoSonics -- 2025070)

1. Planning Commission Minutes
2. Planning Commission Report
3. Applicant plans and graphics
4. City Council Resolution 2025-289

7. PUBLIC HEARINGS

7.1 Public hearing for Coborn's Incorporated applications for an off-sale intoxicating liquor license (d/b/a Coborn's Wine & Spirits - Suite 200) and off-sale 3.2% malt liquor license (d/b/a Coborn's Market & Table - Suite 100) at 6130 Sycamore Lane North

1. Buffer and Distance Map
2. Property Owners within 500'
3. Floor Plans
4. City Council Resolution 2025-290
5. City Council Resolution 2025-291

7.2 Public hearing for The Buttered Tin Plymouth, LLC applications for wine and on-sale 3.2 percent malt liquor licenses, 6130 Sycamore Lane North,

Suite 300
1. Buffer and Distance Map
2. Property Owners within 500'
3. Floor Plans
4. City Council Resolution 2025-292

7.3 Public hearing to amend City Charter
1. Presentation
2. Charter Commission Minutes
3. City Council Ordinance 2025-12
4. City Council Resolution 2025-293

8. GENERAL BUSINESS

8.1 Comprehensive plan reguiding, rezoning, PUD general plan, and preliminary plat for Plymouth Plaza located at 1455 County Road 101 (Marco McLane - 2025042)
1. Presentation
2. Presentation - Applicant
3. Minutes
4. Applicants updated Site Plan and Site Graphics
5. Planning Commission Report
6. Applicants Narrative and Site Graphics
7. Traffic Study
8. LHB TIF Letter of Finding
9. Public Comments Received
10. City Council Resolution 2025-294
11. City Council Ordinance 2025-13
12. City Council Resolution 2025-295
13. City Council Resolution 2025-296
14. City Council Resolution 2025-297

8.2 Approve TIF Assistance Term Sheet and authorize development of a TIF Plan for Marco McLane for Plymouth Plaza
1. Presentation
2. Presentation - Ehlers
3. Ehlers Analysis Memo
4. Term Sheet
5. City Council Resolution 2025-298

9. REPORTS AND STAFF RECOMMENDATIONS

10. ADJOURNMENT

Regular City Council
November 25, 2025
Agenda Number: 4.1

To:	Dave Callister, City Manager
Prepared by:	Jennifer Erickson, Economic Development Coordinator
Reviewed by:	Grant Fernelius, CED Director
Item:	**Proclamation declaring November 29, 2025 as Small Business Saturday**

1. Action Requested:
Proclaim November 29, 2025 as Small Business Saturday in the City of Plymouth.

2. Background:
Small Business Saturday is an annual celebration the Saturday after Thanksgiving for residents to support local businesses. Support of the city's small businesses is critical to the success of our community and relates directly to many of the City Council's Strategic Priorities, including A Connected and Thriving Community, Economic Stability and Vitality, City Center Reimagined, and Environmental Stewardship. Shopping small supports the unique businesses that add vibrancy to our community, and is often more sustainable than shopping at big-box stores. By issuing this proclamation, the City Council is encouraging local businesses and urging residents to shop small this holiday season. Hennepin County Commissioners will also be considering a proclamation declaring November 29, 2025 as Small Business Saturday. As part of the Small Business Saturday initiative, Elevate Hennepin is promoting the county's "Love Local" campaign in support of local businesses.

3. Budget Impact:
NA

4. Attachments:
1. Proclamation

PROCLAMATION

WHEREAS, the City of Plymouth celebrates our local small businesses and the contributions they make to the community: creating jobs, boosting the local economy, and making our city vibrant and livable; and

WHEREAS, advocacy groups and other public and private organizations across the country, including Hennepin County, have endorsed the Saturday after Thanksgiving as Small Business Saturday; and

WHEREAS, Hennepin County has partnered with several cities in the county and the Hennepin County Housing and Redevelopment Authority to support Small Business Saturday with the multijurisdictional Love Local campaign which encourages residents to shop locally and invest in their community; and

WHEREAS, supporting local, independently-owned businesses is crucial to the success of our community.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Plymouth City Council proclaims November 29, 2025 as

Small Business Saturday

in the City of Plymouth and encourage all those who live and work here to support small businesses and merchants on Small Business Saturday and throughout the year.

Regular City Council
November 25, 2025
Agenda Number: 4.2

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by:

Item: **Proclamation declaring December 3, 2025 as International Day of Persons with Disabilities**

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1. Action Requested:

Proclaim December 3, 2025 as International Day of Persons with Disabilities

2. Background:

The Plymouth City Council may issue proclamations at city council meetings to highlight major local, national or international events that are culturally or historically significant.

3. Budget Impact:

Not applicable.

4. Attachments:

1. Proclamation

PROCLAMATION

WHEREAS, the United Nations designates December 3 as the International Day of Persons with Disabilities to promote the rights and well-being of persons with disabilities in all spheres of society and to increase awareness of their situation in every aspect of political, social, economic and cultural life; and

WHEREAS, the Plymouth City Council may issue proclamations at meetings to highlight major local, national or international events that are culturally or historically significant; and

WHEREAS, persons with disabilities represent a diverse and vital part of our community, contributing to the economic, civic, cultural and social life of Plymouth, and yet often face barriers to full participation — including physical, communication, programmatic, attitudinal and employment barriers — that the Americans with Disabilities Act and other laws seek to address; and

WHEREAS, the State of Minnesota and many Minnesota cities recognize this day through proclamations and public commitments to advance equity, accessibility, independent living and full civic participation for persons with disabilities; and

WHEREAS, the Plymouth community is committed to promoting inclusive policies and practices — including accessible public facilities and programs, equitable employment opportunities and civic engagement — that enable persons with disabilities to lead, contribute and thrive.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Plymouth City Council proclaims December 3, 2025 as

International Day of Persons with Disabilities

in the City of Plymouth and encourage all residents to observe this day by recognizing the rights, leadership and contributions of persons with disabilities and by renewing our commitment to accessibility, inclusion and equity for all.

Regular City Council
November 25, 2025
Agenda Number: 4.3

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by:

Item: **Proclamation committing to the Civic Pledge for a Stronger Minnesota**

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1. Action Requested:
Proclaim Civic Pledge for a Stronger Minnesota.

2. Background:
The City Council has initiated the Civic Pledge proclamation in response to recent statewide efforts promoting respect, dialogue, and shared civic responsibility. By issuing this proclamation, the council affirms these values and encourages all residents to engage peacefully, resolve disputes in good faith, and contribute to a stronger, more connected community.

3. Budget Impact:
Not applicable.

4. Attachments:
1. Proclamation

PROCLAMATION

WHEREAS, the City of Plymouth values the wellbeing of all community members and affirms the importance of civic responsibility, mutual respect and open dialogue; and

WHEREAS, as a City Council committed to the wellbeing of our state, our city, and one another, we stand together for respect, dialogue and democracy; and

WHEREAS, the council will engage peacefully with each other and with fellow Minnesotans, working in good faith to resolve disputes; and

WHEREAS, the council will reject political violence in all forms and stand firmly against rhetoric that incites such violence; and

WHEREAS, the council will embrace the hard but necessary work of finding common ground, recognizing that our strength as a community is rooted in shared purpose, trust and civility; and

WHEREAS, by committing to these shared values, the City of Plymouth stands as part of a Minnesota that confronts division not with silence or hostility, but with hope, honesty and shared responsibility.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the City Council proclaims its commitment to the

Civic Pledge for a Stronger Minnesota

in the City of Plymouth, and encourages all residents to uphold these values in their daily lives and interactions.

Regular City Council
November 25, 2025
Agenda Number: 6.1

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by:

Item: **Adopt proposed minutes**

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1. Action Requested:
Adopt proposed minutes.

2. Background:
Not applicable.

3. Budget Impact:
Not applicable.

4. Attachments:
1. November 10 Special
2. November 10 Regular

Proposed Minutes
Special Council Meeting
November 10, 2025

Deputy Mayor Peterson called a Special Meeting of the Plymouth City Council to order at 5:00 p.m. at Plymouth City Hall, 3400 Plymouth Boulevard, on November 10, 2025.

COUNCIL PRESENT: Deputy Mayor Peterson, Councilmembers Gregor, Pointner, Aldrich, Nelson and Spoonheim.

COUNCIL ABSENT: Mayor Wosje.

STAFF PRESENT: City Manager Callister, Public Works Director Thompson, Public Safety Director Fadden, Community and Economic Development Director Fernelius, Parks and Recreation Director Tomlinson, Interim Fire Chief Etzel, Finance Director Rich, Assistant Finance Director Vadnais, Assistant Public Works Director/City Engineer Payne, Recreation Supervisor Hemp, Ice Arena Manager Halverson, Community Center Manager Riley, Ice Arena Operations Supervisor Langer, Community Center Operations Supervisor Santor and City Clerk/Administrative Coordinator Gallup.

Review of Potential Sales Tax Funded Projects – PIC Expansion and Fieldhouse

Parks and Recreation Director Tomlinson and architects from ISG, Inc. presented initial concepts for the proposed Plymouth Ice Center (PIC) expansion and Fieldhouse renovation based on interviews with user groups, staff recommendations and previous community feedback.

Council members asked questions and provided feedback.

2026/2027 Budget Discussion

Finance Director Rich provided a budget update focusing on the proposed FTEs.

Council members asked questions and provided staff direction for the final tax levy to be considered on December 9.

Set Future Study Sessions

The following topic was scheduled:

- Broadband franchise fee discussion on December 9 at 5 p.m.

Adjournment

Deputy Mayor Peterson adjourned the meeting at 6:31 p.m.

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Jodi M. Gallup, City Clerk/Administrative Coordinator

Proposed Minutes
Regular City Council Meeting
November 10, 2025

Deputy Mayor Peterson called a Regular Meeting of the Plymouth City Council to order at 7:00 p.m. in the Council Chambers of City Hall, 3400 Plymouth Boulevard, on November 10, 2025.

COUNCIL PRESENT: Deputy Mayor Peterson, Councilmembers Spoonheim, Gregor, Pointner, Aldrich, and Nelson.

COUNCIL ABSENT: Mayor Wosje.

STAFF PRESENT: City Manager Callister, Public Works Director Thompson, Public Safety Director Fadden, Community and Economic Development Director Fernelius, Parks and Recreation Director Tomlinson, Finance Director Rich, Human Resources Director Timpone, Interim Fire Chief Etzel, Deputy Public Works Director/City Engineer Payne, and City Clerk/Administrative Coordinator Gallup.

Pledge of Allegiance

Councilmember Spoonheim introduced Scout Troop 3570.

Plymouth Forum

Scott Johnson, resident, noted his tenure with the Navy and expressed concern regarding the Minnesota prison system.

Presentations and Public Information Announcements

(4.1) Proclaim Native American Heritage Month

Deputy Mayor Peterson read and proclaimed November 2025 as Native American Heritage Month in the City of Plymouth.

Approval of Agenda

Motion was made by Councilmember Pointner, and seconded by Councilmember Gregor, to approve the agenda. With all members voting in favor, the motion carried.

Consent Agenda

Motion was made by Councilmember Aldrich, and seconded by Councilmember Spoonheim, to adopt the Consent Agenda that included the following items:

(**6.1**) Council minutes from special and regular meeting of October 28, 2025.

(**6.2**) Resolution approving disbursements ending October 31, 2025 (Res2025-277).

(**6.3**) Resolution approving polling locations for the City of Plymouth elections (Res2025-278).

(6.4) Resolution terminating Water Quality Pond Maintenance Agreement for Nanterre (Res2025-279).

(6.5) Resolution approving council listening session policy (Res2025-280).

(**6.6**) Resolution approving labor agreements between the City of Plymouth and labor unions representing police captains, sergeants, and firefighters (Res2025-281).

With all members voting in favor, the motion carried.

Public Hearings

There were no public hearings.

General Business

(8.1) Approve Change Order No.1 for the Station 73 TRIP Project (ST230003)

Deputy Public Works Director/City Engineer Payne presented this item and explained the discovery of poor soils. Construction was halted, and further samples of soil were taken, which indicated a pocket of deep, poor material. He stated that multiple alternatives were discussed, and it was recommended to increase fill to displace the poor, unsuitable soil. He noted this option was the most cost-effective and least impactful on the project schedule.

Deputy Public Works Director/City Engineer Payne reviewed the project budget and stated the cost will be covered by the contingency budget already in place. He also stated the project schedule should remain the same, with an anticipated completion date of November 2026.

Motion was made by Councilmember Gregor, and seconded by Councilmember Aldrich, to adopt Resolution approving change order No. 1 for the Station 73 Trip Project (ST230003) (Res2025-282). With all members voting in favor, the motion carried.

Reports and Staff Recommendations

Public Safety Director Fadden discussed the Emergency Management Handbook for Government Officials. He provided a brief overview of the role of a city council member during a natural disaster or emergency.

Adjournment

Deputy Mayor Peterson adjourned the regular meeting at 7:22 p.m.

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Jodi Gallup, City Clerk/Administrative Coordinator

Regular City Council
November 25, 2025
Agenda Number: 6.2

To: Dave Callister, City Manager

Prepared by: Tammy Geurkink, Accounting Specialist

Reviewed by: Andrea Rich, Finance Director

Item: **Approve disbursements**

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1. Action Requested:
Adopt resolution approving disbursements.

2. Background:
Attached are lists of city fund disbursements for the period ending 11/14/2025.

3. Budget Impact:
Not applicable.

4. Attachments:
1. Invoice Expense Distribution
2. City Council Resolution 2025-283

FUND	100	General Fund	367,212.20
	200	Recreation Fund	53,037.66
	210	Parker's Lake Cemetery Maint	0.00
	215	Destination Marketing Org Fund	2,588.07
	220	Transit System Fund	4,037.61
	234	Economic Development Fund	0.00
	240	Lawful Gambling	0.00
	250	Comm Dev Block Grant Fund	0.00
	254	HRA Section 8 Fund	1,700.00
	254	HAP Check Summary	12,013.55
	258	HRA General Fund	2,427.00
	280	Opioid Settlement Fund	0.00
	308	2005A TIF #1-1	0.00
	310	2009A TIF #7-5A Refund 1998A	0.00
	312	2010A GO Open Space	0.00
	314	2012A GO Refunding 2004A	0.00
	315	2015A GO Open Space	0.00
	316	Plymouth Creek Center Bonds	0.00
	400	General Capital Projects Fund	396,769.27
	401	Minnesota State Aid Fund	0.00
	404	Community Improvement	208.67
	405	Park Replacement Fund	368.26
	406	Street Reconstruction Fund	0.00
	407	Project Administration Fund	0.00
	408	Park Construction	0.00
	409	Capital Improvement Fund	0.00
	412	Water Sewer Replace	0.00
	413	Improvement Project Construction	4,013,115.54
	417	Project Warranty Repairs	0.00
	418	Utility Trunk System Expansion	149,179.09
	420	Water Sewer Construction	0.00
	421	ENT-Water Resources Constrctn	0.00
	422	TIF 7-4 PTP Construction	0.00
	423	TIF 7-5 Rottlund (Const)	0.00
	424	TIF 7-6 Berkshire	0.00
	425	TIF Housing Assistance Program	0.00
	426	TIF 7-7 Stonecreek	0.00
	427	TIF 1-1 Shops at Plymth Crk	0.00
	428	TIF 1-2 Vicksburg Commons	0.00
	429	TIF HRA 1-3 Crossroads Station	0.00
	432	TIF 7-8 Quest	0.00
	433	TIF 7-9 Four Seasons	0.00
	434	TIF 7-10 Sands	0.00
	435	Plymouth Creek Center Expansion	0.00
	436	Doran Bassett Creek	0.00
	437	CON - Fire Stations	0.00
	438	TIF 7-12-Prudential/Blvd	0.00
	500	Water Fund	289,827.47
	510	Water Resources Fund	147,466.57
	520	Sewer Fund	67,438.21
	530	Solid Waste Management Fund	1,460.52
	540	Ice Center Fund	221,996.47
	550	Field House Fund	10,351.68
	600	Central Equipment Fund	136,544.09
	610	Public Facilities Fund	431,393.59
	620	Information Technology Fund	85,128.98
	630	Risk Management Fund	1,812.00
	640	Employee Benefits Fund	399,406.47
	660	Resource Planning	0.00
	700	Parkers's Lake Cemetery	0.00
	800	Investment Trust Fund	0.00
	850	Plymouth Town Square	550.80
	851	Vicksburg Crossing	0.00

Total Invoice Expense Distribution:	**6,796,033.77**

CITY OF PLYMOUTH

RESOLUTION NO. 2025-283

RESOLUTION APPROVING DISBURSEMENTS ENDING NOVEMBER 14, 2025

WHEREAS, a list of disbursements for the period ending November 14, 2025 was presented to the City Council for approval.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the payment of the list of disbursements of the following funds is approved.

US Bank – Check Register	
General & Special Revenue	$ 426,875.54
Construction & Debt Service	$ 4,559,640.83
Enterprise & Internal Service	$ 1,793,376.85
Housing Redevelopment	$ 4,127.00
Check Register Total	$ 6,784,020.22
US Bank – Housing Assistance Payments	
Housing & Redevelopment Authority	$ 12,013.55
	$ 12,013.55
GRAND TOTAL FOR ALL FUNDS	$ 6,796,033.77

Additionally, the US Bank Check Register amounts split by type of payment follow:

EFT	2,885,532.82
Check (#179743-180073)	3,898,487.40
Total	$ 6,784,020.22

APPROVED by the City Council on this 25th day of November, 2025.

Regular City Council
November 25, 2025
Agenda Number: 6.3

To:	Dave Callister, City Manager
Prepared by:	Kip Berglund, Senior Planner
Reviewed by:	Lori Sommers, Planning Manager Grant Fernelius, CED Director
Item:	**Approve variance request to the bluff setback to allow the construction of an inground pool at 630 Brockton Lane North (Ira & Paige Miller - 2025057)**

1. Action Requested:

Approve variance request to the bluff setback to allow the construction of an inground pool at 630 Brockton Lane North.

2. Background:

On November 5, the Planning Commission reviewed the proposal, conducted a public meeting, and subsequently voted unanimously to recommend approval. Other than the applicant, no one from the public spoke on the matter.

The planning commission asked about the structural integrity of an inground pool in regard to the proximity to the bluff, and where the pool would be drained. The applicant confirmed that they are working with reputable pool contractors that would confirm the structural design. Staff confirmed that residential pools are typically de-chlorinated and pumped into either a public street and into the stormwater system or drained into a yard.

A copy of the Planning Commission meeting minutes and report are attached. Notice of the public meeting was mailed to all property owners within 200 feet of the site.

3. Budget Impact:

Not applicable

4. Attachments:

1. Planning Commission Minutes
2. Planning Commission Report
3. Location Map
4. Variance Standards Response
5. Surveys
6. City Council Resolution 2025-284

Proposed Minutes
Planning Commission Meeting
November 5, 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 November 5, 2025.

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

COMMISSIONERS ABSENT: Josh Fowler

STAFF PRESENT: Planning Manager Lori Sommers, 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 Wixon and seconded by Commissioner Anderson to approve the agenda. With all Commissioners voting in favor, the motion carried.

Consent Agenda

(4.1) Planning Commission minutes from meeting held on September 17, 2025.

(4.2) Planning Commission minutes from the meeting held on October 15, 2025.

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

Public Hearing

New Business

(6.1) Variance request to the bluff setback to allow the construction of an inground pool at 630 Brockton Lane North (Ira and Paige Miller – 2025057)

Senior Planner Berglund presented the staff report.

Commissioner Anderson asked the definition of bluff.

Senior Planner Berglund replied that the definition is somewhat complicated and read the definition within the code.

Chair Boo introduced Ira Miller, the applicant, who stated that he was present to address any questions.

Commissioner Anderson commented that it would seem that the pool is close enough that someone could jump from the roof into the pool.

Mr. Miller replied that they did not have that concern.

Commissioner Markanda recognized that this is not the first time a variance of this nature has been requested in this area and asked if there were any reasons for denial in the previous considerations.

Senior Planner Berglund replied that the previous variance requests were approved.

Commissioner Wixon stated that he could not think of any hazard that could occur from approving this request.

Commissioner Willis provided additional information about pools and noted that he has never had any issues with his pool.

Mr. Miller confirmed that they have spoken with licensed builders, but they want them to have a variance before they spend time designing the plans further.

Commissioner Anderson asked where the water would go when the filters are backwashed.

Commissioner Willis provided additional information on that process.

Senior Planner Berglund commented that when pools are drained/flushed, the water typically runs towards the street and into the storm sewer. He commented that they can follow up with engineering and provide more details when this moves forward to the city council.

Commissioner Olson recognized that this is not a public hearing.

Senior Planner Berglund commented that notices were still sent out within the typical area to notify neighbors of the meeting.

Motion was made by Wixon, and seconded by Commissioner Markanda, to recommend approval of the variance for the bluff setback to allow for the construction of an inground

pool and associated decking for the property located at 630 Brockton Lane, subject to the conditions within the draft resolution. With all Commissioners voting in favor, the motion carried.

Adjournment

Chair Boo adjourned the meeting at 7:21 p.m.

To: Plymouth Planning Commission

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

Subject: Ira and Paige Miller – variance request to the bluff setback to allow the construction of an inground pool at 630 Brockton Lane North (2025057)

Ward 2

Deadline: January 29, 2026

Summary
Request for a bluff setback variance to allow the construction of an inground pool and associated concrete decking, located northeast of the home, that would be 4 feet from the top of a bluff, where a minimum of 30 feet is required.

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 bluff setback to allow for the construction of an inground pool and associated decking.

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 within the Ferndale North subdivision	RSF-1	LA-1
North, South and West	Single-family homes within the Ferndale North subdivision	RSF-1	LA-1
East (across Hadley Lake)	Single family homes within the Serinity on Hadley Lake subdivision	RSF-1	LA-1

Natural Characteristics of Site
The lot is located in the Minnehaha Creek watershed. It is a riparian lot within the shoreland overlay district of Hadley Lake which also functions as a flood plain. There are no wetlands on the property.

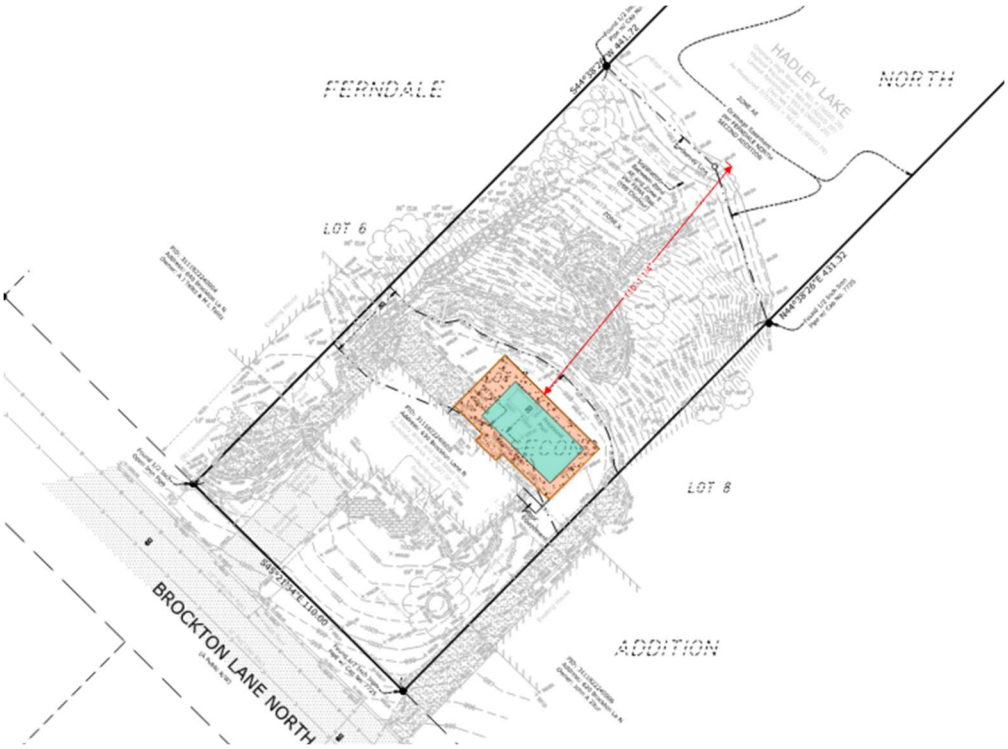
Previous City Actions Affecting Site
The subject lot was created in 1977 as part of the Ferndale North Second Addition subdivision. The home was built in 1978.

Analysis of Request
The subject property is a riparian lot on Hadley Lake, zoned RSF-1, contains 48,065 square feet, 23,257 square feet of which is above the ordinary high-water level (OHWL) for Hadley Lake. The remainder of the lot is part of the lake. It is limited to up to 25 percent impervious surface of the area of the lot above the OHWL. The applicant has submitted a proposed survey that indicates the impervious surface would be 21.9 percent if the project is approved and would meet the ordinance requirement for impervious surface.

In 1977, the subdivision was developed within a residential planned unit development (RPUD) under different lot setback and lot width requirements without the bluff setback requirements. In 1996, the city updated the zoning ordinance for the entire city and repealed most of the RPUD's, including the Ferndale North RPUD. At that time, the city adopted shoreland management rules and regulations as drafted by the Department of Natural Resources.

Consequently, many of the lots within the subdivision do not meet the minimum setback requirements from side yards or the top of the bluff. The proposed setback to the top of the bluff would not be out of character with other properties within the development.

The setback requirement for any structure from the OHWL is 75 feet. The proposed inground pool and associated decking would be roughly 110 feet from the OHWL and meet the ordinance requirement.



Staff notes that grading work has been done on the lakeside of the property to flatten the area and create a usable yard. The area of the proposed pool and decking currently contains a play structure. No additional grading toward the lake is proposed. However, the survey has identified a bluff on the subject property. A bluff is a slope that: 1) lies within a shoreland management overlay district and drains toward the waterbody; 2) has at least 25 vertical feet of elevation change between the OHWL and the top of the bluff; and 3) has at least one 50-foot segment between the toe of the bluff and the top of the bluff (measured horizontally and perpendicular to the OHWL) that has an average gradient of 30 percent or more. Therefore, the zoning ordinance specifies that any new structure be located at least 30 feet from the top of the bluff. The proposed pool decking would be four feet from the top of bluff.

The applicant is requesting the bluff setback variance to allow construction of an inground pool and associated decking. The applicant states that the pool would allow more outdoor time with friends and family, fulfill a dream for their home and allow a place to build family memories.

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. Inground pools and associated decking 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 purchased the property in 2020, not the original owner, and that the proximity of the home to the bluff limits the area for reasonable expansion and usability of the rear yard.
   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 neighborhood given the number of homes within the development with existing non-conforming setbacks to the bluff similar to as being proposed and that the proposed pool and associated decking would not alter the slope toward the lake as they would be located on areas that have been previously graded to create a flatter usable area.

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 want for additional usable outdoor recreational 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 inground pool and associated decking would allow for additional usable outdoor recreational space on an existing flat area of the property.

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

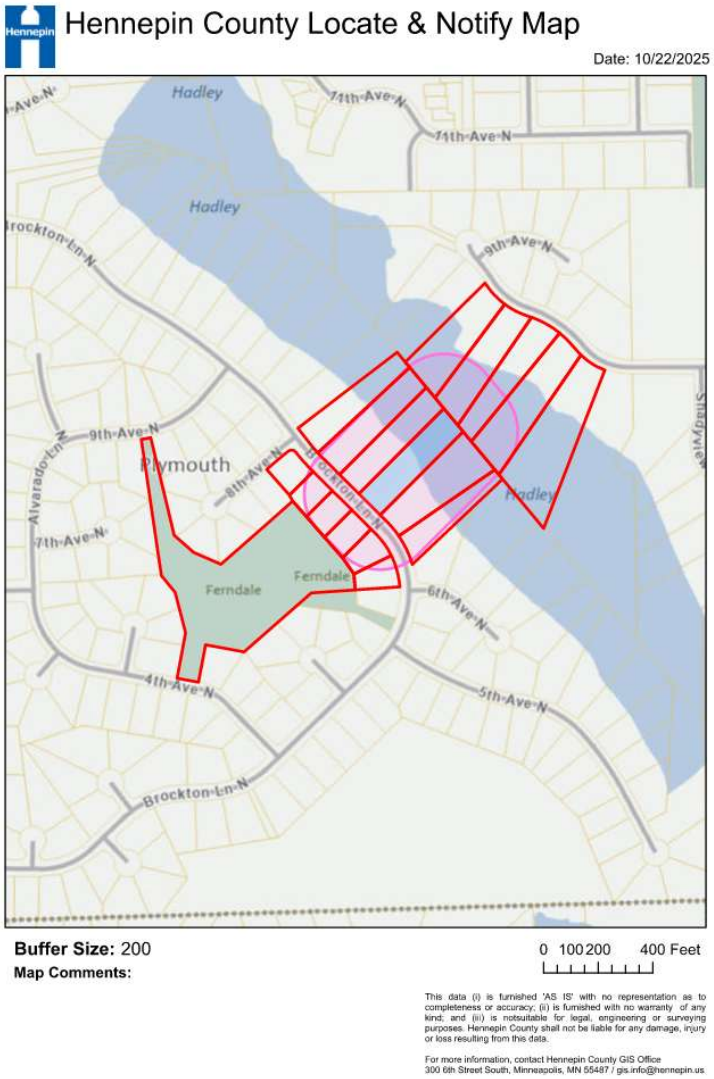
in public streets, increase the danger of fire, endanger the public safety, or substantially diminish property values within the neighborhood?
Finding: Staff finds that the request would not impair light and air, nor increase traffic, risk of fire, nor endanger the public safety, nor dimmish property values in the neighborhood. The pool location, in association with the top of the bluff, would be in character with other properties within the neighborhood 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 placement of the pool is based on topographical conditions 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.





2025057
Ira & Paige Miller
630 Brockton Ln N
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

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

A bluff setback variance is requested for the installation of a backyard inground pool to fulfill a dream for our home and build priceless family memories. The proposal is for a pool with as minimal as possible hardscape surround. The backyard is within the bluff setback area, so approval to build within the 30 foot bluff setback is requested.

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; the stated goal of the zoning ordinance is to "help minimize visual impacts from structures and provide general slope protection from construction activities." The project has minimal visual impacts and protects the slope to the lake. The project embodies the Comprehensive Plan's objective to maintain and enhance housing quality, promoting economic vitality through the tax base, while ensuring quality design, esthetic appeal, and continuity in the neighborhood.

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. This project is intended to enhance the property and neighborhood while protecting the land and lake.

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. The installation of the pool will not impair the supply of light or air to adjacent properties and sightlines will not be impacted. There will not be an increase in traffic, fire danger or public safety risk. This project is not expected to diminish property values within the neighborhood.

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.

This project is reasonable and complies with the intent of the Zoning Ordinance and Comprehensive Plan and does not negatively affect Hadley Lake, the neighbors or neighborhood. The bluff setback variance will alleviate the practical difficulties.

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

Yes, this is our home where we intend to raise our family while spending as much time outdoors as possible with family, friends and neighbors.

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?

No, the project will not alter the essential character of the neighborhood. The Ferndale North neighborhood is a very family focused neighborhood. A backyard pool allows us to host friends and neighbors which contributes to building relationships, community and fostering a family environment.

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

No, the request is not based upon economic considerations.

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

The bluff setback was imposed after the original construction of the property and not created by the property owner.

DESCRIPTION OF PROPERTY SURVEYED

Lot 7, Block 1, FERNDALE NORTH SECOND ADDITION, Hennepin County, Minnesota.

Abstract Property

GENERAL SURVEY NOTES

1. Bearings are based on the Hennepin County Coordinate System (1986 Adjustment).
2. Elevations are based on the NGVD 29 Datum. Site Benchmark is Finished Floor Elevation (FFE) at the walkout basement level of the house on the subject property, as shown hereon. Elevation = 998.48 feet.
3. We have shown the location of utilities to the best of our ability based on observed evidence together with evidence from the following sources: plans obtained from utility companies, plans provided by client, markings by utility companies and other appropriate sources. We have used this information to develop a view of the underground utilities for this site. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Also, please note that seasonal conditions may inhibit our ability to visibly observe all the utilities located on the subject property.
4. Site Address: 630 Brockton Lane North, Plymouth, Minnesota 55447.
5. This property is contained in Zone X (area determined to be outside the 0.2% annual chance floodplain) and Zone AE (special flood hazard areas (SFHAs) subject to inundation by the 1% annual chance flood with base flood elevations determined (Base Flood Elevation=966 NGVD 29 Datum) per Flood Insurance Rate Map, Community Panel No. 27053C0307F, effective date of November 4, 2016.

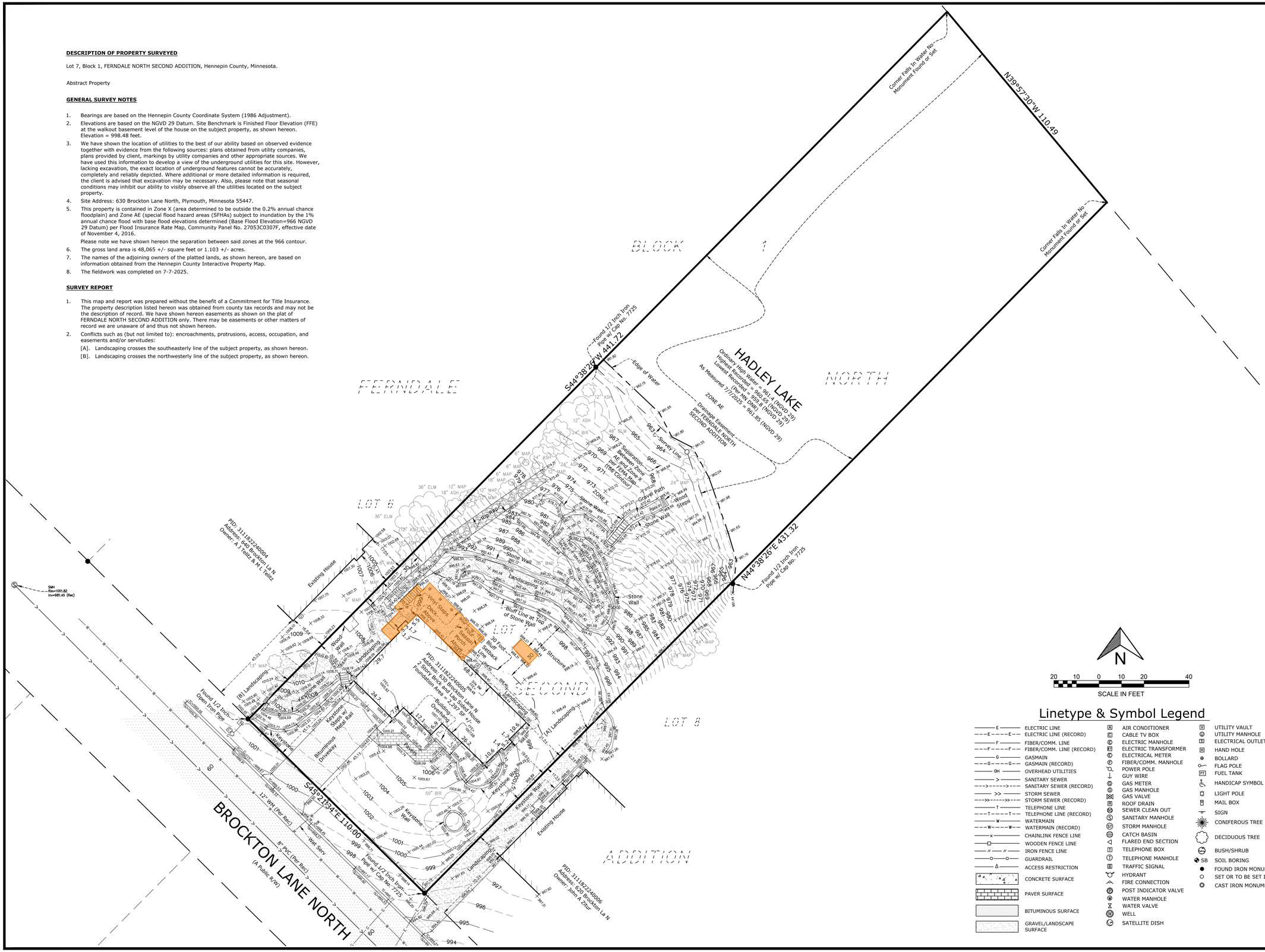
   Please note we have shown hereon the separation between said zones at the 966 contour.
6. The gross land area is 48,065 +/- square feet or 1.103 +/- acres.
7. The names of the adjoining owners of the platted lands, as shown hereon, are based on information obtained from the Hennepin County Interactive Property Map.
8. The fieldwork was completed on 7-7-2025.

SURVEY REPORT

1. This map and report was prepared without the benefit of a Commitment for Title Insurance. The property description listed hereon was obtained from county tax records and may not be the description of record. We have shown hereon easements as shown on the plat of FERNDALE NORTH SECOND ADDITION only. There may be easements or other matters of record we are unaware of and thus not shown hereon.
2. Conflicts such as (but not limited to): encroachments, protrusions, access, occupation, and easements and/or servitudes:

   [A]. Landscaping crosses the southeasterly line of the subject property, as shown hereon.

   [B]. Landscaping crosses the northwesterly line of the subject property, as shown hereon.



N

SCALE IN FEET 20 10 0 10 20 40

Linetype & Symbol Legend

E	ELECTRIC LINE
E	ELECTRIC LINE (RECORD)
F	FIBER/COMM. LINE
F	FIBER/COMM. LINE (RECORD)
G	GASMAIN
G	GASMAIN (RECORD)
OH	OVERHEAD UTILITIES
>	SANITARY SEWER
>	SANITARY SEWER (RECORD)
>>	STORM SEWER
>>	STORM SEWER (RECORD)
T	TELEPHONE LINE
T	TELEPHONE LINE (RECORD)
W	WATERMAIN
W	WATERMAIN (RECORD)
x	CHAINLINK FENCE LINE
	WOODEN FENCE LINE
//	IRON FENCE LINE
o	GUARDRAIL
Δ	ACCESS RESTRICTION
	CONCRETE SURFACE
	PAVER SURFACE
	BITUMINOUS SURFACE
	GRAVEL/LANDSCAPE SURFACE
A	AIR CONDITIONER
C	CABLE TV BOX
E	ELECTRIC MANHOLE
ET	ELECTRIC TRANSFORMER
E	ELECTRICAL METER
F	FIBER/COMM. MANHOLE
	POWER POLE
	GUY WIRE
G	GAS METER
G	GAS MANHOLE
G	GAS VALVE
R	ROOF DRAIN
	SEWER CLEAN OUT
S	SANITARY MANHOLE
ST	STORM MANHOLE
	CATCH BASIN
	FLARED END SECTION
T	TELEPHONE BOX
T	TELEPHONE MANHOLE
TR	TRAFFIC SIGNAL
	HYDRANT
	FIRE CONNECTION
P	POST INDICATOR VALVE
W	WATER MANHOLE
W	WATER VALVE
W	WELL
	SATELLITE DISH
V	UTILITY VAULT
U	UTILITY MANHOLE
	ELECTRICAL OUTLET
H	HAND HOLE
	BOLLARD
	FLAG POLE
FT	FUEL TANK
	HANDICAP SYMBOL
	LIGHT POLE
	MAIL BOX
	SIGN
	CONIFEROUS TREE
	DECIDUOUS TREE
	BUSH/SHRUB
SB	SOIL BORING
	FOUND IRON MONUMENT
	SET OR TO BE SET IRON MONUMENT
	CAST IRON MONUMENT

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
5000 Glenwood Avenue
Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

PROJECT
630 Brockton Lane North
Plymouth, Hennepin County, Minnesota 55447

CLIENT
Ira Miller
630 Brockton Lane North, Plymouth, Minnesota 55447

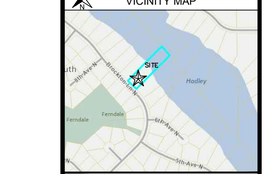
I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

RORY L. SYNSTELIEN
DATE 7-11-2025 LICENSE NO. 44565

QA/QC

FIELD CREW	DP/TL
DRAWN BY	JRN
REVIEWED BY	CJ
UPDATED BY	-

VICINITY MAP



REVISION SUMMARY

DATE	DESCRIPTION
7-18-25	Bluff

PROJECT NO : 25211

BOUNDARY & TOPOGRAPHIC SURVEY

V1.0

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DESCRIPTION OF PROPERTY SURVEYED

Lot 7, Block 1, FERNDALE NORTH SECOND ADDITION, Hennepin County, Minnesota.

Abstract Property

GENERAL SURVEY NOTES

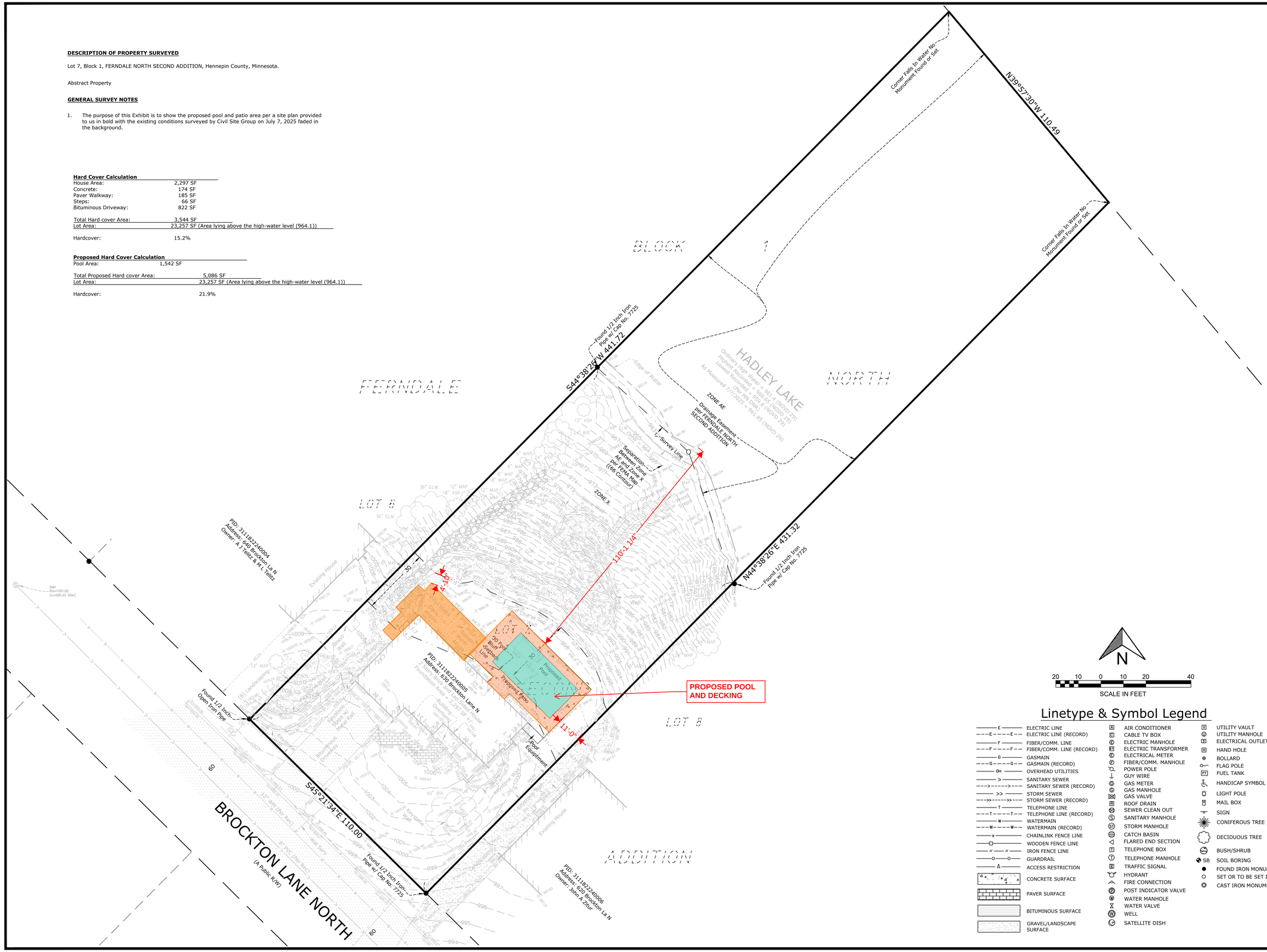
1. The purpose of this Exhibit is to show the proposed pool and patio area per a site plan provided to us in bold with the existing conditions surveyed by Civil Site Group on July 7, 2025 faded in the background.

Hard Cover Calculation

House Area:	2,297 SF
Concrete:	174 SF
Paver Walkway:	185 SF
Steps:	66 SF
Bituminous Driveway:	822 SF
Total Hard cover Area:	3,544 SF
Lot Area:	23,257 SF (Area lying above the high-water level (964.1))
Hardcover:	15.2%

Proposed Hard Cover Calculation

Pool Area:	1,542 SF
Total Proposed Hard cover Area:	5,086 SF
Lot Area:	23,257 SF (Area lying above the high-water level (964.1))
Hardcover:	21.9%



Linetype & Symbol Legend

- E — ELECTRIC LINE
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- WOODEN FENCE LINE
- // — // — IRON FENCE LINE
- o — o — GUARDRAIL
- Δ — ACCESS RESTRICTION
- CONCRETE SURFACE
- PAVER SURFACE
- BITUMINOUS SURFACE
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- SET OR TO BE SET IRON MONUMENT
- CAST IRON MONUMENT

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
5000 Glenwood Avenue
Golden Valley, MN 55422
civilsitegroup.com 612-615-0060

PROJECT
630 Brockton Lane North
Plymouth, Hennepin County, Minnesota 55447

CLIENT
Ira Miller
630 Brockton Lane North, Plymouth, Minnesota 55447

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, 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.

RORY L. SYNSTELIEN
DATE 7-11-2025 LICENSE NO. 44565

QA/QC

FIELD CREW	DP/TL
DRAWN BY	JRN
REVIEWED BY	CJ
UPDATED BY	

VICINITY MAP



REVISION SUMMARY

DATE	DESCRIPTION
7-18-25	Bluff
8-21-25	Pool
9-29-25	Hardcover Calculations

PROJECT NO.: 25211

SITE PLAN OVERLAY

V1.1

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CITY OF PLYMOUTH

RESOLUTION NO. 2025-284

RESOLUTION APPROVING A BLUFF SETBACK VARIANCE FOR IRA AND PAIGE MILLER FOR PROPERTY LOCATED AT 630 BROCKTON LANE NORTH (2025057)

WHEREAS, Ira and Paige Miller has requested approval of a bluff setback variance for an inground pool and associated decking to be located 4 to 10 feet from the top of the bluff where 30 feet is specified; and

WHEREAS, the variance would allow construction of an inground pool and associated decking northeast of the existing home in the rear yard; and

WHEREAS, the subject property is legally described as Lot 7, Block 1, Ferndale North 2nd Addition, 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 Ira and Paige Miller, for a bluff setback variance for an inground pool and associated decking, for property located at 630 Brockton Lane North, subject to the following:

1. The requested bluff setback variance to allow a bluff setback of 4 to 10 feet from the top of the bluff, where 30 feet is specified, to allow the construction of an inground pool and associated decking, in the rear yard, northeast of the home, in accordance with the plans received by the city on September 8 and 11, 2025, and additional information on October 1, 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, would be in harmony with the general purposes and intent of the ordinance, and would be consistent with the comprehensive plan. Inground pools and associated decking 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 purchased the property in 2020, not the original owner, and that the proximity of the home to the bluff limits the area for reasonable expansion and usability of the rear yard.
3. The variance would not alter the essential character of the lot or neighborhood given the number of homes within the development with existing non-conforming setbacks to the bluff similar to as being proposed and that the proposed pool and associated decking would not alter the slope toward the lake as they would be located on areas that have been previously graded to create a flatter useable area.

c) The requested variance is not based upon economic considerations but rather, based upon the want for additional usable outdoor recreational 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 inground pool and associated decking would allow for additional usable outdoor recreational space on an existing flat area of the property.

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 pool location, in association with the top of the bluff, would be in character with other properties within the neighborhood and increase the value of the property.

f) The variance requested is the minimum action required to address the practical difficulties. The placement of the pool is based on topographical conditions and would meet or exceed all other zoning requirements.

3. <u>A building permit is required prior to the commencement of the project.</u>

4. Any subsequent phases or expansions are subject to required reviews and approvals per ordinance provisions.

5. 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 City Council on this 25th day of November, 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 November 25, 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

Regular City Council
November 25, 2025
Agenda Number: 6.4

To: Dave Callister, City Manager

Prepared by: Erik Fadden, Public Safety Director

Reviewed by:

Item: **Accept donation from the Plymouth Lions for "Presents with Public Safety"**

---

1. Action Requested:

Approve the resolution to accept the donation from the Plymouth Lions.

The resolution accepting donations requires a 5/7 vote for approval.

2. Background:

Each holiday season, the Public Safety Department teams up with community organizations to provide support for local families in need. This year, the Public Safety Department was awarded $1,500 from the Plymouth Lions. These funds will be used for purchasing gift certificates for children whose families are going through financial difficulties. The children participating in the event get teamed up with a police officer or firefighter for holiday shopping at a Plymouth retail store. Public Safety staff and volunteers help wrap the gifts.

3. Budget Impact:

There is no impact to the budget

4. Attachments:

1. City Council Resolution 2025-285

CITY OF PLYMOUTH

RESOLUTION NO. 2025-285

RESOLUTION ACCEPTING A DONATION OF $1,500 FROM THE PLYMOUTH LIONS

WHEREAS, the Public Safety Department wishes to organize a “Presents with Public Safety” activity with underprivileged children; and

WHEREAS, this positive activity will build additional positive community interactions with the department; and

WHEREAS, the Public Safety Department has been awarded $1,500 from the Plymouth Lions; and

WHEREAS, funds will be used for purchasing gift certificates for children whose families are going through financial hardships. They will shop with a police officer or firefighter for holiday gifts at a Plymouth retail store.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the donation of $1,500 from the Plymouth Lions are hereby accepted.

Approved by the City Council this 25th day of November, 2025.

Regular City Council
November 25, 2025
Agenda Number: 6.5

To:	Dave Callister, City Manager
Prepared by:	Amy Hanson, Facilities and Fleet Manager
Reviewed by:	Michael Thompson, Public Works Director
Item:	**Award contract for roof replacement, Section A, at City Maintenance Facility**

---

1. Action Requested:

Adopt attached resolution awarding contract for roof replacement, Section A, at city maintenance facility.

2. Background:

As part of the 2026 Capital Improvement Plan (CIP), funding was allocated to replace a section of roof at the maintenance facility building. In support of long-term capital planning, staff previously commissioned an inspection of the roof to evaluate its condition.

On April 25 2024, Central Roof Company conducted that inspection and provided a preventative maintenance plan and replacement schedule. Their assessment concluded that Section A—comprised of a ballasted EPDM over a metal deck—would require partial replacement. With an expected life span of 20 to 25 years and currently at 23 years of age, Section A is nearing end of its useful life.

On April 10, 2025, the city entered into a professional services agreement with Roof Spec Inc., an independent engineering and consulting firm specializing in roof and building envelope systems. The firm's inspection confirmed several areas of concern, including failing membrane sections, deteriorated metal panel systems, and drainage failures. Based on Roof Spec's findings, a partial replacement of the Section A roof system is recommended, which will include the removal and replacement of roof membrane, and select sections of insulation and roof board. A unit price was sought for the potential replacement of sections of insulation and roof board, with the quantity requiring replacement to be based on the condition determined during the demolition

phase of the project. Roof Spec completed the plans and specifications and the project was sent out to public bid on October 16 with a submission deadline of November 13. Two options for material pricing were included, with EPDM (Ethylene Proplylene Diene Monomer) as the base bid and PVC (Polyvinyl Chloride) as a bid alternate and unit pricing on both roof deck boards and insulation. Both membranes are commonly used for commercial buildings, while PVC roofing offers several benefits including, better reflectivity resulting in energy-saving benefits and lower cooling costs, better accomodation for solar arrays by increasing production, and a fire resistance factor.

Seven bids were received for the project as detailed in the attached bid tabulation. The recommended award is based on the alternate bid, which includes a PVC roofing membrane system in the amount of $619,851 to Horizon Roofing Inc. The bid submitted by Horizon Roofing Inc. is below the engineer's estimate. Horizon Roofing has completed similar projects for the City of Minnetonka and has submitted bidder evaluation and meets the city's responsible bidder requirements. If awarded, construction will occur in the spring of 2026.

3. Budget Impact:

The total cost of the project based on the low bid submitted by Horizon Roofing Inc, is $690,000 and includes the alternate bid for the PVC roofing membrane system ($619,851), unit price 1 ($2.50), unit price 2 ($35), construction administration and oversight provided by Roof Spec Inc ($10,842), and contingency ($59,307).

4. Attachments:

1. Bid Tabulation
2. Recommendation for Award
3. City Council Resolution 2025-286

BID TABULATION
NOVEMBER 13, 2025 @ 10:00 AM
City of Plymouth Maintenance Facility
RSI #25-14378-02

Contractor	Bid Bond	Base Bid	Alternate #1	Addendum	Unit price #1	Unit Price #2
RBT Roofing	Yes	$749,913.00	$724,015.00	1,2	$5.70	$22.00
Allweather Roof	Yes	$697,438.00	$804,968.00	1,2	$1.50	$16.50
Central Roofing	Yes	$700,000.00	$750,000.00	1,2	$3.50	$35.00
Gabrial Roofing	Yes	$859,380.00	$859,380.00	1,2	$5.00	$20.00
APR Roofing	Yes	$745,230.00	$825,130.00	1,2	$40.00	$35.00
Peterson Bros.	Yes	$991,200.00	No Bid	1,2	$3.75	$28.50
Horizon Roofing	Yes	$650,000.00	$619,851.00	1,2	$2.50	$35.00

November 14, 2025

Amy Hanson
City of Plymouth
3400 Plymouth Blvd
Plymouth, MN 55447

Phone: 763-509-5526
Email: aehanson@plymouthmn.gov

2400 Prior Avenue N.
St. Paul, MN 55113
651-639-0644
www.rsi-be.com

SUBJECT: CITY OF PLYMOUTH MAINTENANCE FACILITY
AREA A ROOF REPLACEMENT
14900 23RD AVENUE N
PLYMOUTH, MN 55447

RSI PROJECT #25-14378-02

Dear Amy:

We have reviewed the project with the apparent low bidder Horizon Roofing. They indicated that they have addressed all aspects of the project within their bid and can meet the proposed project schedule.

Based on this, we recommend the contract be awarded to Horizon Roofing for Alternate #1, Fully Adhered PVC Roofing in the amount of $619,851.00.

If you should have any questions or require further information, please contact our office. Thank you.

Respectfully,

RSI BUILDING ENVELOPE.

Dan Trenda, RRO, RRC
Senior Consultant

All information is submitted as the confidential property of our clients. Any copies or extractions are reserved pending our written approval.

CITY OF PLYMOUTH

RESOLUTION NO. 2025-286

RESOLUTION AWARDING CONTRACT FOR THE ROOF REPLACEMENT PROJECT AT CITY MAINTENANCE FACILITY

WHEREAS, the 2025-2034 Capital Improvement Plan (CIP) and 2026 budget included the replacement of the Section A roof on the Maintenance Facility building; and

WHEREAS, on October 16, 2025, the city advertised for bids; and

WHEREAS, bids were received, and opened and tabulated on November 13, 2025; and

WHEREAS a total of 7 bids were received; and

WHEREAS, Horizon Roofing Inc. submitted the lowest responsible bid on the proposed alternate including the PVC roofing membrane system in the amount of $619,851; and

WHEREAS, the bid also included Unit Price #1 of $2.50 and Unit Price #2 of $35; and

WHEREAS, the project includes construction administration and oversight services provided by Roof Spec Inc in the amount of $10,842 and contingency allowance of $59,307; and

WHEREAS, the total project cost is $690,000.

NOW, THEREFORE BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, that the contract for Horizon Roofing, Inc. is approved.

BE IT FURTHER RESOLVED, the amount due to Horizon Roofing, Inc. is $619,851 for the roof replacement, $10,842 to Roof Spec Inc, for construction administration and oversight, and the city's contingency of $59,307 for a total expenditure of $690,000.

BE IT FURTHER RESOLVED that funding would come from Public Facilities Fund 610-70-760-76065-8100.500 in the amount of $690,000.

APPROVED by the City Council on this 25th day of November 2025.

Regular City Council
November 25, 2025
Agenda Number: 6.6

To:	Dave Callister, City Manager
Prepared by:	Amy Hanson, Facilities and Fleet Manager
Reviewed by:	Michael Thompson, Public Works Director
Item:	**Reject all bids for Public Safety Mechanical Improvements Project**

1. Action Requested:

Adopt resolution rejecting all bids for Public Safety Mechanical Improvement Project

2. Background:

The Public Safety Mechanical Improvements Project combines two separate efforts to update and improve the HVAC systems serving the City Hall and the Public Safety building. The project includes replacement of two rooftop units (RTUs) and several internal system improvements within the Public Safety Building, including replacement of variable air volume (VAV) boxes, replacement of automation controllers, and ductwork and exhaust fan corrections.

On November 5, 2025, bids were publicly opened for the project. The project saw limited bidder participation with only two bids received of which Pioneer Power ($1,192,000) and Owens ($1,214,800) were slightly above the engineer's estimate. The bidding process also included an irregularity where the apparent low bidder did not attend the mandatory pre-bid meeting noted in the advertisement for bids. As a result, staff is recommending rejection of all bids. Staff intends to rebid the work as two separate projects to better align with the differing and specialized scopes, attract more bidders, and ensure competitive pricing. Rebidding is anticipated in early 2026, with construction to follow later in the year.

3. Budget Impact:

There is no budget impact at this time. Updated project costs will be identified after the

projects are rebid and will be brought forward to the City Council for award of contract.

4. Attachments:

1. City Council Resolution 2025-287

CITY OF PLYMOUTH

RESOLUTION NO. 2025-287

RESOLUTION REJECTING ALL BIDS FOR THE PUBLIC SAFETY MECHANICAL IMPROVEMENT PROJECT

WHEREAS, the city issued advertisement for bid on October 9, 2025 for the Public Safety Mechanical Project; and

WHEREAS, bids were publicly opened on November 9, 2025 and the following bids were received:

Contractor	Base Bid
Pioneer Power	$1,192,000
Owens	$1,214,800

WHEREAS, after review of the bids, staff recommends that the bids be rejected and the project be rebid at a later date.

NOW, THEREFORE BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA: that all bids for the Public Safety Mechanical Improvement Project are rejected.

APPROVED by the City Council on this 25th of November, 2025.

Regular City Council
November 25, 2025
Agenda Number: 6.7

To: Dave Callister, City Manager

Prepared by: Abbie Browen, Public Works Operations Manager

Reviewed by: Michael Thompson, Public Works Director

Item: **Approve payment of water service repair invoices**

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1. Action Requested:

Adopt the attached resolution approving payment of water service repair invoices.

2. Background:

Water service failures require immediate action to restore service, prevent property damage, and reduce unnecessary, unaccounted water loss. The city repairs water breaks but also utilizes a specialized contractor for these repairs, and because these events are unplanned and time-sensitive, they are handled as emergency repairs.

Between April and October 2025, the city's contractor, J.P. Schmitz Construction Company, LLC, fell behind on invoicing. In early October, the contractor submitted 46 invoices for work completed since April. Staff reviewed each invoice in detail to confirm accuracy and validity. While each emergency repair is processed as its own response event, the combined value of the delayed invoices exceeds the threshold requiring council approval.

Given the ongoing and essential nature of this work, staff will rebid the contracts for water service repairs and larger water system repairs in 2026 to ensure that pricing remains competitive.

3. Budget Impact:

The total amount of the invoices to J.P. Schmitz Construction Company, LLC is $274,244 and will be funded by the Water Fund. The approved 2025 budget includes $660,000 for contracted water system repairs, which includes replacement of water

main valves, water main break repairs, and water service repairs. It is anticipated that the budget will be exceeded based on the above average number of water service repairs to date, along with other repairs to the water distribution system this year. However, the Water Fund is able to accommodate the system repair expenses.

4. Attachments:

1. City Council Resolution 2025-288

CITY OF PLYMOUTH

RESOLUTION NO. 2025-288

RESOLUTION APPROVING PAYMENT OF WATER SERVICE REPAIRS

WHEREAS, the City of Plymouth is responsible for maintaining the water distribution system; and

WHEREAS, water service failures require immediate action to restore service, prevent property damage, and reduce unnecessary, unaccounted water loss; and

WHEREAS, water service repairs require specialized equipment and expertise; and

WHEREAS, the city utilizes J.P. Schmitz Construction Company, LLC to perform these unplanned, time-sensitive, emergency repairs; and

WHEREAS, the contractor submitted invoices totaling $274,244 for work completed between April 2025 and October 2025; and

WHEREAS, staff have reviewed the invoices and recommend approval of payment.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that payment of invoices for water service repair submitted by J.P. Schmitz Construction Company, LLC in the amount of $274,244 is approved.

BE IT FURTHER RESOLVED, that funding shall be from the Water Fund.

APPROVED by the City Council on this 25th day of November, 2025.

Regular City Council
November 25, 2025
Agenda Number: 6.8

To:	Dave Callister, City Manager
Prepared by:	Lori Sommers, Planning Manager
Reviewed by:	Grant Fernelius, CED Director
Item:	**Approve a conditional use permit amendment to allow the expansion of high technology industrial assembly and warehousing within the existing building at 16305 & 16355 36th Avenue. (HistoSonics -- 2025070)**

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1. Action Requested:

Adopt a resolution approving a conditional use permit amendment for HistoSonics.

Approval requires a 4/7 vote of the City Council.

2. Background:

On November 19, 2025, the Planning Commission conducted a public hearing and subsequently voted 6-0 to recommend approval. The applicant was present in support of the request. Other than the applicant, no one from the public spoke on the matter.

3. Budget Impact:

N/A

4. Attachments:

1. Planning Commission Minutes
2. Planning Commission Report
3. Applicant plans and graphics
4. City Council Resolution 2025-289

Proposed Minutes
Planning Commission Meeting
November 19, 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 November 19, 2025.

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

COMMISSIONERS ABSENT: Neha Markanda

STAFF PRESENT: Planning Manager Lori Sommers, Associate Planner Geoff Solomonson, Associate Planner Sohpia Kucera, and City Council Liaison Clark Gregor

Public Hearing

(5.1) Conditional use permit amendment to allow the expansion of high technology industrial assembly and warehousing within the existing building at 16305 & 16355 36th Avenue (HistoSonics – 2025070)

Planning Manager Sommers presented the staff report.

Chair Boo introduced Dan Marxer, representing HistoSonics, who stated that he was present to address any questions.

Commissioner Anderson asked for background information on what the company does.

Mr. Marxer explained that they assemble and then test the assembled equipment with pieces already manufactured for them, and explained how the assembled equipment is used.

Chair Boo opened the public hearing.

No comments.

Chair Boo closed the public hearing.

Commissioner Anderson commented that it is great to see Plymouth businesses expanding.

Motion was made by Anderson, and seconded by Commissioner Olson, to recommend approval of the resolution approving the conditional use permit amendment to allow the expansion of high technology industrial assembly and warehousing for HistoSonics at 16355 and 16305 36th Avenue, subject to the conditions within the draft resolution. With all Commissioners voting in favor, the motion carried.

To: Plymouth Planning Commission

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

Subject: HistoSonics
Conditional use permit amendment to allow the expansion of high technology industrial assembly and warehousing at 16355 & 16305 36th Avenue.
2025070

Ward: 1

Deadline: December 23, 2025 – 60-day

Summary

Request for a conditional use permit amendment allow the expansion of high technology industrial assembly and warehousing within the existing building at 16355 & 16305 36th Avenue. Under the plan, a portion of the existing buildings would be remodeled into a high technology industrial assembly and warehousing.

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 recommend approval of the conditional use permit amendment to allow the expansion of high technology industrial assembly and warehousing at 16355 & 16305 36th Avenue.

Site Information

Zoning and Land Use

The property is zoned B-C (business commercial) and guided C-O (commercial office).

	Zoning	Land Use Designation (2040 Comprehensive Plan)
Subject Property	B-C	C-O
North	B-C	C-O
East	PUD	C, C-O
South	P-I, PUD	P-I, C
West	P-I, PUD	P-I, MXD-R

School District

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

Natural Characteristics of Site

The site lies in the Minnehaha Creek Watershed District.

Previous City Actions Affecting Site

On May 28, 1997, the City Council approved an interim use permit for deposit of up to 4,000 cubic yards of fill on this property. The interim use permit was required because the site plan for the West Glen project had not yet been approved.

On June 4, 1997, the City Council approved a rezoning from FRD (Future Restricted Development) to B-C (Business Campus), preliminary plat, site plan and conditional use permit for West Glen Corporate Center.

On January 21, 1998, the City Council approved a conditional use permit amendment to allow up to 40 percent of the floor area for manufacturing, compounding, assembly, packaging, treatment or warehousing of merchandise or commodities as accessory uses.

On February 22, 2022, the City Council approved a conditional use permit to allow high technology industrial assembly and warehousing for HistoSonics.

On July 23, 2024, the City Council approved a conditional use permit amendment to allow high technology industrial assembly and warehousing for HistoSonics.

Analysis of Request

The applicants are requesting approval of a conditional use permit amendment to allow for an expansion of high technology industrial assembly and warehousing expansion. The applicant currently has 52,844 square feet of space and is requesting to add an additional 18,400 square feet of space to their business. No exterior building changes are proposed.

Site Plan

Parking is generally the main item that is reviewed for this type of application. The site is developed with two buildings and shared parking. The zoning ordinance requires the following parking requirements:

- Laboratories – One space for each 350 square feet of floor area.
- Manufacturing – One space for each employee on the major shift or one space for each 350 square feet, whichever is less, plus one space for each company motor vehicle on the premises.
- Office – One space for each 250 square feet of floor area for the first 100,000 square feet, plus one space for each 350 square feet of floor area thereafter.

The applicant is proposing 18,400 square feet of a mix of office and production/lab space. The parking requirement for the proposed use is 191 parking spaces. Based on the other uses within the buildings, the zoning ordinance would require a total of 438 parking spaces for both buildings. There are presently 540 parking spaces for the two buildings. The parking complies with the zoning ordinance. The proposal meets the City regulations relating to parking requirements.

Conditional Use Permits

To approve a conditional use permit amendment, the City Council must make the following findings. The following findings are written for approval of the request. If the Planning Commission recommends denial, each of the following findings must be made by the Planning Commission for denial.

1. Would the conditional use permit amendment (CUPA), 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 purposes and intent of the Zoning Ordinance and consistent with the comprehensive plan.

2. Would the conditional use permit amendment (CUPA), and its resulting construction or project, promote and enhance the general public welfare and not be detrimental to or endanger the public health, safety, morals or comfort?
   Finding: Staff finds that the request would not be detrimental to, or endanger, public health, safety, morals, or comfort and would promote and enhance the general public welfare by promoting health, wellness and recreation to the general public.

3. Would the conditional use permit amendment (CUPA), and its resulting construction or project, be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, or substantially diminish and impair property values within the neighborhood?
   Finding: Staff finds that the request would not be injurious to the use and enjoyment of other properties in the immediate vicinity, nor will it diminish or impar property values

within the neighborhood. The facility will operate in a manner that contributes positively to the community.

4. Would the conditional use permit amendment (CUPA), and its resulting construction or project, impede the normal and orderly development and improvement of surrounding property for uses permitted in the district?
   Finding: Staff finds that the request would not impede normal development and improvement of surrounding property for uses in the district.

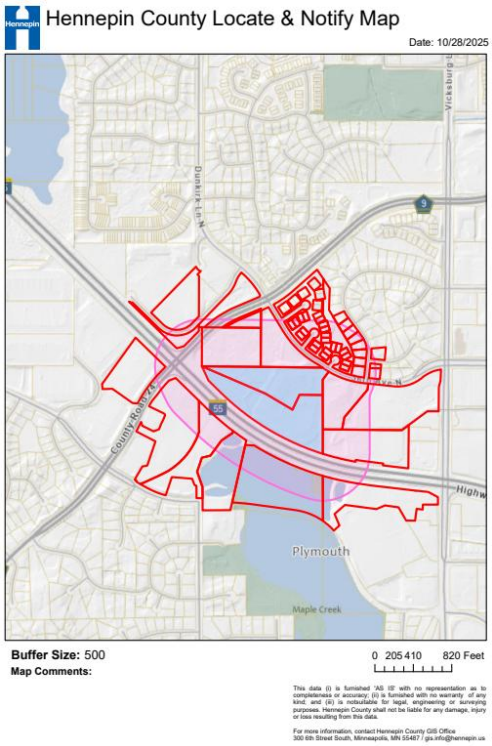
5. Have adequate measures been taken, or will be taken, to provide ingress, egress, and parking so designed as to minimize traffic congestion in public streets?
   Finding: Staff finds that the request has taken into consideration the parking needs of the project and of the existing businesses within the building and have provided sufficient on-site parking on site to meet the city's regulations.

6. Would the conditional use permit amendment (CUPA), and its resulting construction or project, conform to the applicable regulations of the district in which it is located?
   Finding: Staff finds that the request would conform to the regulations of the district.

7. Would the conditional use permit amendment (CUPA), and its resulting construction or project, comply with the general and specific performance standards as specified by Section 21015 and the Plymouth Zoning Ordinance?
   Finding: Staff finds that the request would comply with the general and specific performance standards of the Zoning Ordinance.

Level of Discretion in Decision-Making
The City's discretion in approving or denying a conditional use permit is limited to whether or not the proposal meets the standards listed in the zoning ordinance. If it meets the specified standards, the city must approve the conditional use permit. However, the level of discretion is affected by the fact that some of the standards may be open to interpretation.

Public Notice
Notice of the public hearing was mailed to all property owners within 500 feet of the site. Development signage was also posted on the subject property.



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 conditional use permit.

HistoSonics, Inc. is a medical device company developing a robotic, non-invasive therapy platform that uses focused ultrasound pulses - known as histotripsy - to mechanically destroy unwanted tissue and tumors at the sub-cellular level without incisions or heat. The company's headquarters is located at 16305 36th Ave N, Suite 300 in Plymouth. This request pertains to an adjacent leased building at 16355 36th Ave N, Suite 400 and 16305 36th Ave N, Suite 500, to allow high-technology industrial uses and assembly.

The proposed Suite 400 project encompasses approximately 8,800 square feet, including both open and private office areas, and will provide HistoSonics with flexibility to expand operations within their existing campus.
The proposed Suite 500 project encompasses approximately 9,600 square feet, and include include primarily laboratory space. This conditional use permit will allow for flexibility in the future for high-technology industrial uses and assembly.

How does the use, and associated conditional use permit, comply with, and effect, the Plymouth Comprehensive Plan?

Pertinent sections of the 2040 Comprehensive Plan were reviewed to determine if the CUP being requested complies with the plan or has any material effects to the plan. No issues were identified.

Explain how the establishment, maintenance, or operation of this conditional use will promote and enhance the general public welfare and will not be detrimental to or endanger the public health, safety, morals or comfort.

The use of this site to assemble medical devices will have no negative impacts to the general public. The products being assembled are designed to save lives and improve the quality of the life of those who are critically ill.

Explain how the conditional use permit would not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

There is nothing in the conditional use being requested that would be injurious or detrimental to the property values within the neighborhood.

Explain how the establishment of the conditional use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

There will be no impact on neighboring developments or improvements.

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

Explain how adequate measures have been, or will be, taken to provide ingress, egress, and parking so designed as to minimize traffic congestion in public streets.

Adequate parking exists at the site to accommodate the anticipated needs of the expanded conditional use being requested.

No impact to the local traffic flow is anticipated on or around the project site.

Will the conditional use conform to the applicable regulations of the district in which it is located? Explain.

It is HistoSonics intention to comply with all the other applicable regulations of the district.

Does the conditional use comply with the general and specific performance standards as specified by Section 21015 and the Plymouth Zoning Ordinance?

For the Zone B-C, Business Campus District, Section 21555.07 Conditional Uses subdivision 12 and 14 allow high technology industrial uses and assembly.

661.50
S 89d 33' 10" E

BUILDING #2

BUILDING #1

1001.46
1002.40
1001.46
1001.30

Remove 160'-18" RCP
CL.III @ 0.12%
999.10
INV. -31.5
80'-18" RCP
CL.III @ 0.12%
1000.18
INV. -33.5
1001.08
INV. -41.5
1001.82
New 200 L.F. of 36" Valley Gutter

Fill 1.5" Asp. along Building
1000.89

70'-24" RCP
CL.III @ 0.12%
999.74
INV. -37.5

100'-24" RCP CL.III @ 0.1%
999.68
INV. -38

255'-24" RCP CL.III @ 0.35%

167'-24" RCP CL.III @ 0.12%

144'-12" HDPE @ 0.3%

126'-12" HDPE @ 0.4%

19
16
18
14
15
15
15
13
3
2
4
8
5

'INEATION

'CK

918.14
S 0d 15' 25" E

HWY 55

BUILDING/PARKING SETBACK
SIGN SETBACK
BITUMINOUS SETBACK
PROPERTY LINE

S 60d 14' 43" E
R = 2714.79
L = 1188.28

PROJECT DATA :

OWNER :

PLYMOUTH PONDS DEVELOPMENT, LLC
3600 HOLLY LANE NORTH - SUITE 100
PLYMOUTH, MINNESOTA 55447
(612) 550-1961

ARCHITECT :

ARCHITECTS PROFESSIONAL ASSOCIATION
6365 CARLSON DRIVE , SUITE E
EDEN PRAIRIE, MINNESOTA 55346
(612) 934-8898

CONTRACTOR :

MOEN LEUER CONSTRUCTION, INC.
3600 HOLLY LANE NORTH - SUITE 100
PLYMOUTH, MINNESOTA 55447
(612) 550-1961

CIVIL/STRUCTURAL ENGINEERS :

ULTIEG ENGINEERS, INC.
5201 EAST RIVER ROAD, SUITE 308
MINNEAPOLIS, MINNESOTA 55421
(612) 571-2500

SITE AREA: 747,933 S.F. = 17.17 ACRES(TOTAL)

PROPOSED NEW BUILDING AREA :

BUILDING #2 56,447 S.F.

BUILDING #2 F.A.R. = 18.6%

PARKING REQUIRED :

BUILDING 2
84% OFFICE (47,415 S.F.) 1/250 = 190 SPACES
16% WAREHOUSE (9,032 S.F.) 1/2000 = 5 SPACES

TOTAL REQUIRED: 195 SPACES
PARKING PROVIDED: 238 SPACES
(INCLUDES 7 A.D.A. SPACES)

ALLOWABLE AREA BUILDING #2 : 72,000 S.F. - W/SEPARATION ON (3) SIDES & AUTOMATIC SPRINKLER.

ZONE : B-C

OCCUPANCY : B / S-1

CONSTRUCTION TYPE : II-N, AUTOMATIC SPRINKLER

BUILDING CLEAR HT. 16'-0" AVERAGE

LEGAL DISCRIPTION :

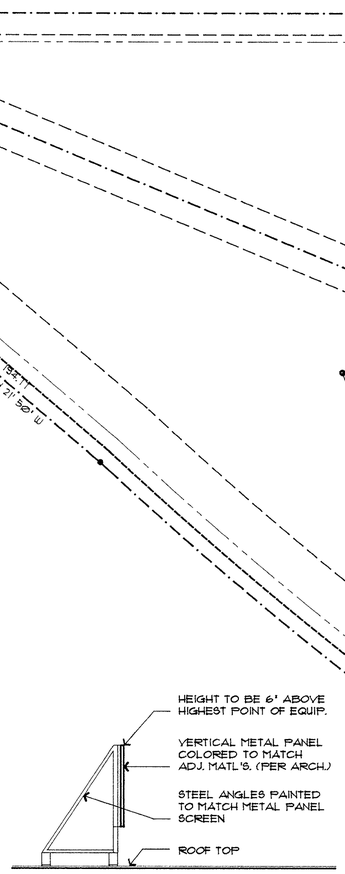
THAT PART OF THE WEST ½ OF THE NORTHEAST ¼ OF SECTION 20, TOWNSHIP 118, RANGE 22, WHICH LIES NORTH OF THE NORTHEASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY NUMBER 55, EXCEPT ROAD.

GENERAL NOTES :

- THESE DRAWINGS ARE PREPARED IN COMPLIANCE WITH AND BINDING TO THE DESIGN BUILDER / ARCHITECT AGREEMENT DATED DECEMBER 20, 1995
- ALL HANDICAPPED PARKING STALLS TO HAVE ABOVE GROUND IDENTIFICATION SIGNAGE PER MINNESOTA STATUTES 169.346 Subd. 2(1340.1123 Subp.8) SET A MAXIMUM OF 96" FROM HEAD OF STALL, MOUNTED FROM 48" TO 60" BETWEEN THE BOTTOM OF THE SIGN & PARKING SURFACE (INCLUDING VAN ACCESS AISLE STATING 'NO PARKING' 'ACCESS AISLE')
- ALL SIDEWALKS TO HAVE HANDICAPPED CURB CUTS / RAMPS WITH SLOPES NOT TO EXCEED 1:20 VERIFY W/CIVIL DRAWINGS
- ALL APPROVED PARKING LOT STRIPING TO BE DESIGNATED WITH WHITE SURFACE MARKINGS
- NO PARKING ON PUBLIC STREETS, CIRCULATION DRIVES, OR LANES DESIGNATED FOR FIRE ACCESS
- PROVIDE INCREASED BITUMINOUS WEAR SURFACE AT TRUCKING AREAS AS INDICATED BY DIAGONAL LINES - SEE CIVIL FOR PAVING DESIGN
- ALL SITE INFORMATION IS BASED ON THE OWNER'S PROVIDED CIVIL DATA AND DOCUMENTS
- ALL CURB CUTS, LOCATIONS, RADII & DIMENSIONS TO BE VERIFIED BY CIVIL ENG.
- ROOF DRAINAGE AND CONTRACTION / EXPANSION JOINTS TO BE VERIFIED BY THE ROOFING CONTRACTOR AND THE STRUCTURAL ENGINEER
- FIRE DETECTION/SUPPRESSION SYSTEM TO HAVE A UL.71 CERTIFICATE
- THE COMBINATION OF DOMESTIC AND EXTERIOR IRRIGATION IS NOT TO EXCEED 25 PERCENT OF TOTAL WATER SUPPLY
- THE ROOF COVERING IS TO MEET A MIN. 'CLASS B' RATING

DRAWING INDEX :

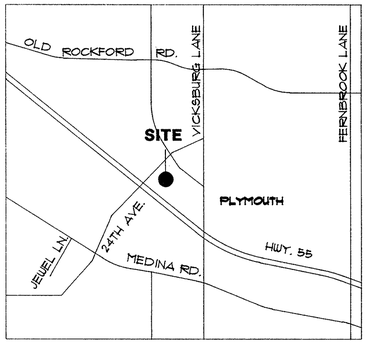
A-1 SITE PLAN / ROOF PLAN / PROJECT DATA
A-2 FLOOR PLAN / PLAN DETAILS
A-3 EXTERIOR ELEVATIONS
A-4 WALL SECTIONS
A-5 WALL SECTIONS
A-6 WALL SECTIONS / DETAILS
A-7 DOOR, WINDOW & WALL TYPES - TOILETS



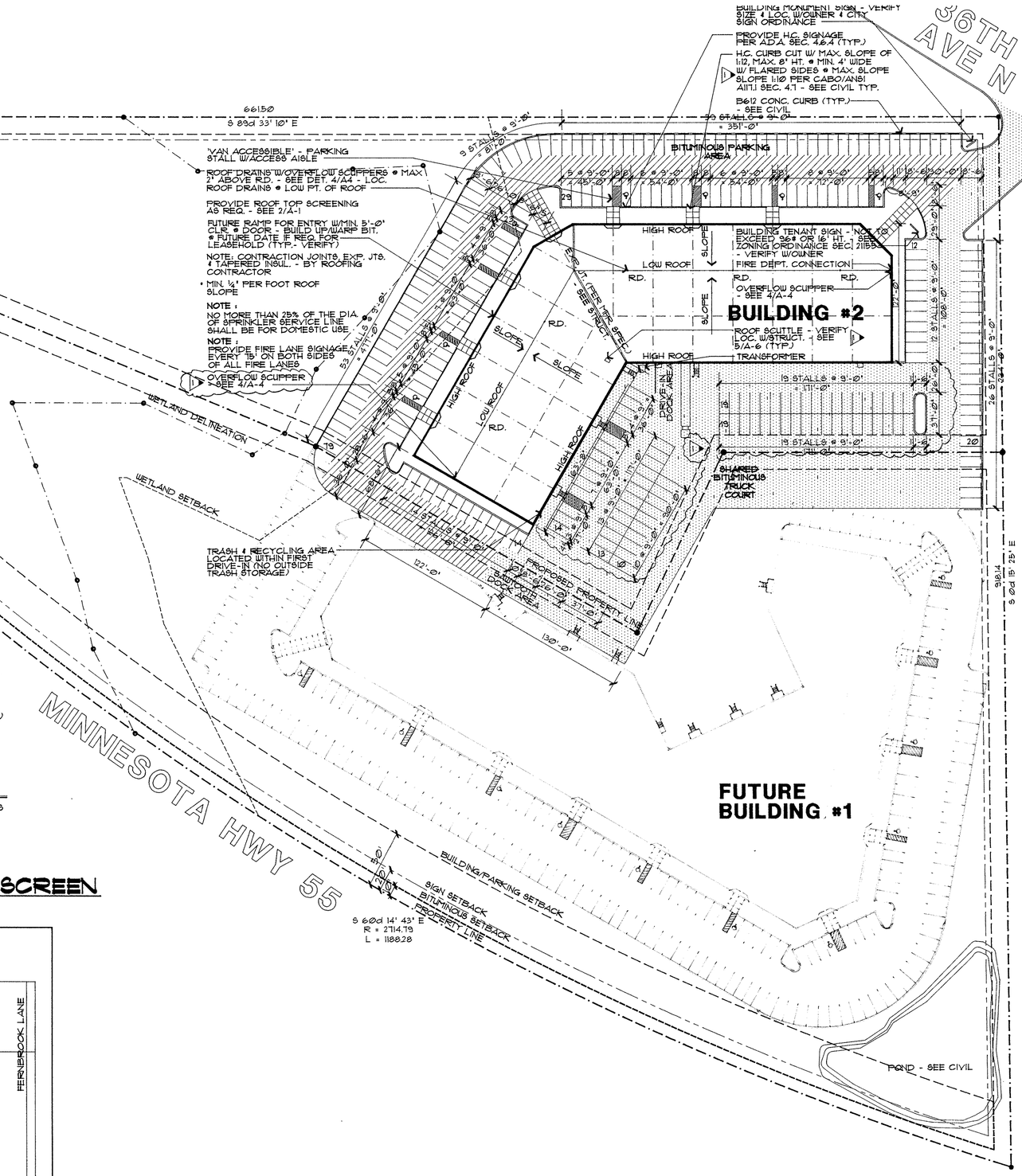
NOTE : PROVIDE ROOFTOP EQUIP. SCREENS WHEN EQUIP. IS ADJACENT TO RESIDENTIAL PROPERTY (TYP.) IF NOT ADJ. TO RESID. PROP. PAINT TO MATCH BLDG. - VERIFY W/OWNER

(2/A-1) ROOF TOP MECH. SCREEN
N.T.S.

VICINITY MAP



▭ = BITUMINOUS TRUCK PAVING - SEE CIVIL
▨ = FIRE LANE SURFACE / SEE A-6



(1/A-1) SITE PLAN
SCALE 1" = 50'-0"

NORTH

0 25 50 100

SEE A-6 FOR CITY OF PLYMOUTH TYP. NOTES, BITUMINOUS & SIGNAGE DETAILS

ARCHITECTS PROFESSIONAL ASSOCIATION
6365 CARLSON DRIVE EDEN PRAIRIE, MINNESOTA 55346 (612) 934-8898

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 ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNATURE:
PRINTED NAME:
DATE: REGISTRATION NO.

DATE MARCH 27, 1998 DRAWN BY: MCH DWG: MSCSITE

REVISIONS
MAY 18, 1998 - PARKING LAYOUT AND NOTES

DEVELOPER / OWNER :
PLYMOUTH PONDS DEVELOPMENT, LLC
3600 HOLLY LANE N. - SUITE 100 - PLYMOUTH, MN 55447

PROJECT :
WEST GLEN CORPORATE CENTER - 2
HWY. 55 - PLYMOUTH, MN.

SITE/ROOF PLAN & PROJECT DATA
A-1
1 OF 7

PROJECT DATA :

OWNER :

PLYMOUTH PONDS DEVELOPMENT, LLC
3600 HOLLY LANE NORTH - SUITE 100
PLYMOUTH, MINNESOTA 55447
(612) 550-1961

ARCHITECT :

ARCHITECTS PROFESSIONAL ASSOCIATION
6365 CARLSON DRIVE , SUITE E
EDEN PRAIRIE, MINNESOTA 55346
(612) 934-8898

CONTRACTOR :

PLYMOUTH PONDS DEVELOPMENT, LLC
3600 HOLLY LANE NORTH - SUITE 100
PLYMOUTH, MINNESOTA 55447
(612) 550-1961

CIVIL/STRUCTURAL ENGINEERS :

ULTEIG ENGINEERS, INC.
5201 EAST RIVER ROAD, SUITE 308
MINNEAPOLIS, MINNESOTA 55421
(612) 571-2500

SITE AREA:	747,933 S.F. = 17.17 ACRES
PROPOSED NEW BUILDING AREA :	
BUILDING #1	83,121 S.F.
BUILDING #1	F.A.R. = 19.0%

PARKING REQUIRED :

BUILDING 1		
65% OFFICE (54,029 S.F.)	1/250	= 217 SPACES
35% WAREHOUSE (29,092 S.F.)	1/2000	= 15 SPACES
TOTAL REQUIRED:		232 SPACES
PARKING PROVIDED:		233 SPACES (INCLUDES 11 A.D.A. SPACES)

ALLOWABLE AREA BUILDING #1 :	72,000 S.F. - W/SEPARATION ON (3) SIDES & AUTOMATIC SPRINKLER. PROVIDE AREA SEPARATION WALL PER U.B.C. SEC. 504.6
ZONE :	B-C
OCCUPANCY :	B / S-1
CONSTRUCTION TYPE :	II-N, AUTOMATIC SPRINKLER
BUILDING CLEAR HT.	16'-0" AVERAGE

LEGAL DISCRIPTION :

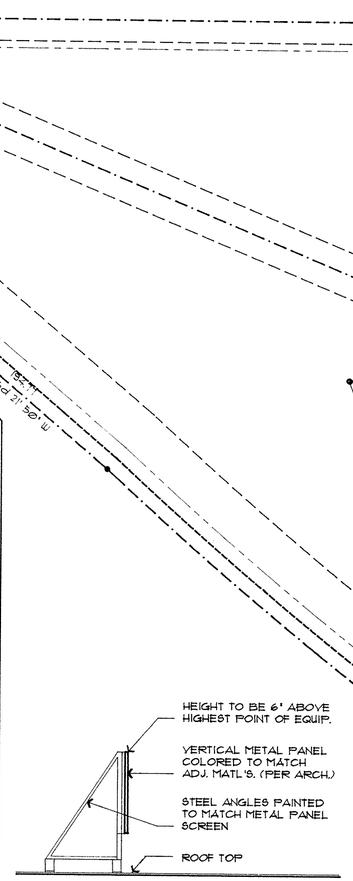
THAT PART OF THE WEST ½ OF THE NORTHEAST ¼ OF SECTION 20, TOWNSHIP 118, RANGE 22, WHICH LIES NORTH OF THE NORTHEASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY NUMBER 55, EXCEPT ROAD.

GENERAL NOTES :

- THESE DRAWINGS ARE PREPARED IN COMPLIANCE WITH AND BINDING TO THE DESIGN BUILDER / ARCHITECT AGREEMENT DATED DECEMBER 20, 1995
- ALL HANDICAPPED PARKING STALLS TO HAVE ABOVE GROUND IDENTIFICATION SIGNAGE PER MINNESOTA STATUTES 169.346 Subd. 2(1340.1103 Subp.8) SET A MAXIMUM OF 96" FROM HEAD OF STALL, MOUNTED FROM 48" TO 60" BETWEEN THE BOTTOM OF THE SIGN & PARKING SURFACE (INCLUDING VAN ACCESS AISLE STATING 'NO PARKING' 'ACCESS AISLE')
- ALL SIDEWALKS TO HAVE HANDICAPPED CURB CUTS / RAMPS WITH SLOPES NOT TO EXCEED 1:20 VERIFY W/CIVIL DRAWINGS
- ALL APPROVED PARKING LOT STRIPING TO BE DESIGNATED WITH WHITE SURFACE MARKINGS
- NO PARKING ON PUBLIC STREETS, CIRCULATION DRIVES, OR LANES DESIGNATED FOR FIRE ACCESS
- PROVIDE INCREASED BITUMINOUS WEAR SURFACE AT TRUCKING AREAS AS INDICATED BY DIAGONAL LINES - SEE CIVIL FOR PAVING DESIGN
- ALL SITE INFORMATION IS BASED ON THE OWNER'S PROVIDED CIVIL DATA AND DOCUMENTS
- ALL CURB CUTS, LOCATIONS, RADII & DIMENSIONS TO BE VERIFIED BY CIVIL ENG.
- ROOF DRAINAGE AND CONTRACTION / EXPANSION JOINTS TO BE VERIFIED BY THE ROOFING CONTRACTOR AND THE STRUCTURAL ENGINEER
- FIRE DETECTION/SUPPRESSION SYSTEM TO HAVE A UL.71 CERTIFICATE
- THE COMBINATION OF DOMESTIC AND EXTERIOR IRRIGATION IS NOT TO EXCEED 25 PERCENT OF TOTAL WATER SUPPLY
- THE ROOF COVERING IS TO MEET A MIN. 'CLASS B' RATING

DRAWING INDEX :

A-1	SITE PLAN / ROOF PLAN / PROJECT DATA
A-2	FLOOR PLAN / PLAN DETAILS
A-3	EXTERIOR ELEVATIONS
A-4	EXTERIOR ELEVATIONS & NOTES
A-5	WALL SECTIONS
A-6	WALL SECTIONS
A-7	WALL SECTIONS / DETAILS
A-8	DOOR, WINDOW & WALL TYPES - TOILETS

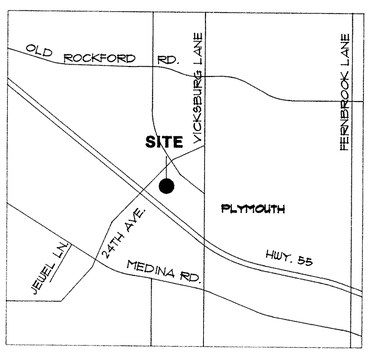


NOTE : PROVIDE ROOFTOP EQUIP. SCREENS WHEN EQUIP. IS ADJACENT TO RESIDENTIAL PROPERTY (TYP.) IF NOT ADJ. TO RESID. PROP. PAINT TO MATCH BLDG. - VERIFY W/OWNER

ROOF TOP MECH. SCREEN

2 / A-1 N.T.S.

VICINITY MAP

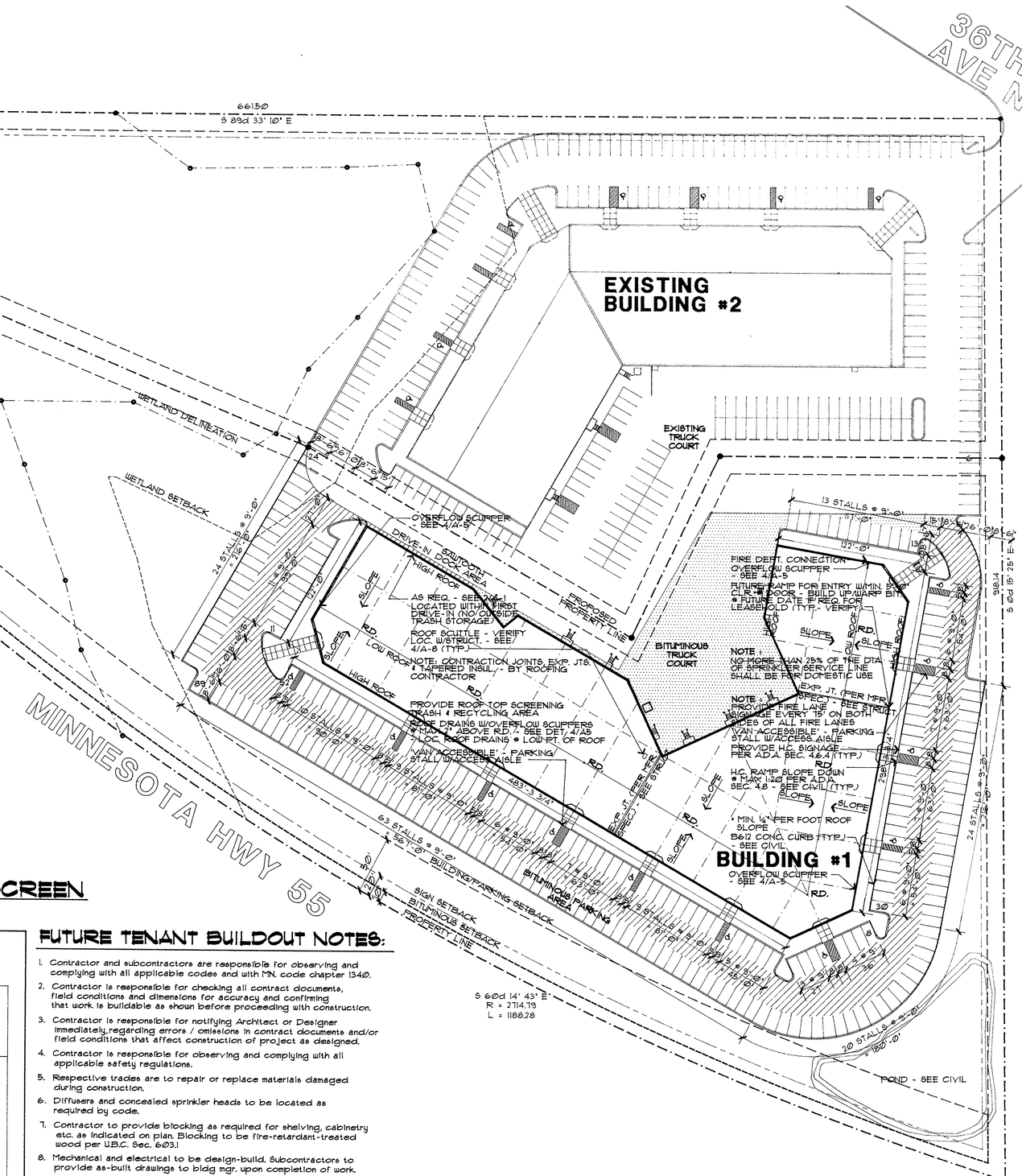


= BITUMINOUS TRUCK PAVING - SEE CIVIL

= FIRE LANE SURFACE / SEE A-4

FUTURE TENANT BUILDOUT NOTES:

1. Contractor and subcontractors are responsible for observing and complying with all applicable codes and with MN. code chapter 1340.
2. Contractor is responsible for checking all contract documents, field conditions and dimensions for accuracy and confirming that work is buildable as shown before proceeding with construction.
3. Contractor is responsible for notifying Architect or Designer immediately regarding errors / omissions in contract documents and/or field conditions that affect construction of project as designed.
4. Contractor is responsible for observing and complying with all applicable safety regulations.
5. Respective trades are to repair or replace materials damaged during construction.
6. Diffusers and concealed sprinkler heads to be located as required by code.
7. Contractor to provide blocking as required for shelving, cabinetry etc. as indicated on plan. Blocking to be fire-retardant-treated wood per U.B.C. Sec. 603.1
8. Mechanical and electrical to be design-build. Subcontractors to provide as-built drawings to bldg mgr. upon completion of work.
9. Contractor to provide ventilation rates to all areas per ASHRAE 62-89. Contractor to provide fire damper with fusible louver where ductwork penetrates one-hour rated walls. Fire damper assemblies to be approved by building inspector.
10. Contractor to provide emergency lighting as required.
11. Contractor to provide illuminated exit signs as required by code.
12. Provide elec. as required per tenant - verify all requirements.
13. Provide exhaust venting per U.B.C. Section 1202.2.1 & MN. amend. for entire drive-in area(s).
14. Provide flammable waste trap at drive-in per MN. Plumbing Code Sec. 4715.1120.



1 / A-1 SITE PLAN
SCALE 1" = 50'-0"

NORTH

0 25 50 100

SEE A-4 FOR CITY OF PLYMOUTH TYP. NOTES, BITUMINOUS & SIGNAGE DETAILS

ARCHITECTS PROFESSIONAL ASSOCIATION
6365 CARLSON DRIVE EDEN PRAIRIE, MINNESOTA 55346 (612) 934-8898

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 ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.
SIGNATURE:
DATE:
PRINTED NAME:
REGISTRATION NO:

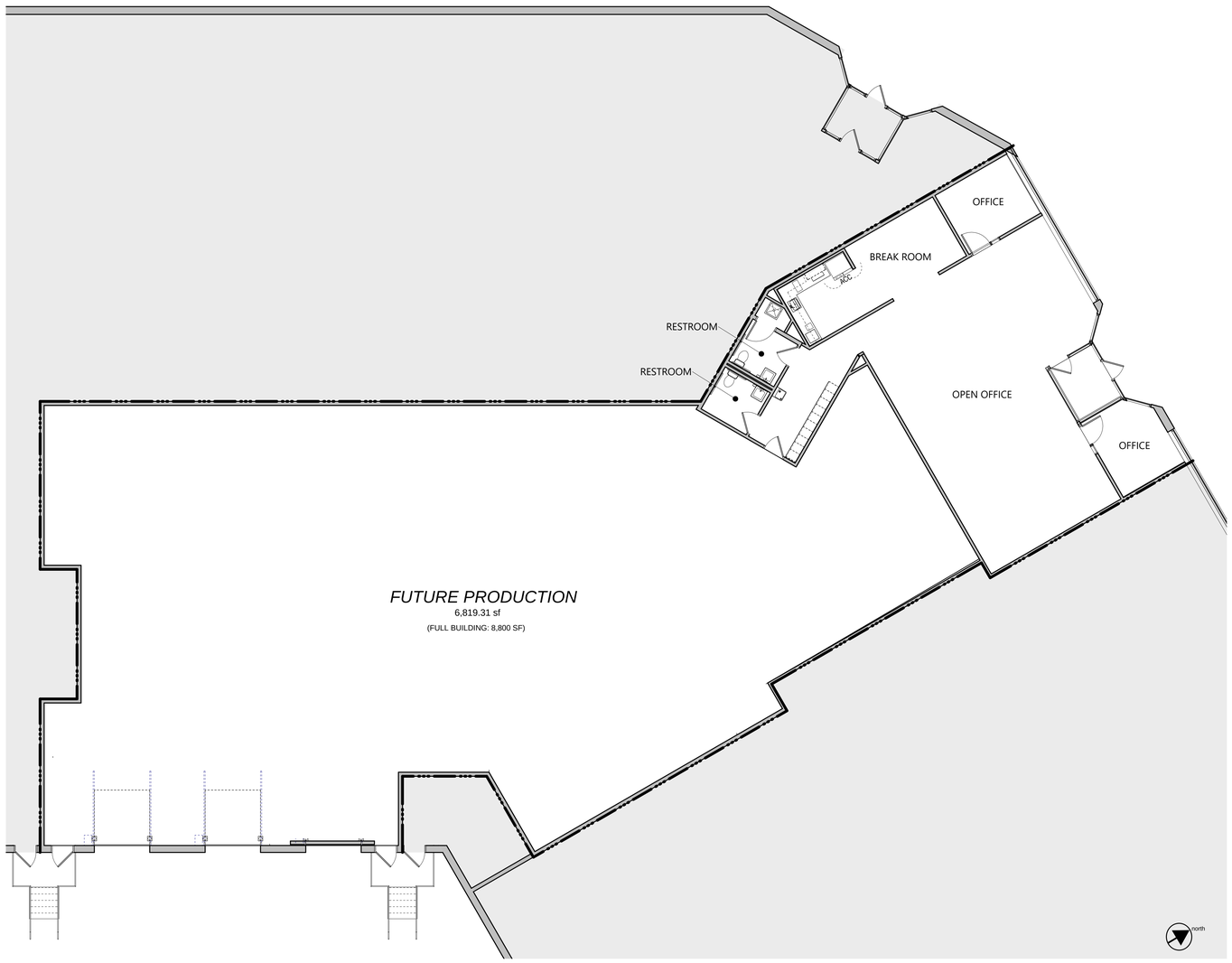
DATE - MAY 18, 1998 — DRAWN BY - JHJH — DWG - UGSITE

REVISIONS :

DEVELOPER / OWNER :
PLYMOUTH PONDS DEVELOPMENT, LLC
3600 HOLLY LANE N. - SUITE 100 - PLYMOUTH, MN 55447

PROJECT :
WEST GLEN CORPORATE CENTER - 1
HWY. 55 - PLYMOUTH, MN.

SITE/ROOF PLAN & PROJECT DATA
A-1
1 OF 8



FLOOR PLAN



SITE PLAN

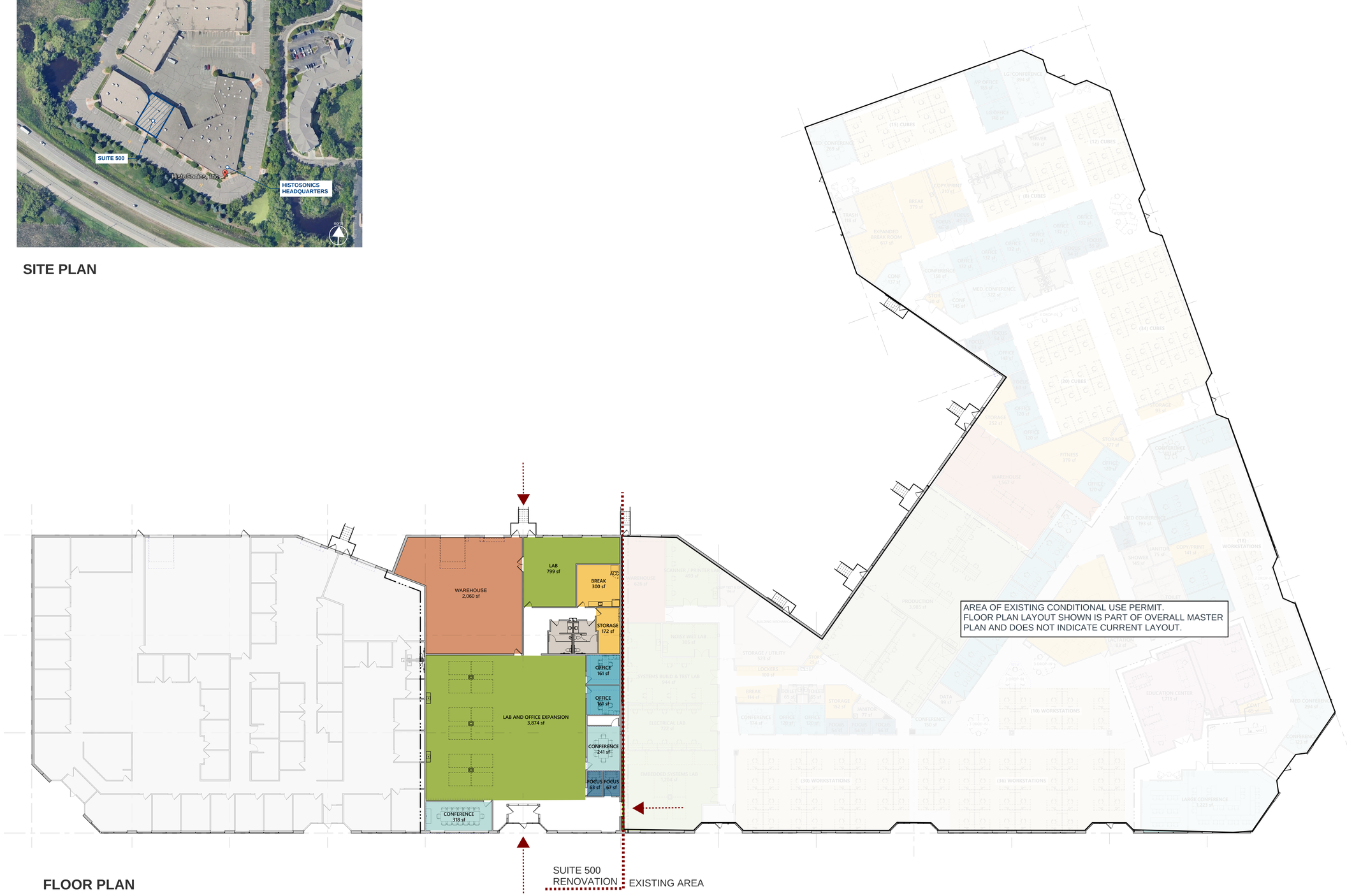
BWBR

HISTOSONICS

16355 36th Ave N – Suite 400



SITE PLAN



FLOOR PLAN

HISTOSONICS

16305 36th Ave N – Suite 500

CITY OF PLYMOUTH

RESOLUTION NO. 2025-289

RESOLUTION APPROVING A CONDITIONAL USE PERMIT AMENDMENT FOR HISTOSONICS FOR THE PROPERTY LOCATED AT 16305 AND 16355 36TH AVENUE (2025070)

WHEREAS, HistoSonics has requested a conditional use permit amendment to allow the expansion of high technology industrial assembly and warehousing within the existing building located at 16305 36th Avenue; and

WHEREAS, property legally described as follows: Lot 1, Block 1, and Lot 2, Block 1, West Glen Corporate Center, Hennepin County, Minnesota; and

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

WHEREAS, HistoSonics currently operates out of 16305 36th Avenue and has requested to expand into adjacent building at 16355 36th Avenue; and

WHEREAS, HistoSonics was granted a Conditional Use Permit in 2022 under project number PZ2022-001 and under City of Plymouth Resolution Number 2022-043, recorded at Hennepin County as document number 5926079; and

WHEREAS, HistoSonics was granted a Conditional Use Permit amendment in 2024 under project number PZ2024-043 and under City of Plymouth Resolution Number 2024-216, recorded at Hennepin County as document number 6093357.

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 HistoSonics for a conditional use permit amendment to the existing Conditional Use Permit to allow the expansion of high technology industrial assembly and warehousing within the existing building at 16305 36th Avenue and 16355 36th Avenue, subject to the following findings and conditions:

1. A conditional use permit amendment is approved in accordance with the application received by the city on October 24, 2025, and additional information submitted on November 7, 2025, except as may be amended by this resolution.

2. The current tenant space is approximately 52,844 square feet, and this conditional use permit amendment approves an additional 18,400 square feet of operating space, for a total of approximately 71,244 square feet.

3. The requested conditional use permit amendment is approved with the findings that all applicable conditional use permit standards would be met, as outlined in the zoning ordinance.

4. A building permit is required prior to the commencement of the project. Building code-related items will be addressed under the building permit.

5. Standard Conditions:
   a. Any subsequent phases or expansions are subject to required reviews and approvals per ordinance provisions.
   b. The conditional use permit amendment shall expire one year after the date of approval, unless the property owner or applicant has started the project, 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 sections 21045.09 and 21015.07, respectively, of the zoning ordinance.

APPROVED by the City Council on this 25th day of November, 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 November 25, 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

Regular City Council
November 25, 2025
Agenda Number: 7.1

To: Dave Callister, City Manager

Prepared by: Natalie Dorcy, Office Support Specialist

Reviewed by: Jodi Gallup, City Clerk

Item: **Public hearing for Coborn's Incorporated applications for an off-sale intoxicating liquor license (d/b/a Coborn's Wine & Spirits - Suite 200) and off-sale 3.2% malt liquor license (d/b/a Coborn's Market & Table - Suite 100) at 6130 Sycamore Lane North**

---

1. Action Requested:

Following public hearing, adopt attached resolutions approving off-sale intoxicating liquor license application of Coborn's Incorporated d/b/a Coborn's Wine & Spirits, 6130 Sycamore Lane North, Suite 200 and off-sale 3.2% malt liquor license application of Coborn's Incorporated d/b/a Coborn's Market & Table, 6130 Sycamore Lane North, Suite 100.

2. Background:

Coborn's Incorporated has submitted applications for an off-sale liquor license (in the liquor store) and an off-sale 3.2% malt liquor license (in the grocery store), located at 6130 Sycamore Lane North suites 200 and 100.

The Police Department has conducted the criminal background investigations and has found no reason to deny the licenses. The required notification was provided to property owners within 500 feet of the site per City Code 1201.25.

3. Budget Impact:

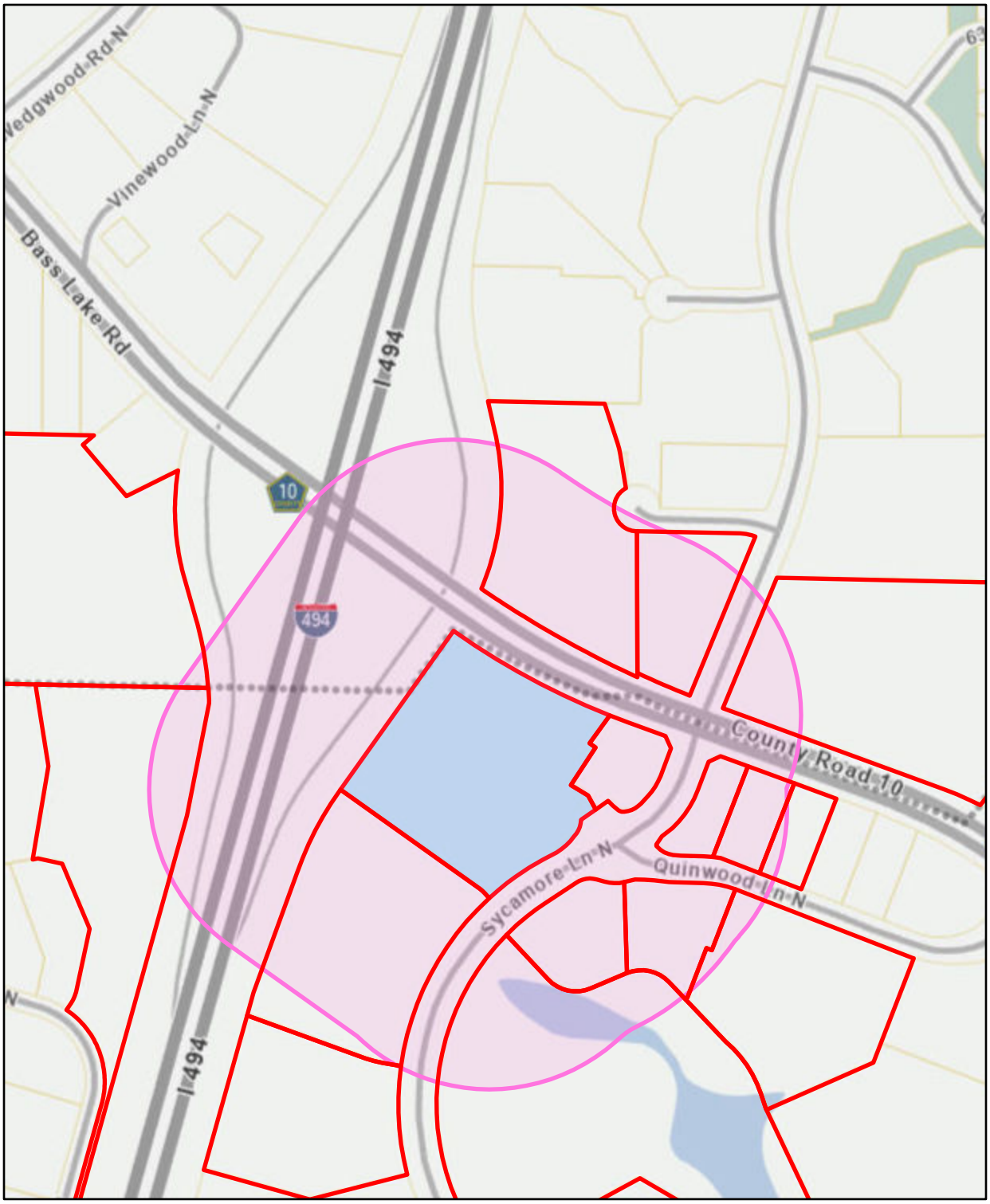
The city has received the required background investigation fees. The prorated license fee for the remainder of the license period will be paid prior to issuance of the license.

4. Attachments:

1. Buffer and Distance Map
2. Property Owners within 500'
3. Floor Plans
4. City Council Resolution 2025-290
5. City Council Resolution 2025-291

Hennepin County Locate & Notify Map

Date: 10/31/2025



Buffer Size: 500

Map Comments:

0 100 200 400 Feet

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is notsuitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

For more information, contact Hennepin County GIS Office
300 6th Street South, Minneapolis, MN 55487 / gis.info@hennepin.us

40 03-118-22 11 0008
COBORN'S INC
1921 COBORN BLVD
ST CLOUD MN 56301

40 03-118-22 11 0009
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0010
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0011
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0012
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0016
CITY OF PLYMOUTH
3400 PLYMOUTH BLVD
PLYMOUTH MN 55447

40 03-118-22 11 0017
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0018
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0019
ROERS PLYMOUTH APTS LLC
2 CARLSON PKWY N STE 400
PLYMOUTH MN 55447

40 03-118-22 12 0059
ERIK SASS & CHRISTINE HALEY
13420 60TH PL N #133
PLYMOUTH MN 55446

40 03-118-22 12 0060
SANDI JAEGER
13420 60TH PL N #134
PLYMOUTH MN 55446

40 03-118-22 12 0061
MARK FREDERICK PALMER
13420 60TH PL N #135
PLYMOUTH MN 55446

40 03-118-22 12 0062
BARBARA A SAZENSKI
13420 60TH PL N #136
PLYMOUTH MN 55446

40 03-118-22 12 0063
MICHELLE L BRODIN
13420 60TH PL N #137
PLYMOUTH MN 55446

40 03-118-22 12 0064
JASON A DESCHAMPS
13420 60TH PL N #138
PLYMOUTH MN 55446

40 03-118-22 12 0065
TIMOTHY L KARELS
13420 60TH PL N #139
PLYMOUTH MN 55446

40 03-118-22 12 0066
KAINE K DUMMER
13420 60TH PL N #140
PLYMOUTH MN 55446

40 03-118-22 12 0067
LISA M LAKEY
13420 60TH PL N #141
PLYMOUTH MN 55446

40 03-118-22 12 0068
JEAN M SCHNEIDER
13420 60TH PL N APT 142
PLYMOUTH MN 55446

40 03-118-22 12 0069
DAVID KIRWIN & LISA KIRWIN
11730 54TH AVE N
PLYMOUTH MN 55442

40 03-118-22 12 0070
MONICA J CLUNE
13420 60TH PL N APT 144
PLYMOUTH MN 55446

40 03-118-22 12 0071
RYAN PAGEL
13400 60TH PL N #145
PLYMOUTH MN 55446

40 03-118-22 12 0072
MELISSA R BENSON
13400 60TH PLACE NORTH #146
PLYMOUTH MN 55446

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LULU DONG
13400 60TH PL N #147
PLYMOUTH MN 55446

40 03-118-22 12 0074
RYAN LAKIN
13400 60TH PL N #148
PLYMOUTH MN 55446

40 03-118-22 12 0075
MARISSA IHDE
13400 60TH PL N #149
PLYMOUTH MN 55446

40 03-118-22 12 0076
STEPHANIE M PETERSON
13400 60TH PL N #150
PLYMOUTH MN 55446

40 03-118-22 12 0077
JUSTIN A DUEPNER
13400 60TH PL N #151
PLYMOUTH MN 55446

40 03-118-22 12 0078
MICHAEL K MALLOY
13400 60TH PLACE N #152
PLYMOUTH MN 55446

40 03-118-22 12 0079
BRENT HELMHOLDT
13400 60TH PL N #153
PLYMOUTH MN 55446

40 03-118-22 12 0080
ERIN E MALKOW
13400 60TH PL N #154
PLYMOUTH MN 55446

40 03-118-22 12 0081
TIMM S HENDRIX
13400 60TH PL N UNIT 155
PLYMOUTH MN 55446

40 03-118-22 12 0082
RODNEY E & JUDY L MATTSON
13400 60TH PL N #156
PLYMOUTH MN 55446

40 03-118-22 12 0083
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

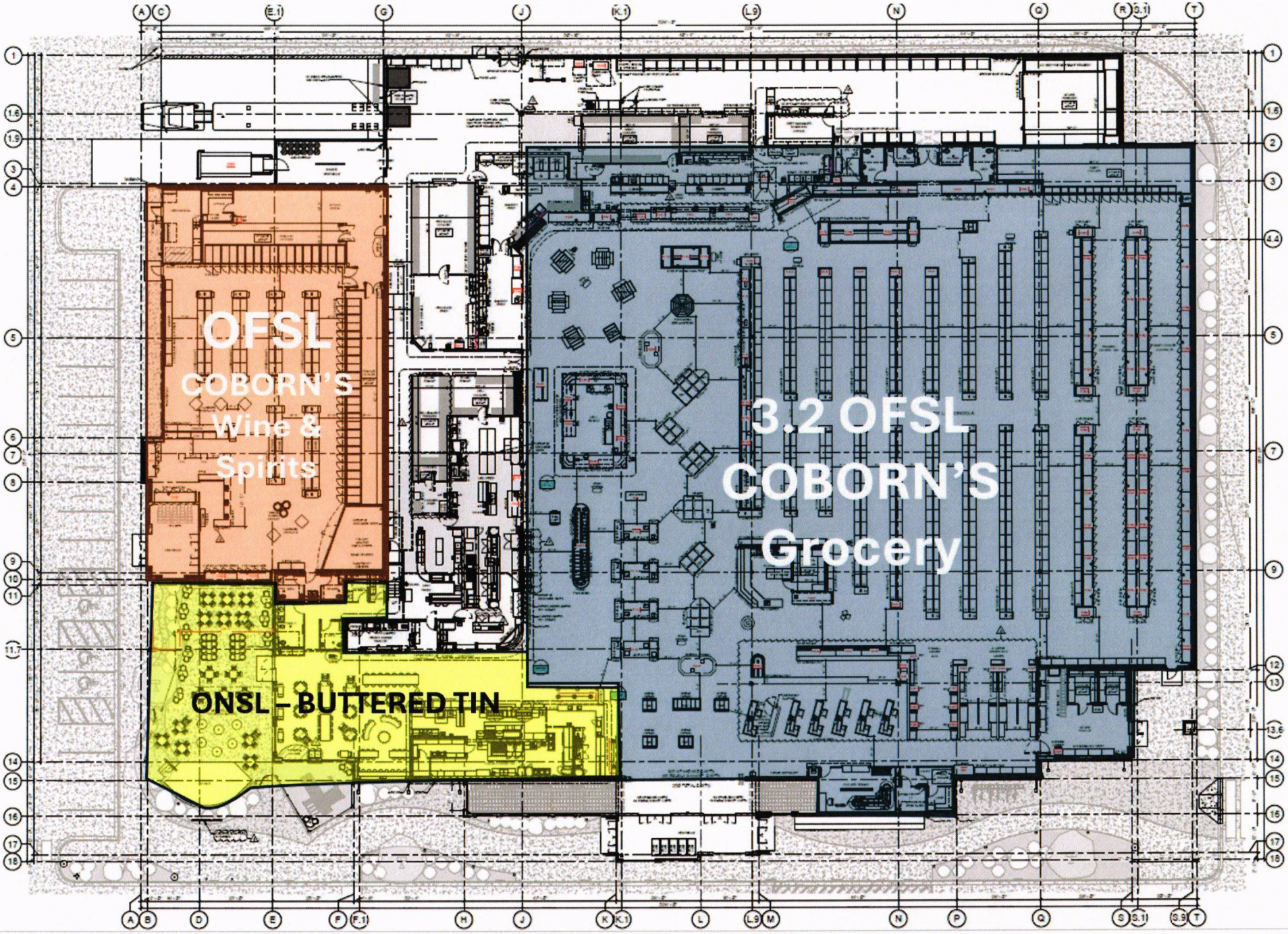
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SCANNELL PROPERTIES #729 LLC
8801 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

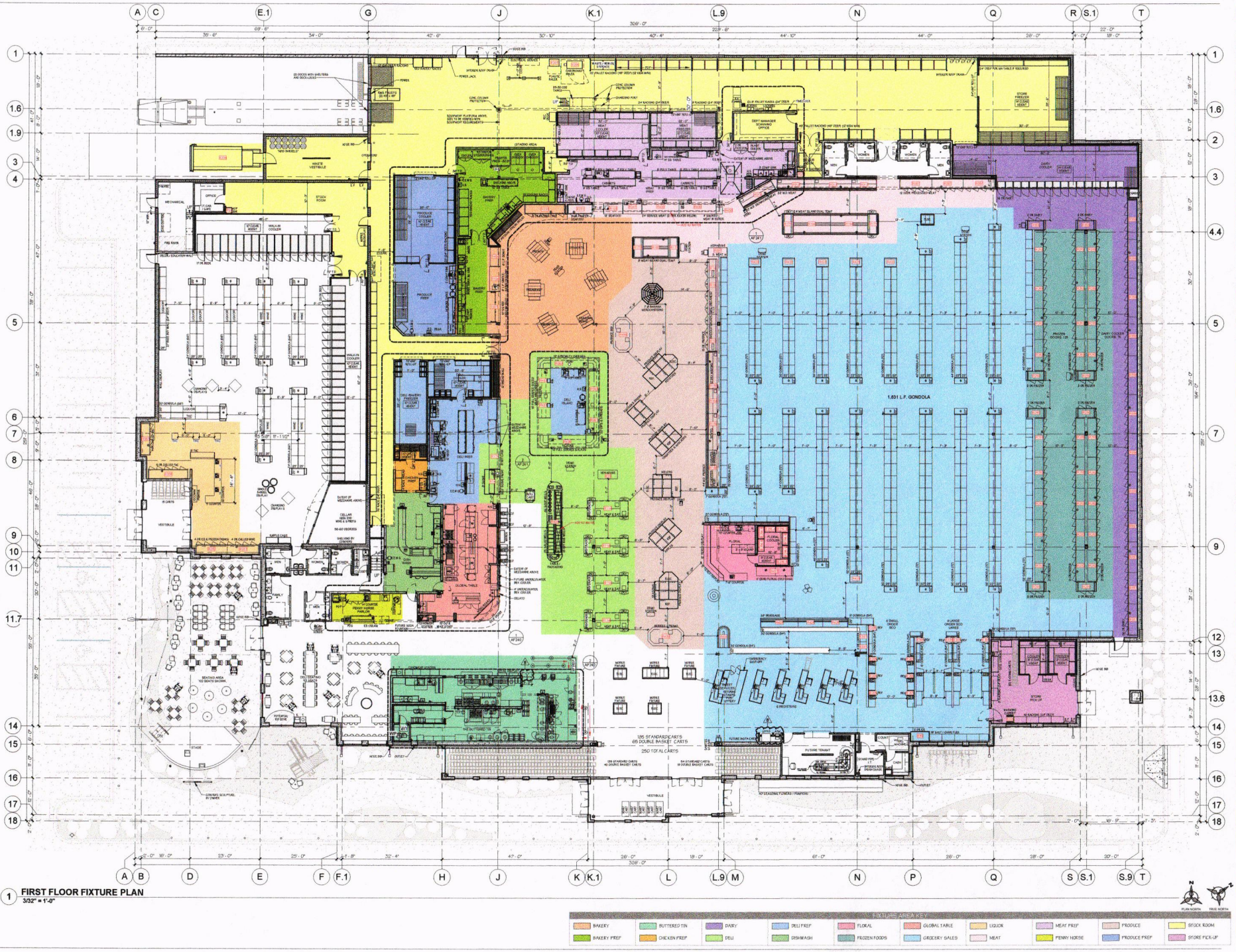
76 34-119-22 43 0009
HOLIDAY STATIONSTORES LLC
13303 BASS LAKE RD
MAPLE GROVE MN 55311

76 34-119-22 44 0007
WELLS FARGO BANK
C/O THOMSON PROPERTY TAX SRV
PO BOX 2609
CARLSBAD CA 92018

76 34-119-22 44 0065
ECE I LLC
ATTN: ASSET MGMNT
13001 62ND PLACE NORTH
MAPLE GROVE MN 55369

76 34-119-22 44 0069
MAPLE GROVE MALL PARTNERS
18475 MAPLE RIDGE RD
WAYZATA MN 55391


OFSL
COBORN'S
Wine &
Spirits
3.2 OFSL
COBORN'S
Grocery
ONSL – BUTTERED TIN



1 FIRST FLOOR FIXTURE PLAN
3/32" = 1'-0"

RICE COMPANIES

ISSUED FOR CONSTRUCTION

COBORN'S MARKET & TABLE
2026 NEW GROCERY STORE
6130 SYCAMORE LANE N, PLYMOUTH, MN 55442

REVISIONS		
NUMBER	DESCRIPTION	DATE
1		04.11.25
3		06.27.25
4		08.22.25
5		09.16.25
6		10.08.25
8		10.20.25

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

Don F. Larsen
Reg. No. 45747
Date: 10.29.25

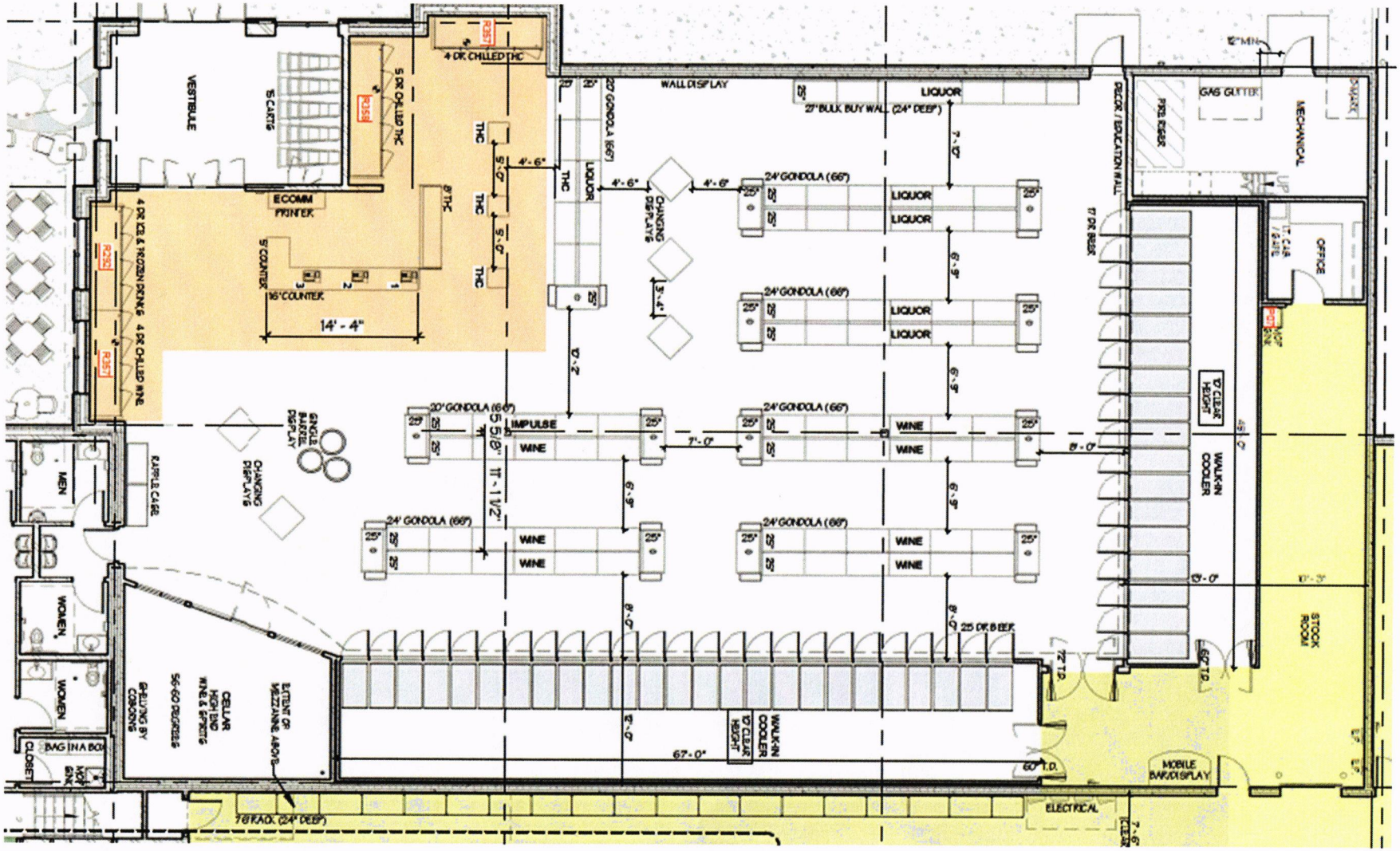
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FIRST FLOOR FIXTURE PLAN

AF201

AKP | 10.29.25

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VESTIBULE
5' CARTS
4 DR CHILLED THC
5 DR CHILLED THC
8' THC
ECOMM PRINTER
5' COUNTER
16' COUNTER
14' - 4"
4 DR ICE & FROZEN DRINK
4 DR CHILLED WINE
WALL DISPLAY
20' GONDOLA (66")
LIQUOR
27" BULK BUY WALL (24" DEEP)
24' GONDOLA (66")
CHANGING DISPLAYS
DECOR / EDUCATION WALL
15 DR BEER
GAS CUTTER
PRE EMER
MECHANICAL
OFFICE
12' CLEAR HEIGHT
WALK-IN COOLER
STOCK ROOM
IMPULSE
WINE
SINGLE BARREL DISPLAY
11' - 11 1/2"
MEN
WOMEN
BAG IN A BOX
CLOSET
CELLAR HIGH END WINE & SPIRITS
56-60 DEGREES
BREWING BY COOKING
EXTENT OF MEZZANINE ABOVE
78 RAIL (24" DEEP)
67' - 0"
25 DR BEER
72" T.D.
60" T.D.
MOBILE BAR/DISPLAY
ELECTRICAL

CITY OF PLYMOUTH

RESOLUTION NO. 2025-290

RESOLUTION APPROVING OFF-SALE INTOXICATING LIQUOR LICENSE APPLICATION OF COBORN'S INCORPORATED D/B/A COBORN'S WINE & SPIRITS, 6130 SYCAMORE LANE NORTH, SUITE 200

WHEREAS, Coborn's Incorporated d/b/a Coborn's Wine & Spirits, 6130 Sycamore Lane North, Suite 200, has submitted an application for Off-Sale Intoxicating Liquor at this address; and

WHEREAS, the Police Department has conducted a background investigation and has found no reason to deny the application.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the Off-Sale Intoxicating Liquor License application of Coborn's Incorporated d/b/a Coborn's Wine & Spirits, 6130 Sycamore Lane North, Suite 200, is approved for a license period that will expire January 31, 2026.

BE IT FURTHER RESOLVED that approval is contingent upon the city receiving all documentation as required in the liquor license application.

APPROVED by the City Council on this 25th day of November, 2025.

CITY OF PLYMOUTH

RESOLUTION NO. 2025-291

RESOLUTION APPROVING OFF-SALE 3.2% MALT LIQUOR LICENSE APPLICATION OF COBORN'S INCORPORATED D/B/A COBORN'S MARKET & TABLE, 6130 SYCAMORE LANE NORTH, SUITE 100

WHEREAS, Coborn's Incorporated d/b/a Coborn's Market & Table, 6130 Sycamore Lane North, Suite 100, has submitted an application for Off-Sale 3.2% Malt Liquor at this address; and

WHEREAS, the Police Department has conducted a background investigation and has found no reason to deny the application.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the Off-Sale 3.2% Malt Liquor License application of Coborn's Incorporated d/b/a Coborn's Market & Table, 6130 Sycamore Lane North, Suite 100, is approved for a license period that will expire January 31, 2026.

BE IT FURTHER RESOLVED that approval is contingent upon the city receiving all documentation as required in the liquor license application.

APPROVED by the City Council on this 25th day of November, 2025.

Regular City Council
November 25, 2025
Agenda Number: 7.2

To: Dave Callister, City Manager

Prepared by: Natalie Dorcy, Office Support Specialist

Reviewed by: Jodi Gallup, City Clerk

Item: **Public hearing for The Buttered Tin Plymouth, LLC applications for wine and on-sale 3.2 percent malt liquor licenses, 6130 Sycamore Lane North, Suite 300**

---

1. Action Requested:

Adopt attached resolution approving wine and on-sale 3.2 percent malt liquor license applications of The Buttered Tin Plymouth, 6130 Sycamore Lane North, Suite 300.

2. Background:

The Buttered Tin Plymouth has submitted applications for wine and on-sale 3.2 percent malt liquor licenses, located at 6130 Sycamore Lane North, Suite 300. Per State law and City Code, the holder of an on-sale wine license who is also licensed to sell 3.2 percent malt liquors at on-sale is authorized to sell intoxicating malt liquors (strong beer) at on-sale without an additional license.

The bakery and restaurant will move into The Boulevard as an inside anchor tenant of Coborn's Market & Table. The Boulevard is the mixed-use redevelopment of the former Prudential campus. The Buttered Tin Plymouth will have extended hours to serve beer, wine and pastries until 7 p.m. The kitchen will serve menu items from 7 a.m. to 3 p.m., while baked goods, coffee and espresso will be available all day. Their space is 1,500 square feet with indoor seating for about 80 and an additional 30 on its patio during the warmer months.

The Police Department has conducted the criminal background investigations and has found no reason to deny the licenses. The required notification was provided to property owners within 500 feet of the site per City Code 1201.25.

3. Budget Impact:

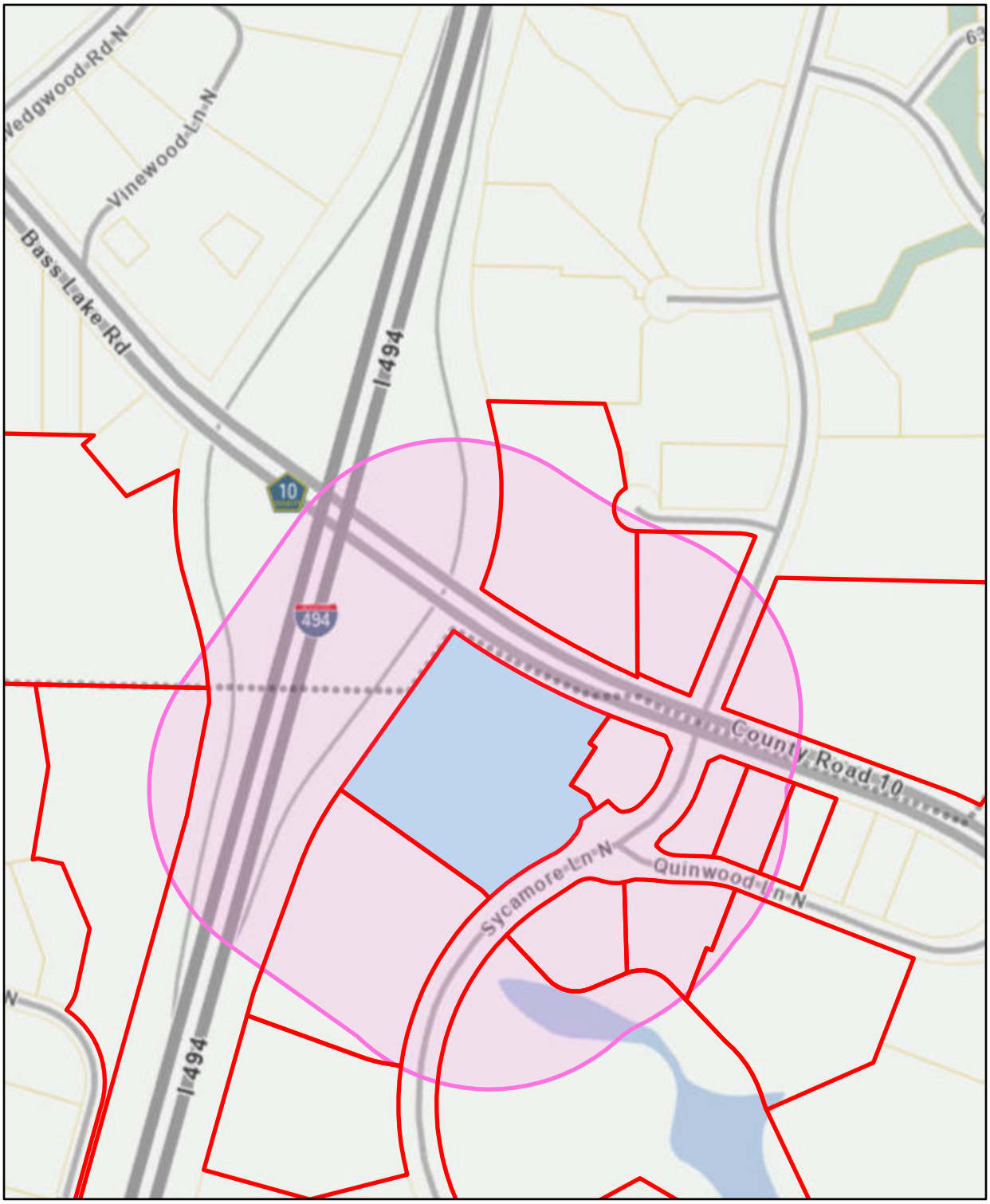
The city has received the required background investigation fees. The prorated license fee for the remainder of the license period will be paid prior to issuance of the license.

4. Attachments:

1. Buffer and Distance Map
2. Property Owners within 500'
3. Floor Plans
4. City Council Resolution 2025-292

Hennepin County Locate & Notify Map

Date: 10/31/2025



Buffer Size: 500

Map Comments:

0 100 200 400 Feet

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For more information, contact Hennepin County GIS Office
300 6th Street South, Minneapolis, MN 55487 / gis.info@hennepin.us

40 03-118-22 11 0008
COBORN'S INC
1921 COBORN BLVD
ST CLOUD MN 56301

40 03-118-22 11 0009
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0010
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0011
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0012
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0016
CITY OF PLYMOUTH
3400 PLYMOUTH BLVD
PLYMOUTH MN 55447

40 03-118-22 11 0017
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0018
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

40 03-118-22 11 0019
ROERS PLYMOUTH APTS LLC
2 CARLSON PKWY N STE 400
PLYMOUTH MN 55447

40 03-118-22 12 0059
ERIK SASS & CHRISTINE HALEY
13420 60TH PL N #133
PLYMOUTH MN 55446

40 03-118-22 12 0060
SANDI JAEGER
13420 60TH PL N #134
PLYMOUTH MN 55446

40 03-118-22 12 0061
MARK FREDERICK PALMER
13420 60TH PL N #135
PLYMOUTH MN 55446

40 03-118-22 12 0062
BARBARA A SAZENSKI
13420 60TH PL N #136
PLYMOUTH MN 55446

40 03-118-22 12 0063
MICHELLE L BRODIN
13420 60TH PL N #137
PLYMOUTH MN 55446

40 03-118-22 12 0064
JASON A DESCHAMPS
13420 60TH PL N #138
PLYMOUTH MN 55446

40 03-118-22 12 0065
TIMOTHY L KARELS
13420 60TH PL N #139
PLYMOUTH MN 55446

40 03-118-22 12 0066
KAINE K DUMMER
13420 60TH PL N #140
PLYMOUTH MN 55446

40 03-118-22 12 0067
LISA M LAKEY
13420 60TH PL N #141
PLYMOUTH MN 55446

40 03-118-22 12 0068
JEAN M SCHNEIDER
13420 60TH PL N APT 142
PLYMOUTH MN 55446

40 03-118-22 12 0069
DAVID KIRWIN & LISA KIRWIN
11730 54TH AVE N
PLYMOUTH MN 55442

40 03-118-22 12 0070
MONICA J CLUNE
13420 60TH PL N APT 144
PLYMOUTH MN 55446

40 03-118-22 12 0071
RYAN PAGEL
13400 60TH PL N #145
PLYMOUTH MN 55446

40 03-118-22 12 0072
MELISSA R BENSON
13400 60TH PLACE NORTH #146
PLYMOUTH MN 55446

40 03-118-22 12 0073
LULU DONG
13400 60TH PL N #147
PLYMOUTH MN 55446

40 03-118-22 12 0074
RYAN LAKIN
13400 60TH PL N #148
PLYMOUTH MN 55446

40 03-118-22 12 0075
MARISSA IHDE
13400 60TH PL N #149
PLYMOUTH MN 55446

40 03-118-22 12 0076
STEPHANIE M PETERSON
13400 60TH PL N #150
PLYMOUTH MN 55446

40 03-118-22 12 0077
JUSTIN A DUEPNER
13400 60TH PL N #151
PLYMOUTH MN 55446

40 03-118-22 12 0078
MICHAEL K MALLOY
13400 60TH PLACE N #152
PLYMOUTH MN 55446

40 03-118-22 12 0079
BRENT HELMHOLDT
13400 60TH PL N #153
PLYMOUTH MN 55446

40 03-118-22 12 0080
ERIN E MALKOW
13400 60TH PL N #154
PLYMOUTH MN 55446

40 03-118-22 12 0081
TIMM S HENDRIX
13400 60TH PL N UNIT 155
PLYMOUTH MN 55446

40 03-118-22 12 0082
RODNEY E & JUDY L MATTSON
13400 60TH PL N #156
PLYMOUTH MN 55446

40 03-118-22 12 0083
SPRC LAND VENTURES PLYMOUTH
3301 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

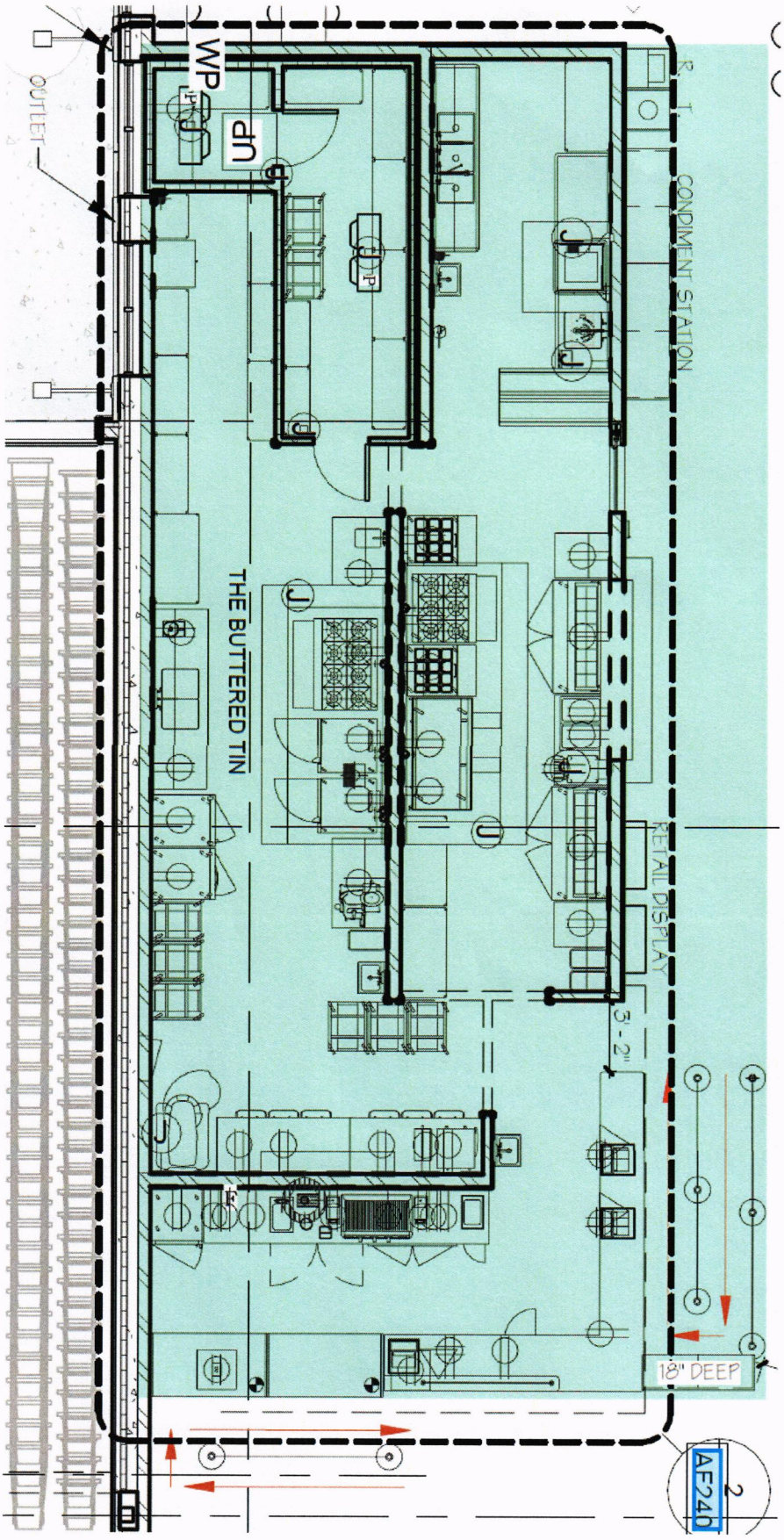
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SCANNELL PROPERTIES #729 LLC
8801 RIVER CROSSING BLVD
SUITE 300
INDIANAPOLIS IN 46240

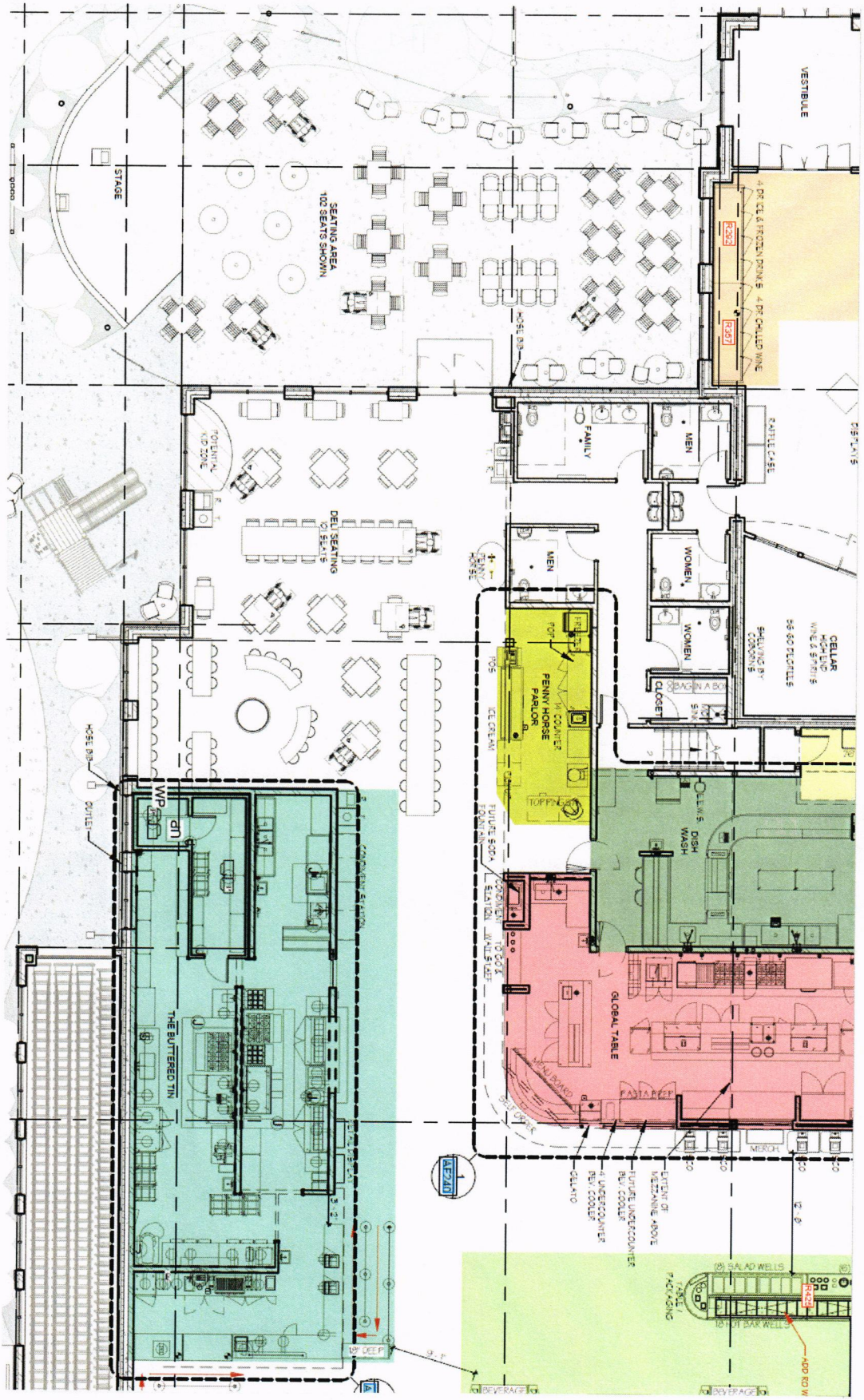
76 34-119-22 43 0009
HOLIDAY STATIONSTORES LLC
13303 BASS LAKE RD
MAPLE GROVE MN 55311

76 34-119-22 44 0007
WELLS FARGO BANK
C/O THOMSON PROPERTY TAX SRV
PO BOX 2609
CARLSBAD CA 92018

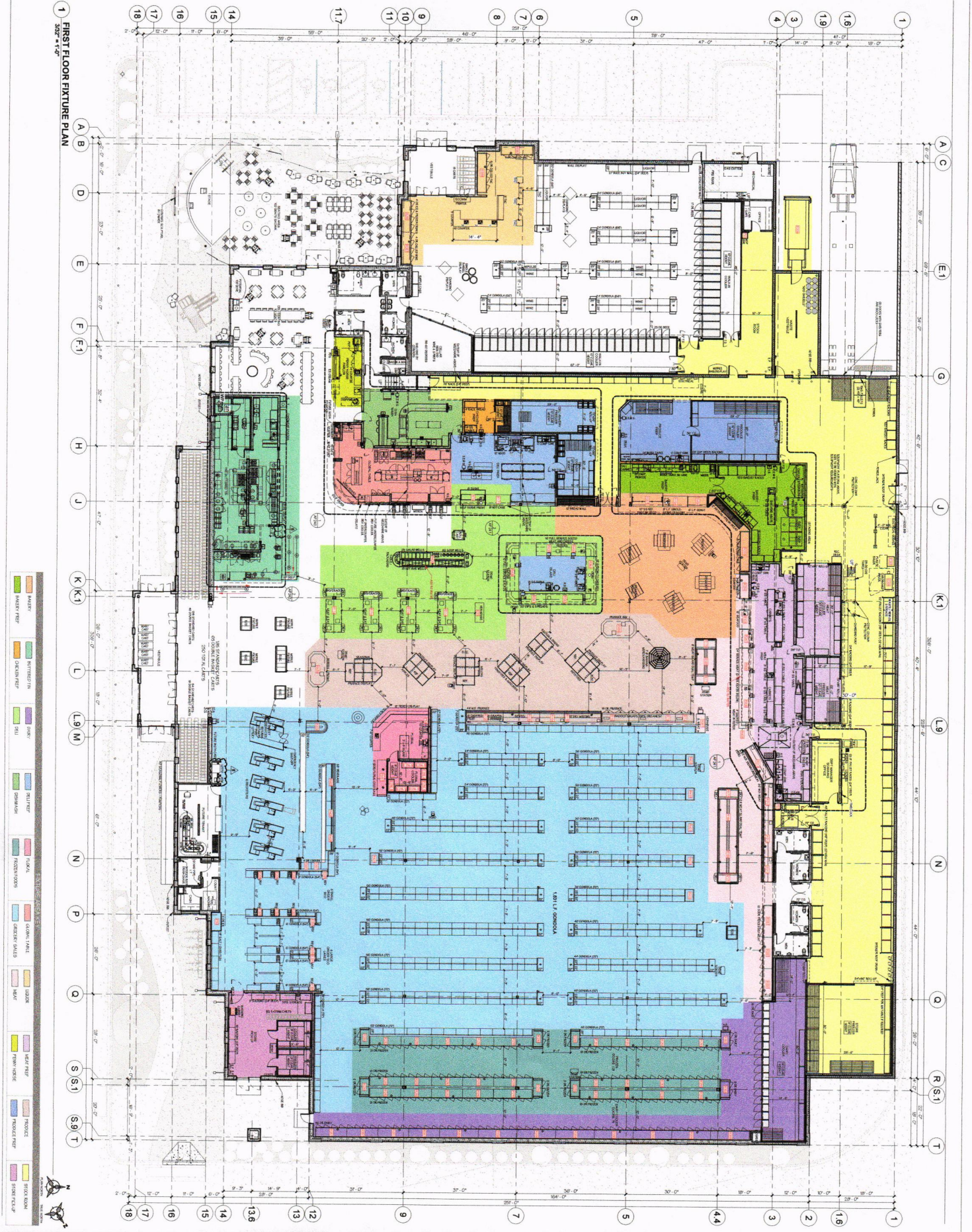
76 34-119-22 44 0065
ECE I LLC
ATTN: ASSET MGMNT
13001 62ND PLACE NORTH
MAPLE GROVE MN 55369

76 34-119-22 44 0069
MAPLE GROVE MALL PARTNERS
18475 MAPLE RIDGE RD
WAYZATA MN 55391


WP
UP
OUTLET
CONDIMENT STATION
THE BUTTERED TIN
RETAIL DISPLAY
3' - 2"
18" DEEP
AF240
2


VESTIBULE
STAGE
SEATING AREA
102 SEATS SHOWN
4 DR CLR & FROZEN DRINKS
4 DR CHILLED WINE
R-252
R-257
FAMILY
MEN
WOMEN
WOMEN
MEN
DELI SEATING
10 SEATS
POTENTIAL KID ZONE
FENNY HORSE
FENNY HORSE PARLOR
CELLAR
SHELVING BY OTHERS
CLOSET
DISH WASH
GLOBAL TABLE
THE BUTTERED TIN
WP
UP
DN
HOSE BIB
OUTLET
FUTURE SODA FOUNTAIN
ICE CREAM
TOPPING
MAIN BOARD
PASTA REST
SALAD WELLS
R-253
18"H SALAD WELLS
SNEEZE GUARD
GELATO
FUTURE UNDERCOUNTER REF. COOLER
EXTENT OF MEZZANINE ABOVE
BEVERAGE
BEVERAGE
AE240
18" DEEP

1 FIRST FLOOR FIXTURE PLAN
3/32" = 1'-0"



ISSUED FOR CONSTRUCTION

COBORN'S MARKET & TABLE

2026 NEW GROCERY STORE

6130 SYCAMORE LANE N, PLYMOUTH, MN 55442

AF201

FIRST FLOOR FIXTURE PLAN

CITY OF PLYMOUTH

RESOLUTION NO. 2025-292

RESOLUTION APPROVING WINE AND ON-SALE 3.2% MALT LIQUOR LICENSE APPLICATIONS OF THE BUTTERED TIN PLYMOUTH, LLC, SYCAMORE LANE NORTH, SUITE 300

WHEREAS, The Buttered Tin Plymouth, LLC, 6130 Sycamore Lane North, Suite 300, has submitted applications for Wine and On-Sale 3.2% Malt Liquor at this address; and

WHEREAS, the Police Department has conducted a background investigation and has found no reason to deny the application.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA that the Wine and On-Sale 3.2% Malt Liquor License applications of The Buttered Tin Plymouth, LLC, 6130 Sycamore Lane North, Suite 300, is approved for a license period that will expire January 31, 2026.

BE IT FURTHER RESOLVED that approval is contingent upon the city receiving all documentation as required in the liquor license application.

APPROVED by the City Council on this 25th day of November, 2025.

Regular City Council
November 25, 2025
Agenda Number: 7.3

To: Dave Callister, City Manager

Prepared by: Jodi Gallup, City Clerk

Reviewed by:

Item: **Public hearing to amend City Charter**

1. Action Requested:

Hold public hearing and adopt ordinance amending the City Charter and resolution authorizing summary publication.

The ordinance requires a unanimous 7/7 vote, and the resolution for summary publication of the ordinance requires a 6/7 vote for approval.

2. Background:

At its October 29, 2025 meeting, the Plymouth Charter Commission reviewed and recommended approval of three amendments to the City Charter. Two amendments address updates to state law and operational needs, while one provides a minor language clarification.

Under Minnesota Statutes §410.12, Subd. 7, the Charter Commission may recommend charter amendments to the City Council for enactment by ordinance. The City Council must hold a public hearing and may adopt the ordinance by a unanimous (7-0) vote. If approved, the amendments become effective 90 days after adoption, subject to potential petition for referendum within 60 days.

Summary of Proposed Amendments

Section 4.05 – Candidates for City Office

- Current Charter: Requires write-in candidates for Mayor and City Council to register no later than seven days before the general election.
- Issue: State law now requires write-in candidates to register at least 19 days

before the election.
- Proposed Amendment: Remove the fixed registration deadline from the Charter and reference a council resolution to ensure consistency with state law and flexibility for future changes.

Section 7.09 – Disbursements

- Current Charter: Requires three signatures on disbursements (Mayor, City Manager, and Chief Financial Officer).
- Issue: The city's new Enterprise Resource Planning (ERP) software, launching April 1, 2026, accommodates two authorized signatures for check issuance.
- Proposed Amendment: Update the Charter to require two authorized city designees per policy rather than specifying titles. This aligns with current financial practices and maintains all existing approval controls and council oversight.

Section 6.01, Subd. 1 – Minor Language Cleanup

- Proposed Amendment: Delete the words "or disability" to eliminate redundant phrasing.

Next Steps
If the City Council concurs with the Charter Commission's recommendations, the next step is to:

- Hold a Public Hearing – Required by statute
- Consider Adoption by Ordinance – A unanimous (7-0) vote of the City Council is required.
- Effective Date – If adopted on November 25, 2025, the amendments would become effective on February 23, 2026.

Timely approval ensures the amendment to Section 7.09 is effective before the city's ERP system goes live on April 1, 2026.

3. Budget Impact:
Not applicable.

4. Attachments:
1. Presentation
2. Charter Commission Minutes
3. City Council Ordinance 2025-12
4. City Council Resolution 2025-293



City Council – Charter Amendment

November 25, 2025

City of Plymouth

Proposed Charter Amendments - 2025

- Purpose: Align Charter with current law and city operations
  - Two main charter amendments
  - One minor language cleanup

- Amendment Process (MN Stat. 410.12, subd. 7):
  - Charter Commission recommended amendment by ordinance on October 29
  - City Council holds public hearing on November 25
    - Council votes within 1 month of hearing
    - Requires unanimous approval
  - Ordinance effective 90 days after passage – February 23, 2026
    - Citizens may petition for referendum within 60 days (2,000 signatures required)

Section 4.05: Write-in Candidates for Office

- Current Charter:
  - Write-in candidates must register 7 days before the general election
- Issue:
  - State law now requires 19 days before the election
- Proposed Amendment:
  - Remove the fixed date from the Charter
  - Instead, reference the deadline established by City Council resolution
- Purpose:
  - Provides flexibility for future state law changes

Section 7.09: Disbursements

- Current Charter:
  - Requires three signatures on all disbursements (Mayor, City Manager, CFO)
- Issue:
  - New ERP system (launching April 1, 2026) allows two signers only
- Proposed Amendment:
  - Require two authorized city designees per policy, rather than specific titles
  - Maintains full financial oversight — all disbursements still require council approval

Language Cleanup & Recommended Action

- Language Cleanup:
  - Section 6.01, Subd. 1 – delete redundant words *“or disability.”*

- Recommended Action:
  - Adopt Ordinance Amending the City Charter
    - Requires 7/7 unanimous vote
  - Adopt Resolution authorizing summary publication
    - Requires 6/7 vote

Proposed Minutes
Charter Commission Meeting
October 29, 2025

1. Call to Order

Chair Markanda called the Special Meeting of the Plymouth Charter Commission to order at 7:00 p.m. in the Medicine Lake Room at City Hall, 3400 Plymouth Boulevard, on October 29, 2025.

PRESENT: Commissioners Markanda, Sohoni, Lachmansingh, Amdal, Dorpat, Morrissey, Fishbein, Kibaya, Ziesmer, Anderson, Raymakers, Whitmore, Mahipathi, and Shannon.

ABSENT: Commissioner Peterson.

ALSO PRESENT: City Clerk/Administrative Coordinator Gallup.

2. Approval of Minutes

2.1 Adopt proposed minutes from June 9, 2025

Motion was made by Commissioner Ziesmer, and seconded by Commissioner Lachmansingh, to approve the minutes from the June 9, 2025 Regular Meeting as presented. With all members voting in favor, the motion carried.

3. General Business

3.1 Review Proposed Charter Amendment

Chair Markanda introduced the topic and turned it over to City Clerk/Administrative Coordinator Gallup to present three proposed Charter amendments for the Commission's consideration. Two amendments address recent changes in state law and operational needs, while one provides minor language cleanup.

Gallup explained that the first amendment (Section 4.05 – Candidates for City Office) would remove the fixed deadline for write-in candidate registration and instead reference a City Council resolution to align with state law and allow flexibility for future changes.

The second amendment (Section 7.09 – Disbursements) would update the requirement from three signatures on disbursements to two authorized city designees, consistent with the city's new ERP software launching in April 2026. Gallup noted that this change would not alter existing financial controls or council approval requirements.

A third amendment (Section 6.01, Subd. 1) proposes deleting the words "or disability" to eliminate redundant language.

Gallup reviewed the statutory process for Charter amendments, including the requirement for a unanimous vote of the City Council and a 90-day waiting period following adoption. She noted the importance of timely action to align with the ERP system implementation schedule.

Following discussion, the Charter Commission voted to recommend City Council approval of the proposed amendments as presented.

Motion was made by Commissioner Ziesmer, and seconded by Commissioner Anderson, to recommend approval of the Ordinance Amending the City Charter to the City Council for adoption. With all members voting in favor, the motion carried.

3.2 Adopt Amendment to the Charter Commission By-Laws

City Clerk/Administrative Coordinator Gallup reported that the by-laws were first reviewed at the December meeting, when the Charter Commission formed a subcommittee to draft revisions to the purpose statement. The full Commission reviewed the proposed amendments at the June meeting and reached consensus on the recommended changes. The amendments have now met the required two-week notice period and are eligible for action.

Additional consensus amendments include changing the meeting frequency to bi-annual meetings in June and December with the option for additional meetings as needed, updating the meeting timing reference to “second week of each month,” and clarifying notice requirements for special meetings to align with state law.

Motion was made by Commissioner Sohoni, and seconded by Commissioner Morrissey, to adopt the amended Charter Commission By-Laws. With all members voting in favor, the motion carried.

4. Adjournment

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

_____

Jodi M. Gallup, City Clerk

CITY OF PLYMOUTH
HENNEPIN COUNTY, MINNESOTA

ORDINANCE NO. 2025-12

ORDINANCE AMENDING THE PLYMOUTH CITY CHARTER

PREAMBLE

WHEREAS, pursuant to Minn. Stat. 410.12, Subd. 7 the Charter Commission has recommended to the City Council that the Charter be amended as provided herein; and

WHEREAS, Minn. Stat. 410.12, Subd. 7 provides that upon recommendation of the Charter Commission the City Council may enact a Charter Amendment by ordinance.

THE CITY OF PLYMOUTH ORDAINS:

SECTION 1. Chapter 4, Section 4.05 of the City Charter is amended, with existing text, ~~deleted text~~, and new text as follows:

Section 4.05. – Candidates for City Office.

A write-in candidate for mayor or city council who wants their write-in votes to be counted in the general election must file a written request with the city clerk ~~no later than seven days~~ before the general election within the time period specified by City Council resolution. All write-in votes cast for candidates who have not filed a written request to have these votes counted shall be treated collectively as votes for a single candidate.

SECTION 2. Chapter 6, Section 6.01, Subdivision 1 of the City Charter is amended, with existing text, ~~deleted text~~, and new text as follows:

Section 6.01 – City Manager.

Subd. 1. The city manager is the chief administrative officer of the city. The manager is appointed by the city council solely on the basis of training, experience and executive and administrative qualifications. With the approval of the council, the manager may designate some properly qualified person to perform the duties of the manager during the absence ~~or disability~~ of the manager. If the office of manager is vacant and no such designation has been made, the council must appoint an acting manager.

SECTION 3. Chapter 7, Section 7.09 of the City Charter is amended, with existing text, ~~deleted text~~, and new text as follows:

Section 7.09 – Disbursements.

Payments may be made by electronic transaction, credit card or check. Check payments shall bear the signatures of two authorized city designees per policy. ~~Except for payments which may be made by wire transfer or credit card, disbursements of city funds, must be made by check bearing the manual or facsimile signature of the mayor, the city manager and the chief financial officer~~. The city manager must institute safeguards to ensure that payments are issued only by authorized individuals, for properly authorized public purposes and in compliance with this charter. Each payment must specify the purpose for which the disbursement is made and the fund from which it is drawn, or a payment register must be prepared which contains this information. A payment may not be issued until the claim to which it relates has been supported by an itemized bill, payroll, or time-sheet approved and signed by the responsible city officer or authorized city employee who vouches for its correctness and reasonableness. The council may by ordinance or resolution make further regulations for the safekeeping and disbursement of city funds. For payments other than employee wage and expense reimbursement payments, an accompanying payment register must specify the purpose of each disbursement and the fund from which it is drawn.

SECTION 4. Effective Date. This ordinance shall take effect ninety (90) days after its passage and publication.

ADOPTED by the City Council on this 25th day of November, 2025.

_____
Jeffry Wosje, Mayor

ATTEST:

_____
Jodi M. Gallup, City Clerk

CITY OF PLYMOUTH

RESOLUTION NO. 2025-293

RESOLUTION APPROVING SUMMARY PUBLICATION OF ORDINANCE NO. 2025-12

Ordinance No. 2025-12 amends the Plymouth City Charter sections 4.05, 6.01 and 7.09.

A printed copy of the entire ordinance is available for inspection at the City Clerk's Office during regular office hours.

APPROVED for summary publication by the City Council this 25th day of November, 2025.

Regular City Council
November 25, 2025
Agenda Number: 8.1

To:	Dave Callister, City Manager
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:

Adopt the attached resolutions and ordinance for the compressive plan reguiding, rezoning, PUD general plan, and preliminary plat and summary publication for the redevelopment of Plymouth Plaza located at 1455 County Road 101.

Approval of a reguiding requires a 5/7 vote of the City Council. The resolution authorizing summary publication requires 6/7 vote of the City Council. Approval of the rezoning, PUD general plan and preliminary plat requires a 4/7 vote of the City Council.

2. Background:

On October 15, 2025, the Planning Commission conducted a public hearing and subsequently voted 5-1 (Markanda opposed) to recommend approval with a condition to address onsite dog care issues. The applicant was present in support of the request. In addition to the applicant, ten people from the public spoke on the matter. The major concerns about the proposal were the increase in traffic, parking, height, overcrowding of the site, and concern with adding additional apartments in the area. A copy of the Planning Commission meeting minutes and report are attached. Notice of the Planning Commission's public hearing was mailed to all property owners within 750 feet of the site. Development signage remains on the site.

In June 2025, the City Council adopted the 2025-2027 Strategic Priorities. The proposed project has been evaluated for alignment with these priorities, as summarized below.

1. City Center Reimagined: This site is not located within City Center and therefore does not directly advance this priority.
2. A Connected and Thriving Community: The proposed project supports this priority in several ways:
    - Housing Options: Introduces additional housing opportunities within the city.
    - Business Support: Provides existing businesses with space to grow in newly constructed buildings.
    - Pedestrian Connectivity: Enhances walkability by incorporating pedestrian pathways throughout the site.
    - Access to Services: Offers proximity to a broad range of services, improving convenience for residents and visitors.
3. Environmental Stewardship: The project advances the city's environmental goals through the following components:
    - Stormwater Management: Implements comprehensive stormwater management across the site.
    - Sustainable Building Practices: Incorporates sustainability features into the design and construction of new buildings.
    - EV- and Solar-Ready Infrastructure: Includes electric vehicle charging stations and preparation for future solar installations.
4. Economic Stability and Vitality: The project contributes to long-term economic health by:
    - Expanding Housing Supply: Increasing housing opportunities within the city.
    - Modernizing Land Use: Replacing outdated commercial buildings that have reached the end of their useful life.
    - Avoiding Displacement: No existing businesses will be displaced as a result of the project.
    - Provide for an increase in 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.
5. Operational Excellence
    - Park Dedication: The project will provide a park dedication valued at $1,560,000, supporting community amenities and long-term city parks and recreation objectives.

3. Budget Impact:

N/A

4. Attachments:

1. Presentation
2. Presentation - Applicant

3. Minutes
4. Applicants updated Site Plan and Site Graphics
5. Planning Commission Report
6. Applicants Narrative and Site Graphics
7. Traffic Study
8. LHB TIF Letter of Finding
9. Public Comments Received
10. City Council Resolution 2025-294
11. City Council Ordinance 2025-13
12. City Council Resolution 2025-295
13. City Council Resolution 2025-296
14. City Council Resolution 2025-297



Plymouth Plaza (2025042)

Land use guide plan amendment, Rezoning, PUD general plan, and Preliminary Plat

City of Plymouth

Request

1. Comprehensive Plan Amendment
   a. Reguide from C (commercial) to MXD (mixed use)

2. Rezoning from Neighborhood Commercial (C-2) to PUD (planned unit development)

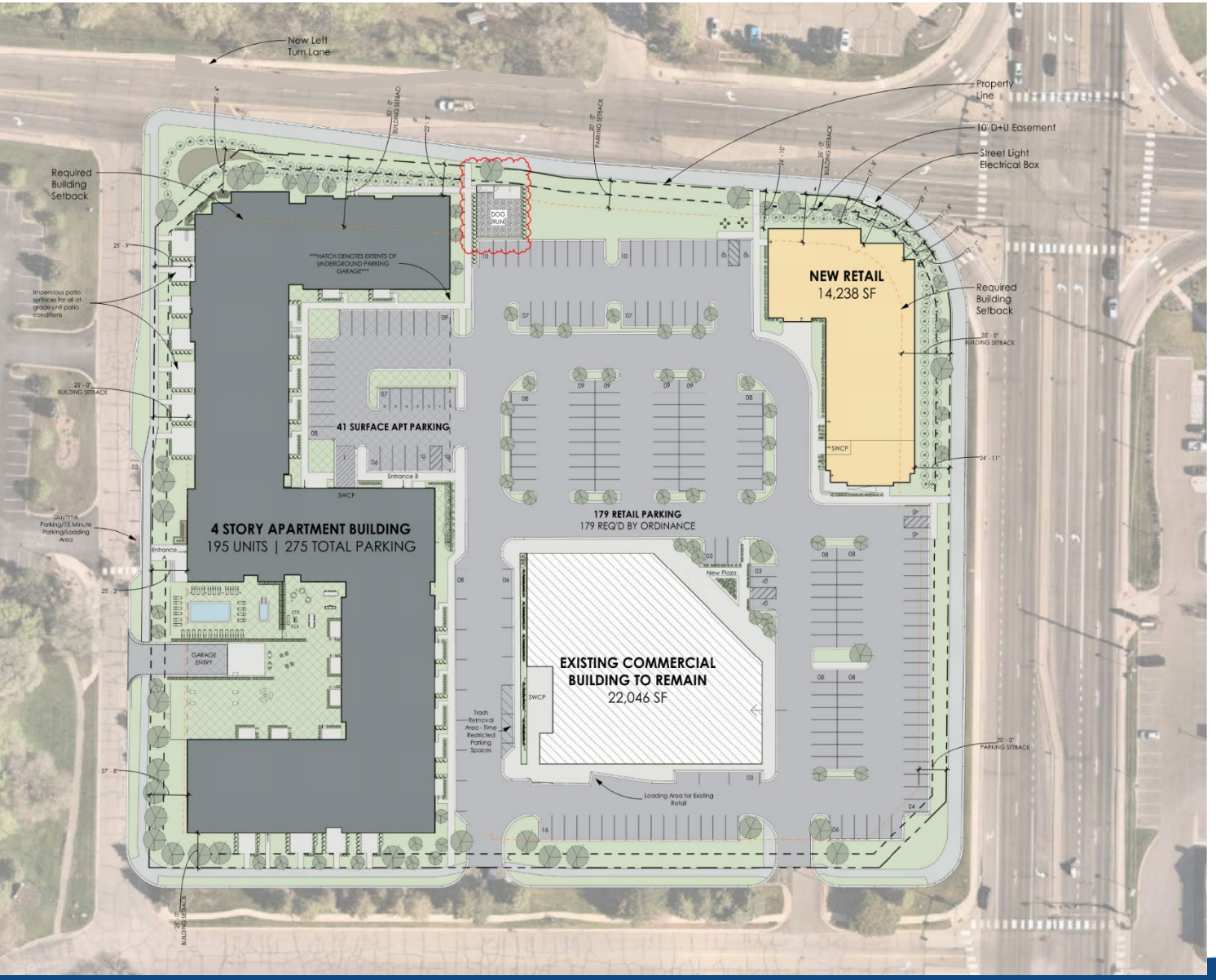
3. PUD general plan
   a. 8 requests for flexibility

4. Preliminary plat – 3 lots



Comp Plan - Findings

1. Location Criteria
   - Abuts 2 A-Minor Arterial Roadways
2. Re-Examination of the Comprehensive Plan & Current Guiding
   - Increases housing opportunities, remove outdated commercial spaces
3. Impact on land supply and demand
   - Provides for a mixing of uses, redevelopment of substandard buildings
4. Merit of the Amendment
   - Additional housing will help support the existing commercial, no businesses displaced
5. Impacts on other Comp Plan Elements
   1. Transportation – Traffic study shows a reduction in traffic
   2. Housing – No impact
   3. Sewers & Water – No impact
   4. Surface Water – proposing stormwater management system
   5. Parks – No impact
   6. Capital Improvement Program – No impact
6. Fiscal Impacts

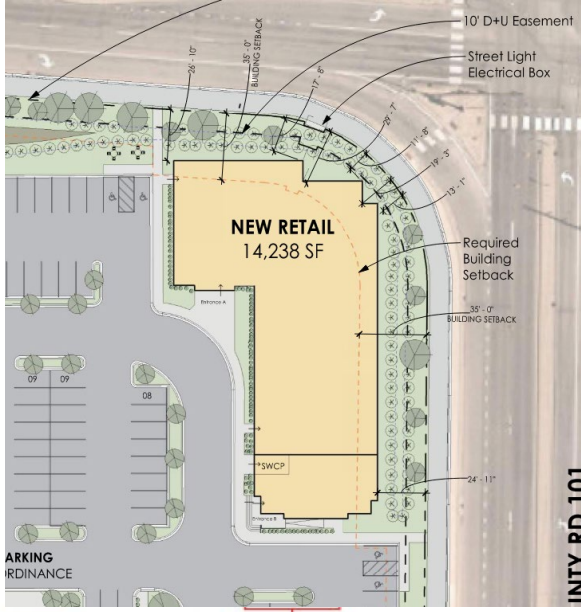


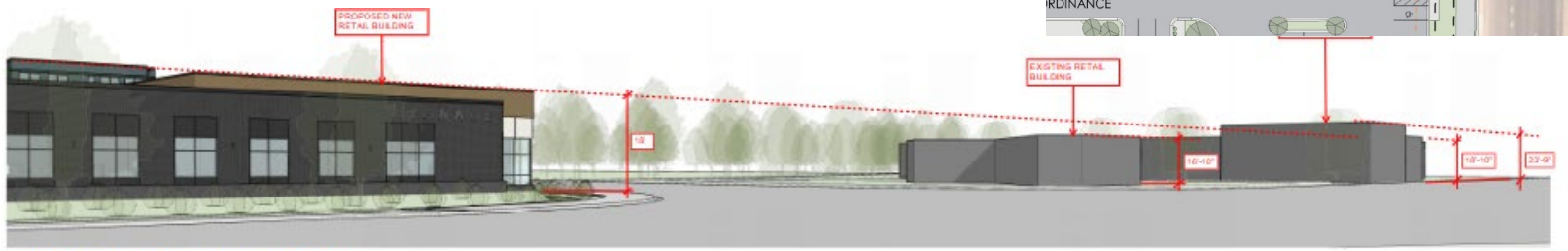
Site Plan - *Updated*

- 195-unit apartment
  - 233 indoor parking
  - 41 surface parking
- Dog run
- Commercial
  - Reduce existing to 22,046sf
  - New Building – 14,238sf
  - 179 parking spaces
  - Keeping all existing tenants

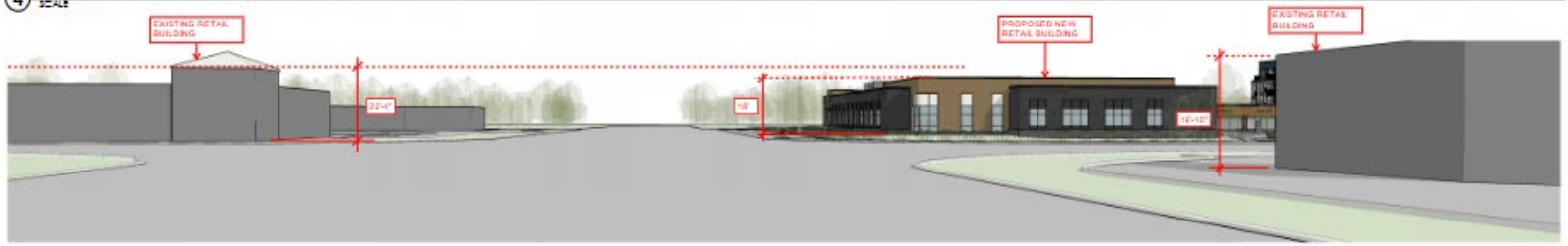
PUD Flexibility

PUD Flexibilities Total	8
Apartment Building Setback	
North setback (13.3’ – 50’)	
West setback (24.17’ – 25’)	
New Com. Building Setback	
North setback (16.6’ – 35’)	
East setback (12.6’ – 35’)	
Apartment Parking reduction (274 – 351)	
Commercial Parking reduction (179 – 182)	
Apartment Height (46-48’ – 45’)	
Landscaping	

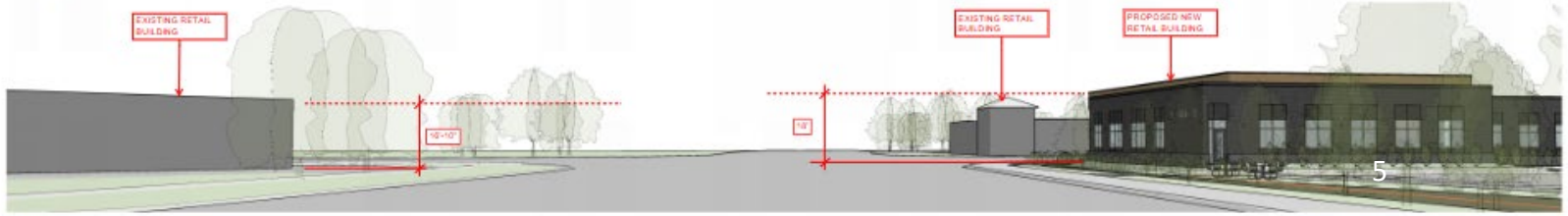




4 SIGHT LINE STUDY - CONTEXT MARKUP



5 SIGHT LINE STUDY - CONTEXT MARKUP



6 SIGHT LINE STUDY - CONTEXT MARKUP

PUD Policy

18 points scored

15 points required for approval

Affordable Housing – 30-60% area median income (AMI)

- 10 points additional

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**		

Strategic Priorities

1. A Connected and Thriving Community
2. Environmental Stewardship:
3. Operational Excellence
4. Economic Stability and Vitality:

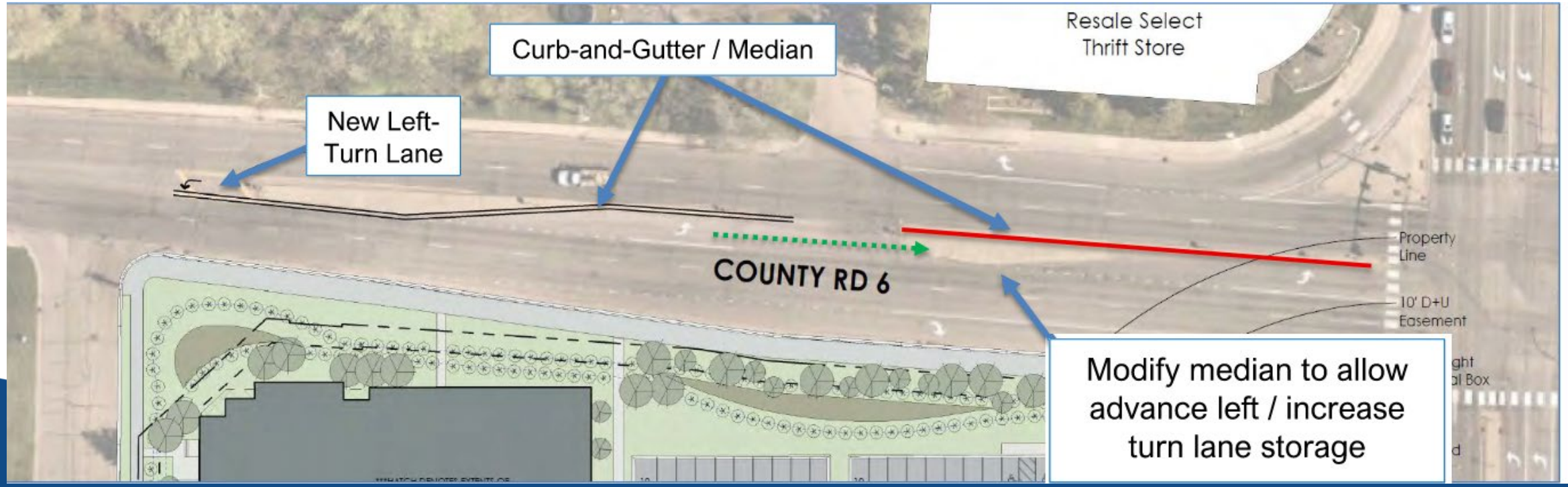


Traffic Study - Proposed Site Analysis

- The existing site is under-utilized.
  - 1,000 daily trips currently generated from the site
  - Up to 5,046 daily trips at full occupancy of allowable uses under current zoning C-2 (neighborhood commercial).
- Proposed Site anticipated to generate 2,720 total daily trips
  - Includes existing business
- For AM and PM peak hours, the project will generate up to 3 vehicles per minute
  - Each direction to both Olive Lane and 14th Avenue
  - Extended to the overall system

Traffic Study Site Recommendations

- Hennepin County is aware of the Study Conclusion & Recommendations
- Development Specific Recommended Improvements
  - Provide a westbound left-turn lane along CR 6 at Olive Lane
  - Restripe / refresh the pavement markings along Olive Lane and 14th Avenue to better define the existing lane configurations.



Recommendation

Application	
Comprehensive Plan Amendments • Reguide from C to MXD	
Rezoning • Neighborhood Commercial (C-2) to Planned Unit Development (PUD)	
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.	
Preliminary Plat – creation of three lots	

Questions?

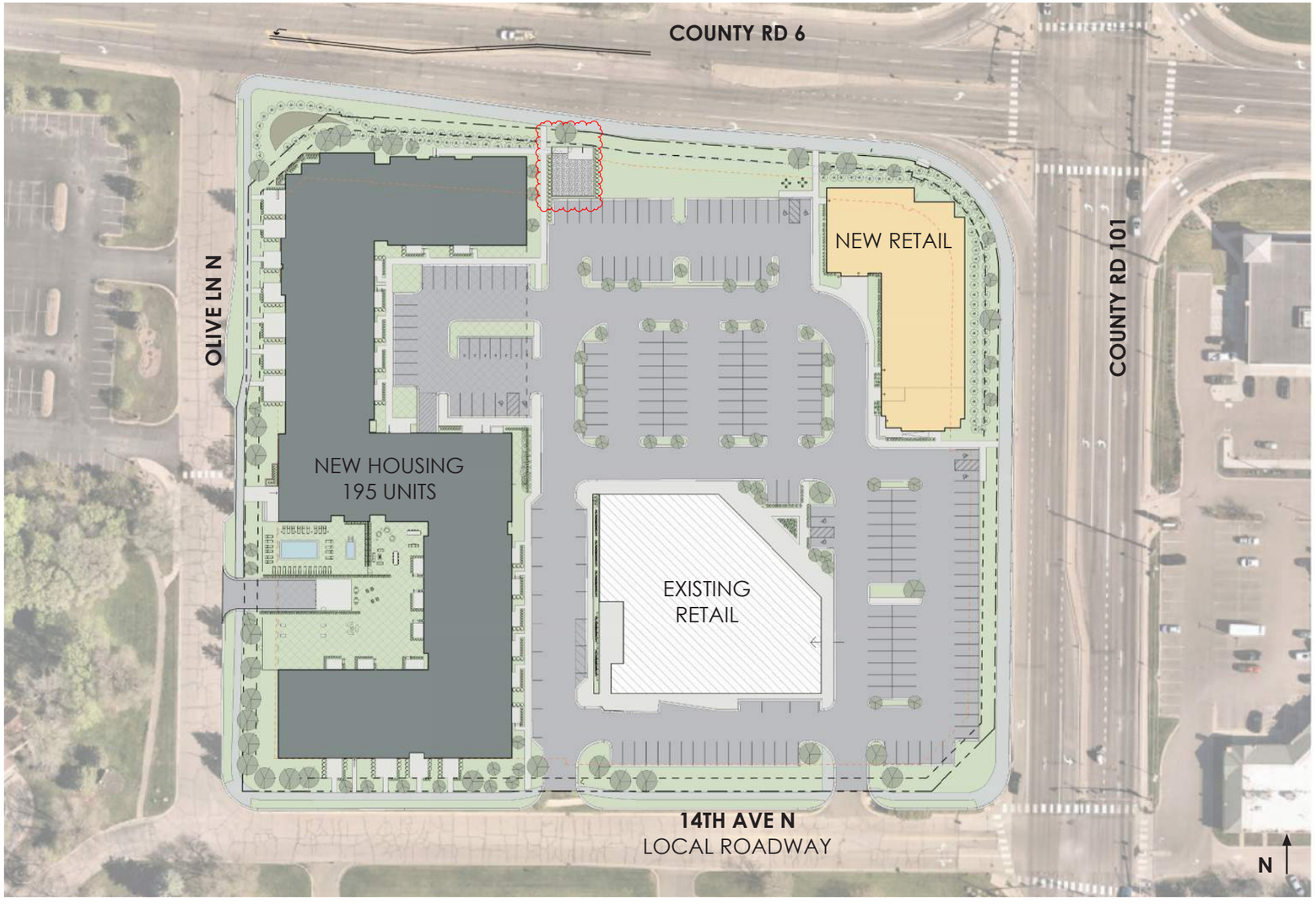


PLYMOUTH PLAZA

City Council Meeting
November 25, 2025

PROJECT OVERVIEW

SITE PLAN



PROJECT BENEFITS

- RETAIN VIABLE RETAIL WHILE ADDING HOUSING OPPORTUNITIES
- REORGANIZE SITE BASED ON USE AND ADJACENCY
- GREATLY IMPROVE PUBLIC REALM
- REDUCE IMPERVIOUS AREA
- REDUCE PARKING FRONTAGE ON COUNTY RD 6 + 101
- IMPROVE STORMWATER MANAGEMENT

PROJECT AREA SUMMARY

RETAIL GSF:	**37,175 GSF**
NEW RETAIL	14,238 GSF
EXISTING RETAIL:	22,046 GSF
MULTIFAMILY:	**195 UNITS**
TOTAL PARKING:	**454 SPACES**
GARAGE:	234 SPACES
SURFACE:	220 SPACES

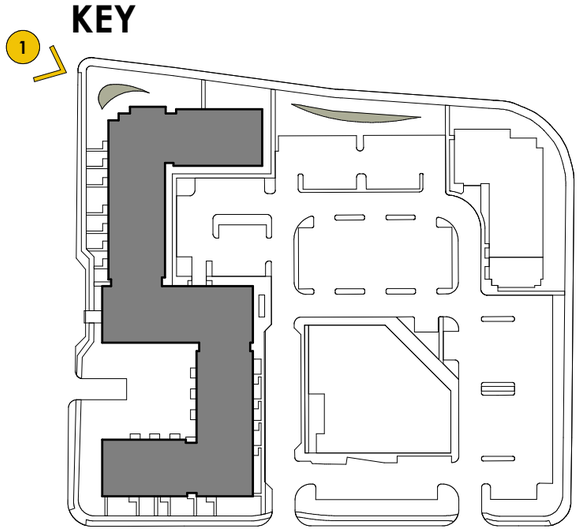
PROPOSED DEVELOPMENT + PROJECT PHASING



DESIGN APPROACH

PHASE 3 - HOUSING





DESIGN HIGHLIGHTS

1. MATERIALS RESPONDING TO SITE CONTEXT
2. PEDESTRIAN FRIENDLY PUBLIC REALM
3. RESIDENTIAL AMENITY COURTYARD

NEIGHBORHOOD CONTEXT



COACHMAN TRAILS APARTMENTS



EXISTING DORMER RIDGE

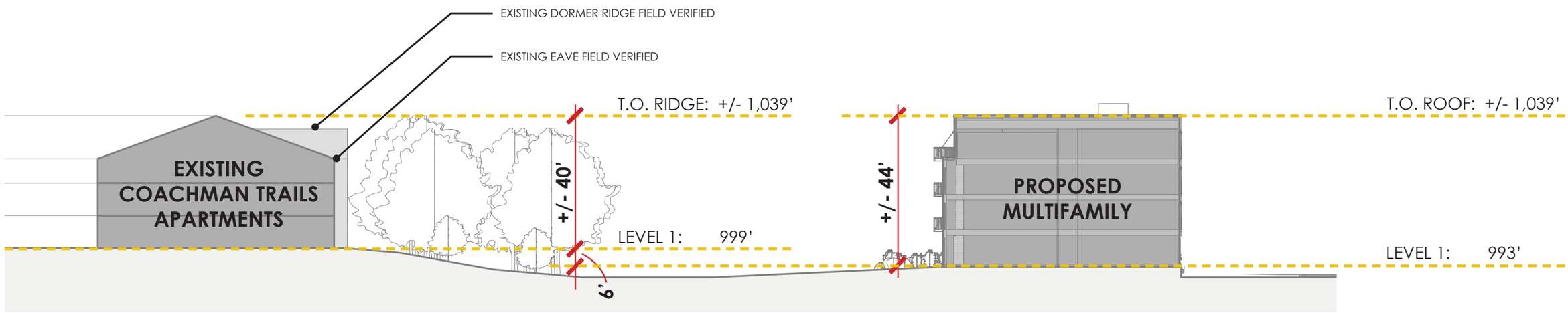


FIELD MEASUREMENT

BUILDING HEIGHT STUDY

COACHMAN TRAILS APTS : +/- 1,039
ELEV.PROPOSED MULTFAMILY: +/- 1,039

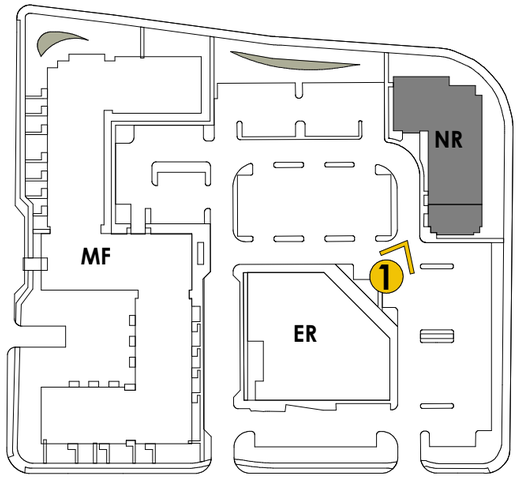
NET HEIGHT DIFFERENCE: **EVEN**



PHASE 1 - NEW RETAIL



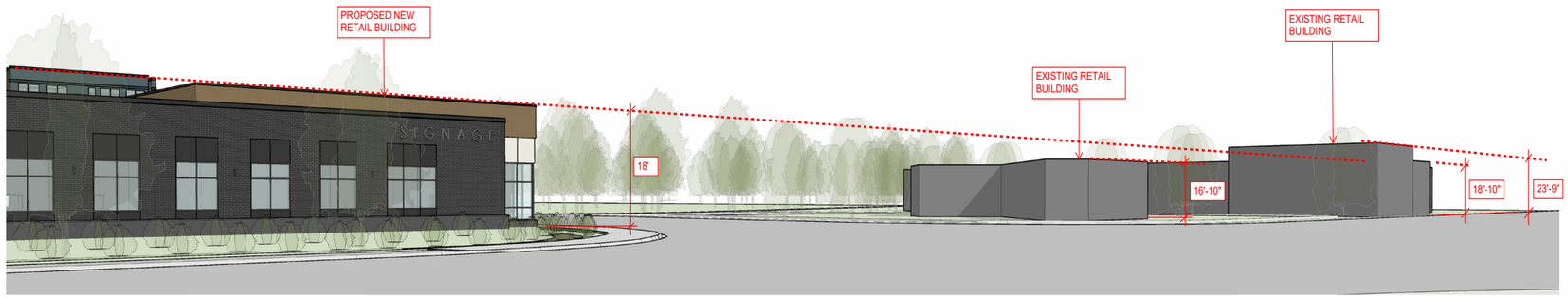
KEY



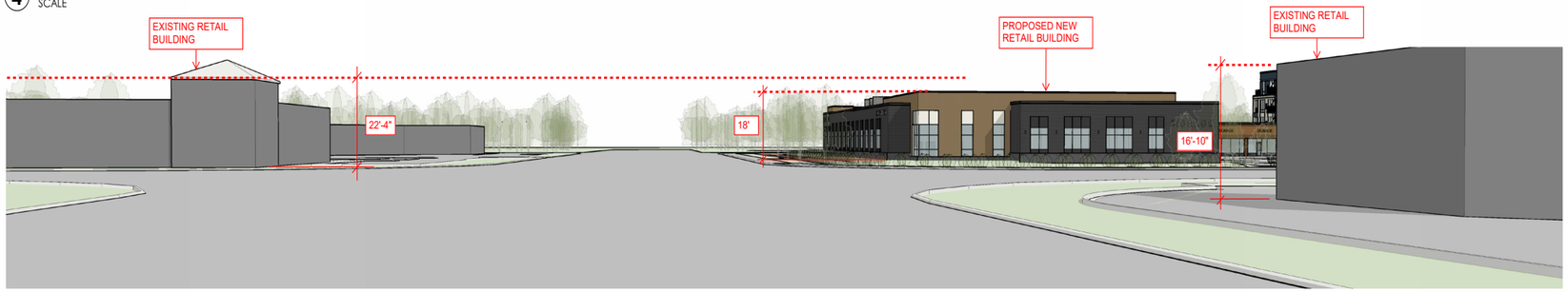
DESIGN HIGHLIGHTS

1. CLEAN MASONRY DETAILING
2. MODERN CANOPY EXPRESSION AT TENANT ENTRIES
3. LANDSCAPE BUFFER AT BUILDING EDGE

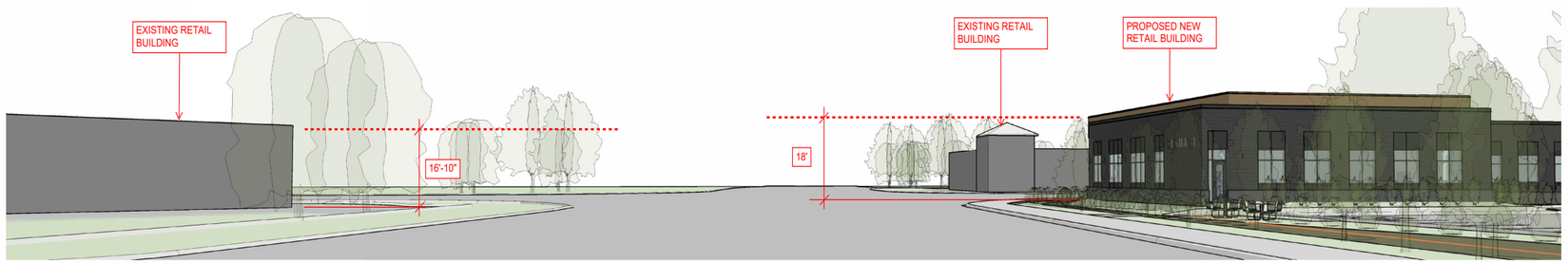
SIGHT LINE STUDY



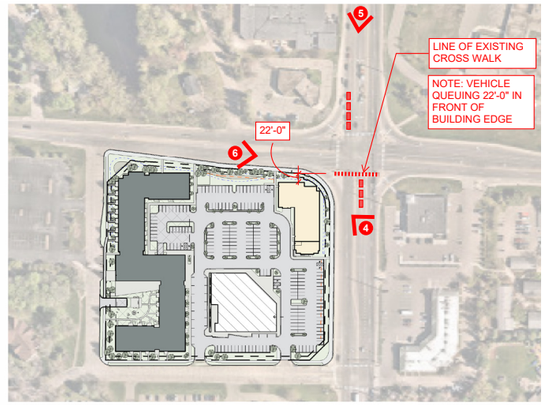
4 SIGHT LINE STUDY - CONTEXT MARKUP
SCALE



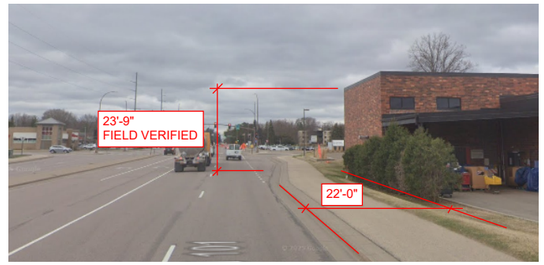
5 SIGHT LINE STUDY - CONTEXT MARKUP
SCALE

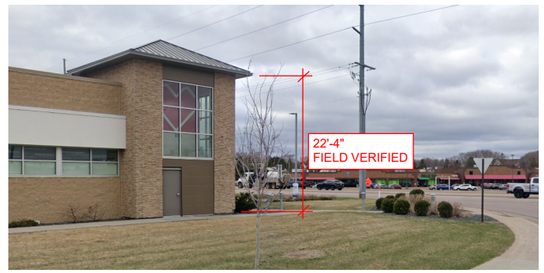


6 SIGHT LINE STUDY - CONTEXT MARKUP
SCALE



1 SIGHT LINE STUDY - CONTEXT MAP
SCALE 1" = 160'-0"

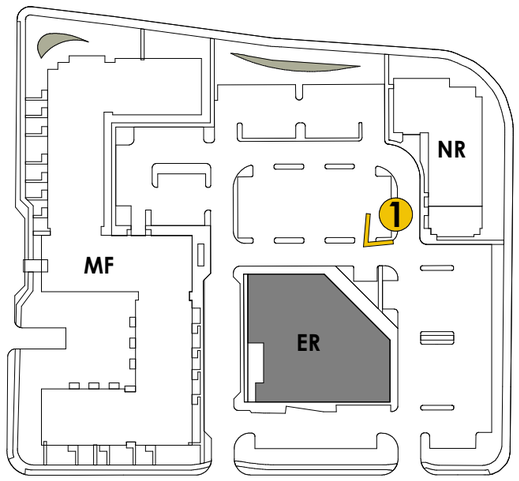




PHASE 2 - EXISTING RETAIL



KEY



DESIGN HIGHLIGHTS

1. EXISTING BRICK TO REMAIN
2. PROPOSED SIGNAGE BAND
3. IMPROVED LANDSCAPE AND PLAZA DESIGN

CONCLUSION / Q+A

Proposed Minutes
Planning Commission Meeting
October 15, 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 October 15, 2025.

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

COMMISSIONERS ABSENT: Jim Willis

STAFF PRESENT: Planning Manager Lori Sommers, Engineering Services Manager Chris McKenzie, Senior Planner Kip Berglund, Community and Economic Development Director Grant Fernelius, and City Council Liaison Julie Pointner

Chair Boo led the Pledge of Allegiance.

Call to Order

Public Forum

Tim Peshman, Ward 3, stated that he is representing the Twinhomes of French Ridge Homeowners Association and Rockford Estates Townhome Association related to the Cornerstone/closed landfill site. He spoke about the contamination that has been identified on the eastern portion of the site through continued monitoring completed by the Minnesota Pollution Control Agency (MPCA) and recommendation that the site be covered to the extent possible with blacktop to prevent surface water infiltration. He stated that the westerly site has been minimally characterized or monitored. He spoke of the water problems the two associations have experienced, which they believe are related to groundwater from the site. He noted recent activity of the City Council to declare the site a brownfield site for remediation. He commented that the site has been a blight, and the associations hope that any development of the site would not occur until complete characterization of the site is completed to determine the level of contamination, with a related site safety plan created and implemented. He asked that the testing and related development not disturb the pavement that has been installed as a measure of remediation. He provided the Commission with a written copy of his comments.

Approval of Agenda

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

Consent Agenda

(4.1) Planning Commission minutes from meeting held on September 17, 2025.

(4.2) Variance request for a detached garage in the front yard at 2319 West Medicine Lake Drive (Sandcon Remodeling, Inc. – 2025055)

(4.3) Variance request for a detached accessory structure that would exceed the height limit at 17840 4th Avenue North (Brad Kramer and Paula Prahl – 2025060)

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

Commissioner Markanda stated that the link within the packet for the minutes brings up the July minutes.

Planning Manager Sommers apologized for the error, noting that the wrong set of minutes must have been uploaded, and stated that the September 17, 2025, minutes will be brought to the next meeting for consideration.

Public Hearing

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

Planning Manager Sommers presented the staff report.

Engineering Services Manager McKenzie provided additional information related to the traffic study overview.

Commissioner Anderson referenced the requested right-of-way from the county and asked if there are plans to expand the roadway.

Engineering Services Manager McKenzie replied that while there are no current plans for expansion, the right-of-way could assist with the county's future zero-death plan for the corridor.

Commissioner Fowler asked who controls the intersection of CR 6 and Olive Lane.

Planning Manager Sommers replied that the county controls that intersection.

Commissioner Fowler asked if there are any concerns with visibility due to the reduced setback at CR 6 and 101.

Engineering Services Manager McKenzie replied that the county has not expressed any such concern.

Commissioner Fowler asked if the stormwater treatment proposed as part of the PUD would be above and beyond what would otherwise be required for the project.

Engineering Services Manager McKenzie replied that the applicant meets the requirements, noting that this is a sandy part of the city and therefore infiltration will be achieved, and the system will be better than is typically found in Plymouth.

Chair Boo asked how the patios fit into the setback, noting the reduced setback for Olive Lane.

Planning Manager Sommers replied that patios are not counted as a setback encroachment and therefore could exist within that area.

Chair Boo referenced the requirement for tree replacement and asked for more details, noting that if there are more trees required than would be feasible, it would appear that something is wrong with the code or the site layout.

Planning Manager Sommers stated that the landscaping code is really geared towards greenfield development, new development, and subdivisions; therefore, this issue is arising on all PUDs and redevelopment applications. She agreed that is something the city needs to review within its code.

Chair Boo referenced the PUD flexibilities requested in the application. He asked if different options were reviewed to provide emergency vehicle access and circulation for the site to avoid the encroachment.

Planning Manager Sommers stated that the applicant, staff, engineer, and public safety reviewed the application to determine the best layout. She noted the concerns expressed with parking and stormwater management for the site. She explained that it was determined that the encroachment, as proposed, was the best way to provide that access while also achieving the other desired goals.

Chair Boo asked for more information on parking and whether the proposed parking on each lot would be adequate for the related use.

Planning Manager Sommers explained how the site is studied as it stands alone, for each use, and holistically through shared parking agreements that are required.

Chair Boo asked how the site could be protected against changing uses that could have related changes to parking demand and shared parking.

Planning Manager Sommers explained the review that was done related to hours of operation and peak parking demands for the different uses. She stated that if a building permit is pulled for another use, the parking needs would be reviewed, and any required changes would be specified.

Chair Boo introduced Tim Marco, in representation of the applicant, who introduced the members of the team present tonight to present this plan. He stated that they have been working on this for almost one year, recognizing the challenges of infill development. He was thankful that they were able to begin the process through a sketch plan and the input they received

throughout the process, including public engagement. He stated that they have tried to achieve a plan that responds to the comments while still fitting into the constraints of the site. He commented on the challenges and constraints of the site, along with the opportunities they saw for the site in terms of mixed-use redevelopment. He commented that the initial plan pushed the boundaries a bit more, and they have stepped back from that with how the apartment building was designed and interacts with the other properties and buildings. He presented information on the phasing of the development and anticipated construction timeline. He reviewed the details of the PUD policy points as proposed.

Chair Boo introduced Evan Jacobson, Tushie Montgomery Architects, who provided additional background information on the process followed and reasoning for the proposed layout for the site. He displayed a rendering of the site, which highlights the reasons he described for the proposed layout, as well as renderings of the different buildings within the proposed development. He noted the input that was received from the City of Plymouth, the County, and the community, and how they have worked to address those concerns. He also compared the proposed apartment building height to the Coachman Trails Apartment building, noting that the building heights will match.

Commissioner Olson asked if there are fewer units proposed than what had been proposed in the concept.

Mr. Marco confirmed that they did reduce the number of units by about five.

Commissioner Olson referenced the PUD scoring, which mentions rooftop amenities, but noted that the pool appears to be located in another area.

Mr. Marco confirmed that the pool will be located in another area and provided details on the proposed rooftop amenities.

Chair Boo asked for details on the new western wall of the retail, as the apartments would have a view of that wall.

Mr. Marco replied that they will do a design-build and can provide cross-sections of what that will look like. He confirmed that there will be articulation there and a matching veneer to the new design.

Chair Boo referenced the summary of comments received from the previous concept review, noting the issue of density was missing from that list. He believed that density remains an issue. He commented that it appears the developer is maximizing the opportunity on the site based on what the parking allows.

Mr. Marco recognized that parking is one of the site constraints, along with the appropriate height. He stated that they are not incentivized to build as many units as they can, as they want to ensure that the supply and demand meet their programming. He stated that parking is one component, as they would not want the residential or retail to be underparked.

Chair Boo asked for details on the mix of units.

Mr. Marco provided information on the mix of studio, one-bedroom, one-bedroom plus den, two-bedroom, and three-bedroom units.

Chair Boo received confirmation on the location of the entrances for the apartment building as proposed, noting that delivery and visitor traffic would come through the horseshoe entrance on the east side. He asked how firm the inclusionary/affordable housing is as proposed.

Mr. Marco replied that is their plan and they will work through the next steps with tax increment financing and the other elements that go along with affordable housing.

Chair Boo asked if there would be more parking to the east of the Pancake House.

Mr. Jacobson confirmed that there would be a larger contiguous field of parking east of the Pancake House, as the current parking area for the business has wasted space.

Chair Boo opened the public hearing.

Chair Boo introduced Josh McKinney, Ward 2, who spoke in support of the project, as he believes that the site is in need of redevelopment. He believes that the project, as designed, would fit into the surrounding area. He shared concerns with traffic but recognized that the city and developer have limited control over the county road. He acknowledged that this project would generate less traffic than a fully occupied commercial center. He was disappointed that many neighbors spoke against apartments, noting that apartments are a needed housing type in a community that meets the needs of people in all phases of life.

Chair Boo introduced Corey Miskwik, Ward 2, stated that he is not completely opposed to the project but leans that way. He expressed concern that a change in the retail tenants could cause different demands on parking that would no longer complement the peak time of the apartments. He stated that while the height comparison noted for the apartment is the same in structure, the grades of those sites are not the same. He stated that this development would pigeonhole the intersection for future traffic needs and improvements. He stated that reducing the number of units within the apartment building would allow a reduction in parking and more flexibility for placement of buildings on the site.

Chair Boo introduced Jean Mersch, Ward 2, who stated that her primary concerns for the development relate to traffic, parking, and walkability. She commented that she has always walked to her doctor, dentist, and the retail buildings within that development. She commented that it is a busy area to walk in, and the sidewalks are often not plowed in the winter. She had concerns with the walkability and overflow parking. She commented that there is existing housing in the area that meets these needs and asked that be considered.

Chair Boo introduced Gary Berquist, Ward 2, who stated that nothing has been done to the development in the past 30 years, which is why they have not attracted more tenants. He asked why a development of this magnitude is being considered rather than upgrading the commercial and retail spaces. He did not want to see a four-story apartment building on the site. He asked who would manage and maintain the stormwater drainage areas, as those typically collect trash and become overgrown. He asked if there would be a dog park, as the building is proposed to

allow pets. He stated that he supports updating the commercial and retail, but would not want to see the apartments.

Chair Boo introduced Kelly Rebe, Ward 2, who stated that she has worked to inform her neighbors beyond the 750-foot notification area, as they were unaware. She believed that it is negligent of the city to allow a development of this magnitude when the traffic concerns are already known. She noted that this development would compound a significant problem. She highlighted the apartment buildings that are already in this area and did not believe that additional apartment buildings are needed in this area.

Chair Boo introduced John Okete, Ward 2, who stated that his main concern is that the development is packing in too much on this site. He also had concerns with the increase in traffic and the volume that would be added to the site. He acknowledged that the project has a beautiful design. He explained that the northbound turn lane for 101, turning onto 14th, only allows two vehicles, which creates a concern for backups. He asked if the parking stalls are narrower than the existing stalls. He stated that he attempted to go to the Pancake House this weekend and counted 150 vehicles, and an hour later counted 170 vehicles on a Sunday morning, which does not leave much parking for other uses. He asked the city to think about the number of apartment complexes that already exist in this area and expressed concerns about traffic issues at that intersection.

Chair Boo introduced Ann Berquist, Ward 2, who echoed the comments of the previous speakers. She also agreed that it is a beautiful project, but believed the development would be too imposing and large for the site. She noted that the homes in this area have larger lots and feel a bit more rural, and this seems to be too much hardscape for the site. She also shared concerns with parking and traffic. She noted that the other apartments have large green spaces and are tucked behind mature trees.

Chair Boo introduced Jess Durant, Ward 2, who asked if there would be any attempts to direct the traffic through the use of medians to avoid funneling the traffic down 14th and instead directing that traffic to the larger intersections. She shared concerns about pedestrian safety and traffic. She asked why the property would be subdivided and whether the commercial and retail lots could be combined in the future and redeveloped with another large four-story structure.

Chair Boo introduced John Jorgenson, Ward 2, who echoed the comments of previous speakers. He asked if 14th and Olive would be wide enough to accommodate on-street parking. He also shared concern that the reduced setback would not allow for future expansion of the roadway that would be needed to improve the intersection.

Chair Boo introduced Mr. Miskwik, who added to his comments to provide input on the existing traffic conditions and how that would be compounded with additional development.

Chair Boo closed the public hearing.

Chair Boo recognized that there are limitations to what the city can do for traffic because of the county roads.

Engineering Services Manager McKenzie stated that staff will need to work with the applicant on the final plans. He stated that 14th Avenue is wide enough for two lanes of traffic and two lanes of parking, while Olive Lane is wide enough to support two lanes of traffic and one lane of parking. He stated that there are areas of no parking marked, and staff would ensure that parking is not allowed in areas where visibility is needed and turn lanes exist. He stated that the mentioned left turn lane on 101 for 14th Avenue would accommodate six to seven vehicles as currently designed. He stated that the city would not restrict turning onto 14th or Olive, and people would be able to turn left or right coming out of the site. He provided additional information on known intersection issues and the plan to remove an island to extend the turn lane, along with other turn lane improvements.

Mr. Marco stated that they are the owner/developer and they would intend to hold the project long-term.

Planning Manager Sommers stated that the guiding for the property is mixed use and therefore any combination of the commercial/retail sites to create additional residential development would require a reguiding, which would be an action of the city. She provided information on the property lines, noting that the majority of the parking lies on the Pancake House property.

Mr. Marco stated that they would have a cross-access easement agreement that would preserve the common drive aisles and parking counts for the benefit of the three parcels.

Engineering Services Manager McKenzie provided information on the slip turn lanes, which have not become as ideal as they were believed to be, and create additional accidents. He noted that future improvement of the intersection would not include those slip lanes. He stated that even the largest intersections within the county would fit within the right-of-way footprint of CR 6 and CR 101. He noted the additional information that is found within the traffic report and noted that the traffic rates are well within what would be expected for this type of intersection.

Chair Boo asked why the current property owner was unable to maintain this property as a viable commercial/retail site.

Mr. Marco stated that he cannot speak to improvements or upgrades that have or have not been made in the past. He commented on the lack of frontage for the large box space. He stated that the large box, combined with the smaller spaces, does not provide much opportunity to find new tenants. He noted that often churches or nonprofits occupy those spaces at a smaller cost. He stated that they have full grounds maintenance from edge to edge of their properties and therefore would not anticipate trash collecting around the site. He stated that pets would be allowed within the apartment building and noted that there would be fines for those residents who do not pick up after their pets. He commented that they have not identified an on-site pet area, but they would have green space that could be outlined for pet use. He noted that they could also look at opportunities within the site to direct tenants with pets.

Planning Manager Sommers stated that this item was scheduled to go forward to the November 10th City Council meeting, but it has been requested to postpone that to November 25th to allow additional time to work out any issues that arise tonight. She stated that from a planning perspective, they look at the transition between densities, with the highest density being near the intersection. She provided the proposed parking stall dimensions.

Engineering Services Manager McKenzie confirmed that overnight parking is not allowed on city streets.

Community Development Director Fernelius referenced the notification area and explained that the issue has been brought up in other cases as well. He noted that the minimum notification requirement is 350 feet, while many communities choose 500 feet; therefore, Plymouth exceeds those areas with a notification area of 750 feet.

Mr. Jacobson provided additional explanation on the height comparison and grades of Coachman Trails to the proposed apartment building.

Commissioner Markanda referenced the traffic study and asked if a roundabout could be considered in the future for the intersection.

Engineering Services Manager McKenzie replied that a roundabout would be theoretically possible, but the county does not have any capital improvement funds allocated for the intersections. He hoped that the towards-zero-death plan would spur additional funds into the system for that use.

Commissioner Markanda asked how construction in the area would factor into the traffic concerns.

Engineering Services Manager McKenzie confirmed that there has been a lot of construction on the corridors in recent years, but construction is short-term and therefore not accounted for within the study.

Commissioner Markanda referenced the statement that there would be fines for residents who do not pick up after their pets and asked how those are enforced.

Mr. Marco replied that they have security cameras that track folks who do not pick up after themselves. He stated that in some cases, they test the dog droppings to identify the culprit.

Chair Boo asked about the location of sidewalks on the site, and staff highlighted those elements.

Commissioner Wixon referenced the comments related to the size of the building and noted that he would support a three-story apartment building, but recognized that may not be economically feasible for the developer. He stated that he has concerns about the parking overflowing into nearby neighborhoods if parking is not readily available. He stated that if they were to reduce the size of the apartment, that would help to solve a lot of the problems related to parking. He commented that the architectural design looks great.

Mr. Marco explained that their perception is that the magnitude and scale of the building will fit into the development, and a fourth story is necessary for the project to move forward.

Commissioner Wixon asked if the development could have more commercial and less residential.

Mr. Marco stated that commercial development is more horizontal and takes up more land area. He stated that if more commercial were created, there would not be sufficient space for residential development. He asked if the parks in the area include dog runs or leash-free areas.

Planning Manager Sommers stated that there are parks nearby, one focused on children, while the other two are more natural in nature.

Commissioner Anderson stated that he has reviewed many projects over the year, and this project maximizes the site, as have most projects that come through the city. He stated that his job is to look at the proposal to determine if it makes sense and fits within the guiding and zoning. He stated that this site has a large portion of the building that is obsolete, and the benefit of this development would be that the development would be refreshed. He believed that this proposal makes sense and likes the updates that have been made since the original concept. He was happy that the existing tenants would remain on the site and believed that this was a creative project.

Commissioner Markanda applauded the developer for doing a nice job on their schematics and plans, noting that this area is in need of great development. She stated that she also supports apartments and affordable housing, but had concerns with the density, given the traffic challenges in the area and the reduced setbacks.

Commissioner Fowler stated that it seems like the parking will work as proposed, noting the dedication to individual users along with the allowance of shared parking and different peak time uses for the users. He was happy to see the drive-thru removed that had been in the original concept. He believed that there are opportunities to find a designated dog area, which would also be an amenity to residents.

Commissioner Olson stated that she agreed with Commissioner Fowler. She stated that the area has been an eyesore for a long time, and the commercial/retail space has a lot of vacancy right now. She was pleased that the current tenants will not be displaced and will actually receive a benefit. She also wanted to see a designated area for dogs. She stated that although she has concerns with the density, this proposal would be lower than a full retail development in this location.

Chair Boo asked if the developer could charge for the required underground parking.

Planning Manager Sommers stated that the city code requires that those be free spaces, but enforcement can become difficult, and some complexes charge for the underground spaces.

Commissioner Olson commented on the vehicle count noted by a resident for the Pancake House, which seems high, and stated that perhaps there could be a shuttle for the restaurant if the demand is that high.

Chair Boo recognized that the current site is blighted and there has been an opportunity for that to be improved over the years. He noted that there have been a number of proposals over the years that ultimately did not move forward for whatever reason. He noted that the current design does not meet the demands of the market. He stated that if this were a fully developed commercial site, there would be significantly more traffic coming and going than what is proposed, although he recognized that the proposed development would generate more traffic

than exists today. He stated that he also complained about the original density, but this is not the first and will not be the last development that attempts to maximize the use of the space. He stated that this site may uniquely be the right fit for this density, given the other apartments, churches, and county roads adjacent to the site. He believed that this would fit well into the area and would not stick out. He stated that while this may not be the development that he wanted, it is the development that is right for the site. He also believed that there should be a defined outdoor area for dogs on the site.

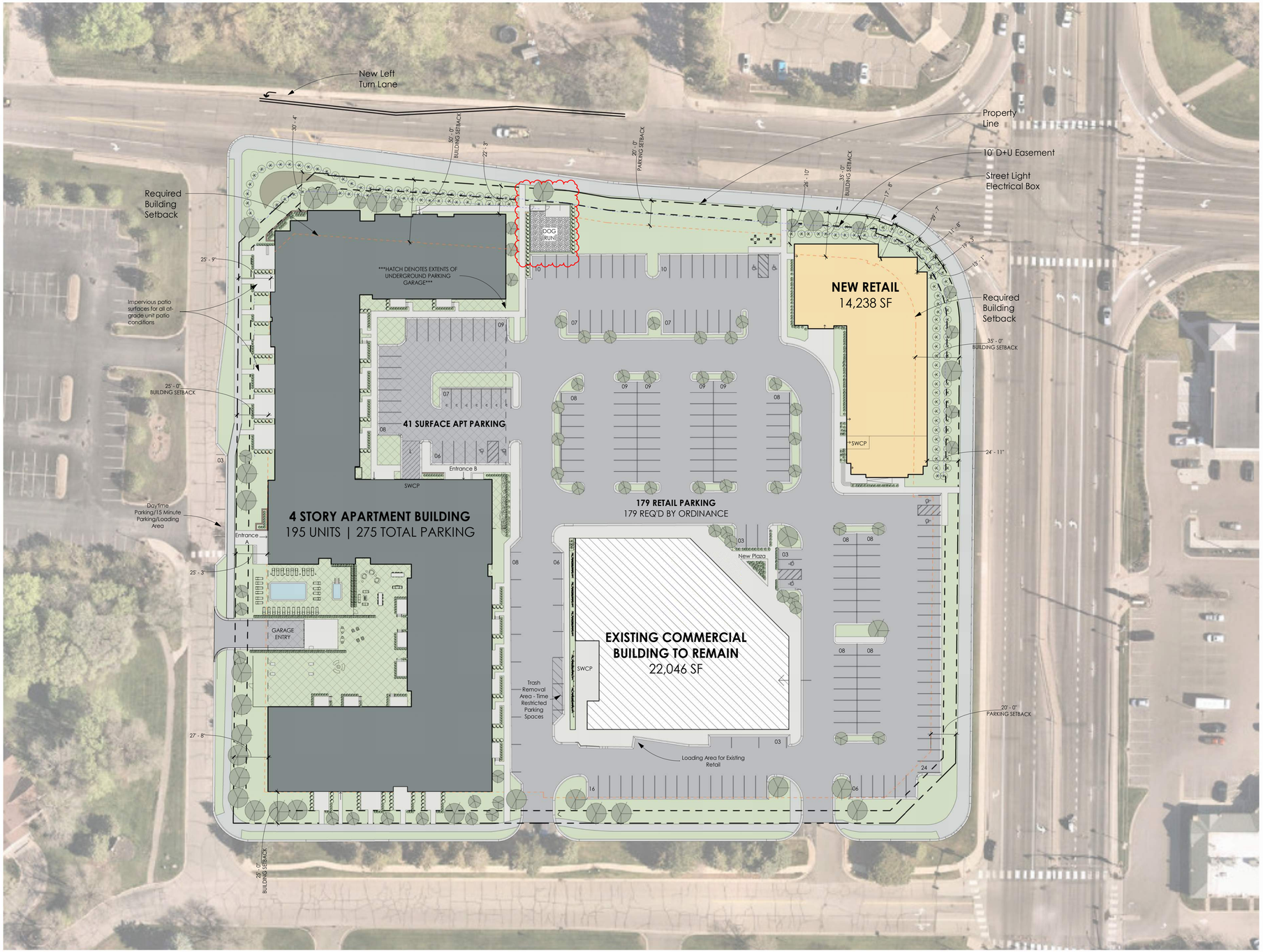
Motion was made by Boo, and seconded by Commissioner Anderson, to recommend approval of the comprehensive plan amendment reguiding, rezoning, PUD general plan, and preliminary plat, subject to the conditions within the draft resolution and the additional requirement that the developer address onsite dog care issues and other recommendations of staff. With a vote of 5 – 1 (Markanda opposed), the motion carried.

Chair Boo noted that this item is scheduled to go before the City Council at its November 25, 2025, meeting.

New Business

Adjournment

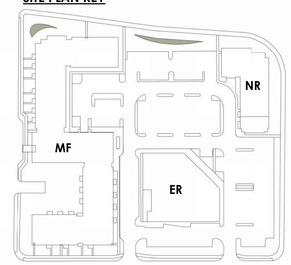
Chair Boo adjourned the meeting at 9:32 p.m.



1 PUD - Architectural Site Plan_Revised

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**

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

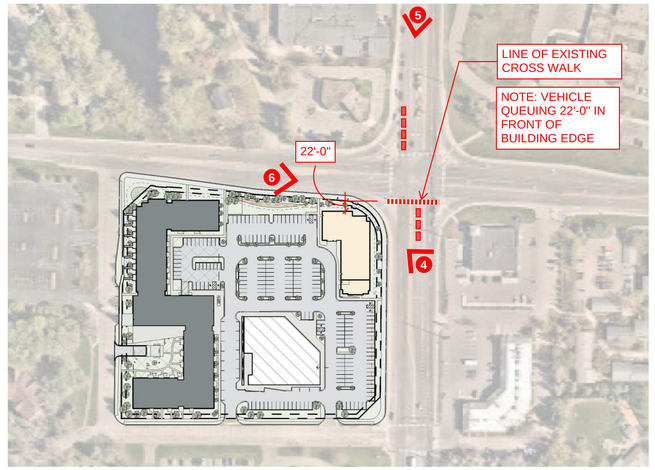
1	REVISION 1	xx/xx/xxxx

225004A

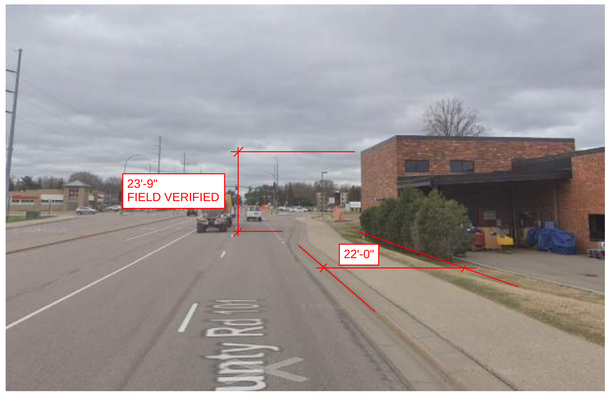
Architectural Site Plan_Revised

A04.1

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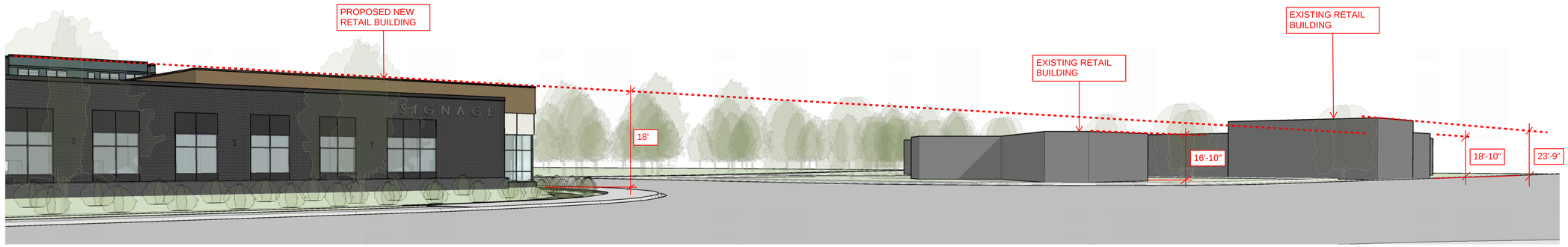
1 SIGHT LINE STUDY - CONTEXT MAP
SCALE 1" = 160'-0"



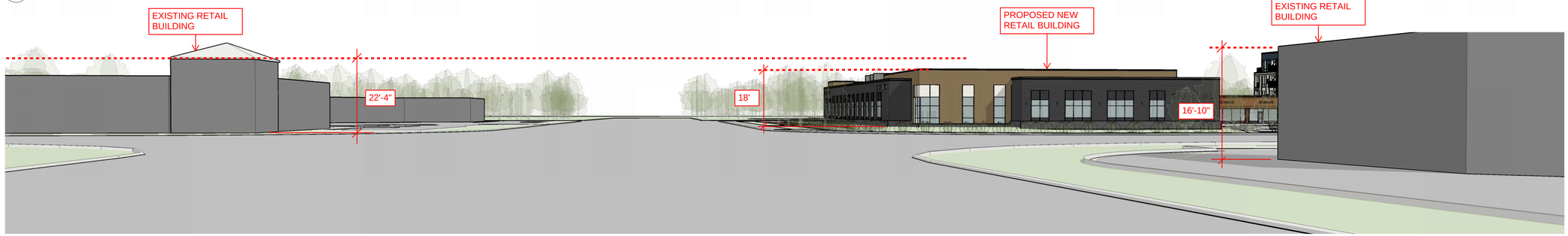
2 SIGHT LINE STUDY - CONTEXT IMAGE
SCALE 12" = 1'-0"



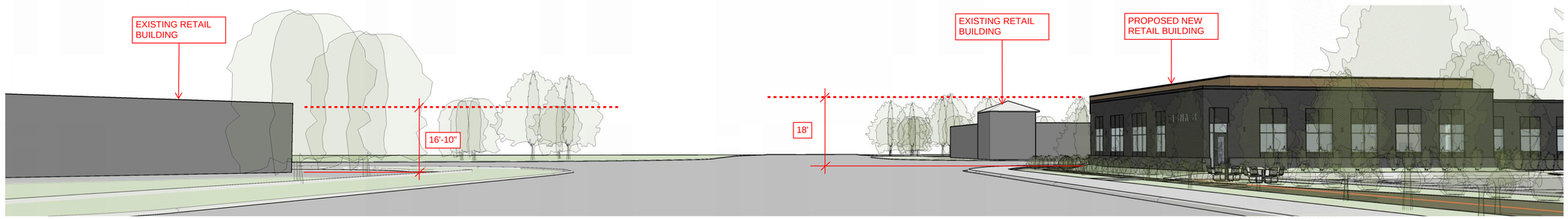
3 SIGHT LINE STUDY - CONTEXT IMAGE
SCALE 12" = 1'-0"



4 SIGHT LINE STUDY - CONTEXT MARKUP
SCALE



5 SIGHT LINE STUDY - CONTEXT MARKUP
SCALE



6 SIGHT LINE STUDY - CONTEXT MARKUP
SCALE

TMA

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Minneapolis, MN 55423

Prepared For

MITHUN COMPANIES
MARCO MCLANE DEVELOPMENT

Project

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City of Plymouth
Project Number: 2025042

Phase

Preliminary PUD

NOT FOR CONSTRUCTION

Issuance

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

Revisions

225004A

3D Views - New Retail

A18.1

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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.

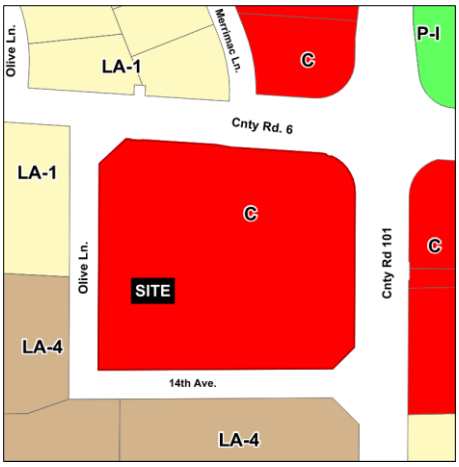
April 16, 2025, the Planning Commission reviewed and commented on a sketch plan request by the applicant.

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

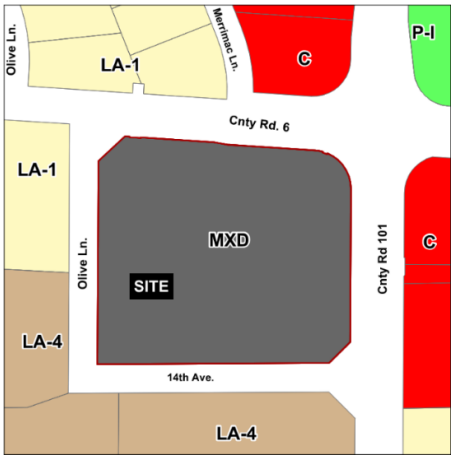
Analysis of Requests
Comprehensive Plan Amendment
The applicant is proposing to reguide the site from C (neighborhood commercial) to MXD (mixed use) to accommodate the development.

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.

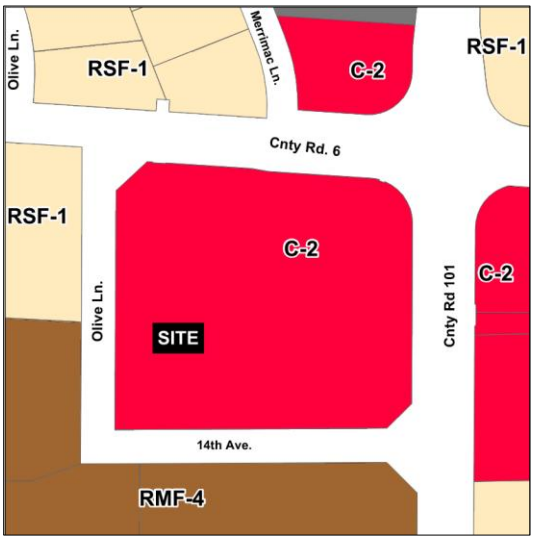
e. Parks
Finding: Staff finds that the request would not have a negative effect on parks. The site is with a one-half mile walking distance to existing parks.

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

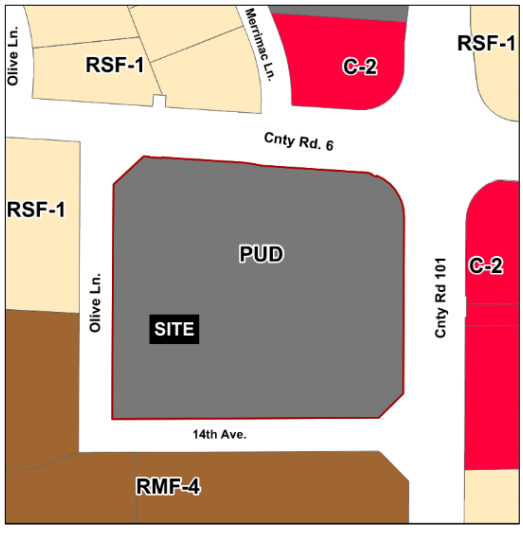
6. Fiscal Impacts on the City
Finding: Staff finds that the request would not have negative fiscal impacts on the city.

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.

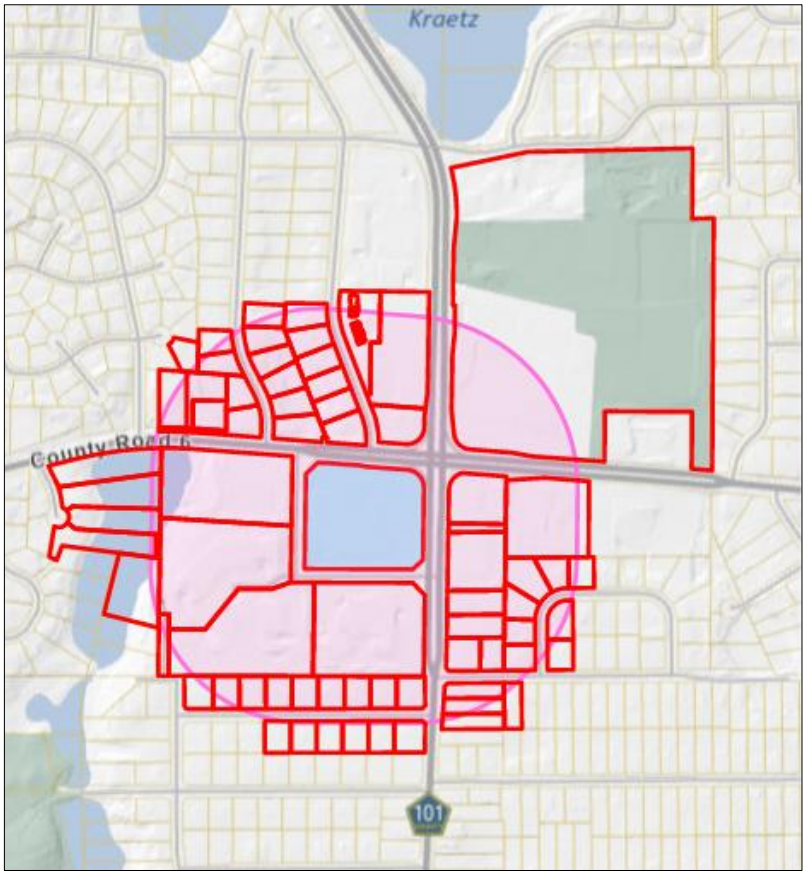
The City's discretion in approving or denying a preliminary plat is limited to whether or not the proposed plat meets the standards outlined in the subdivision regulations and zoning ordinance. This is because preliminary plat review is a "quasi-judicial" action (enforcement of established

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.

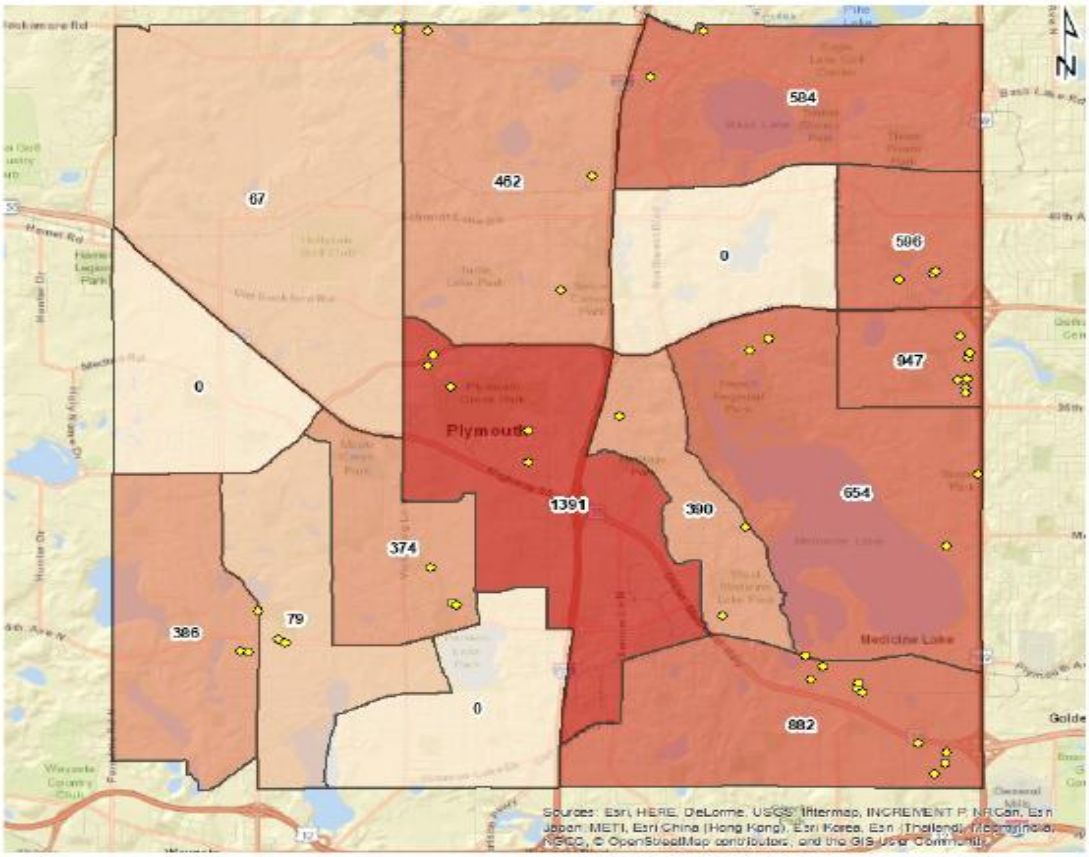
Market Served - Density and Demand

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

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Minneapolis, MN 55423

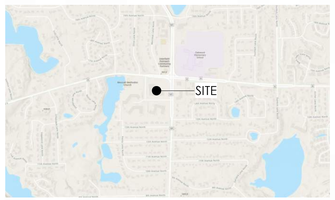
Evan Jacobsen, Architect
evanj@tmiarchitects.com
612.389.9489

CIVIL ENGINEER & LANDSCAPE
SAMBATEK, LLC.
12800 Whitewater Dr #300
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
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...
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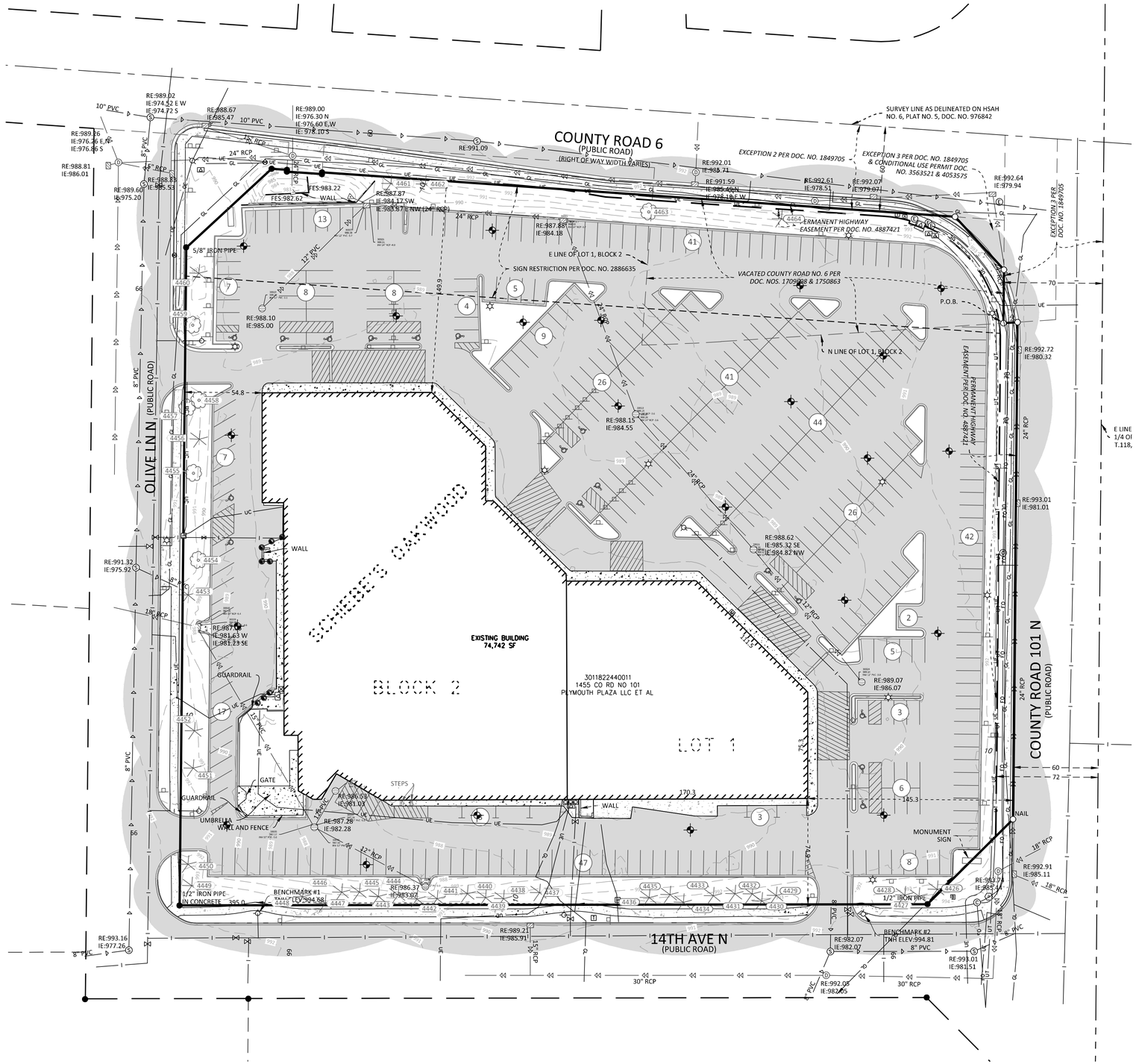
Revisions

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.

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

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	DESIGNED BY	CHECKED BY	PROJECT NO.
DA	TC	MS	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.

AUTO 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

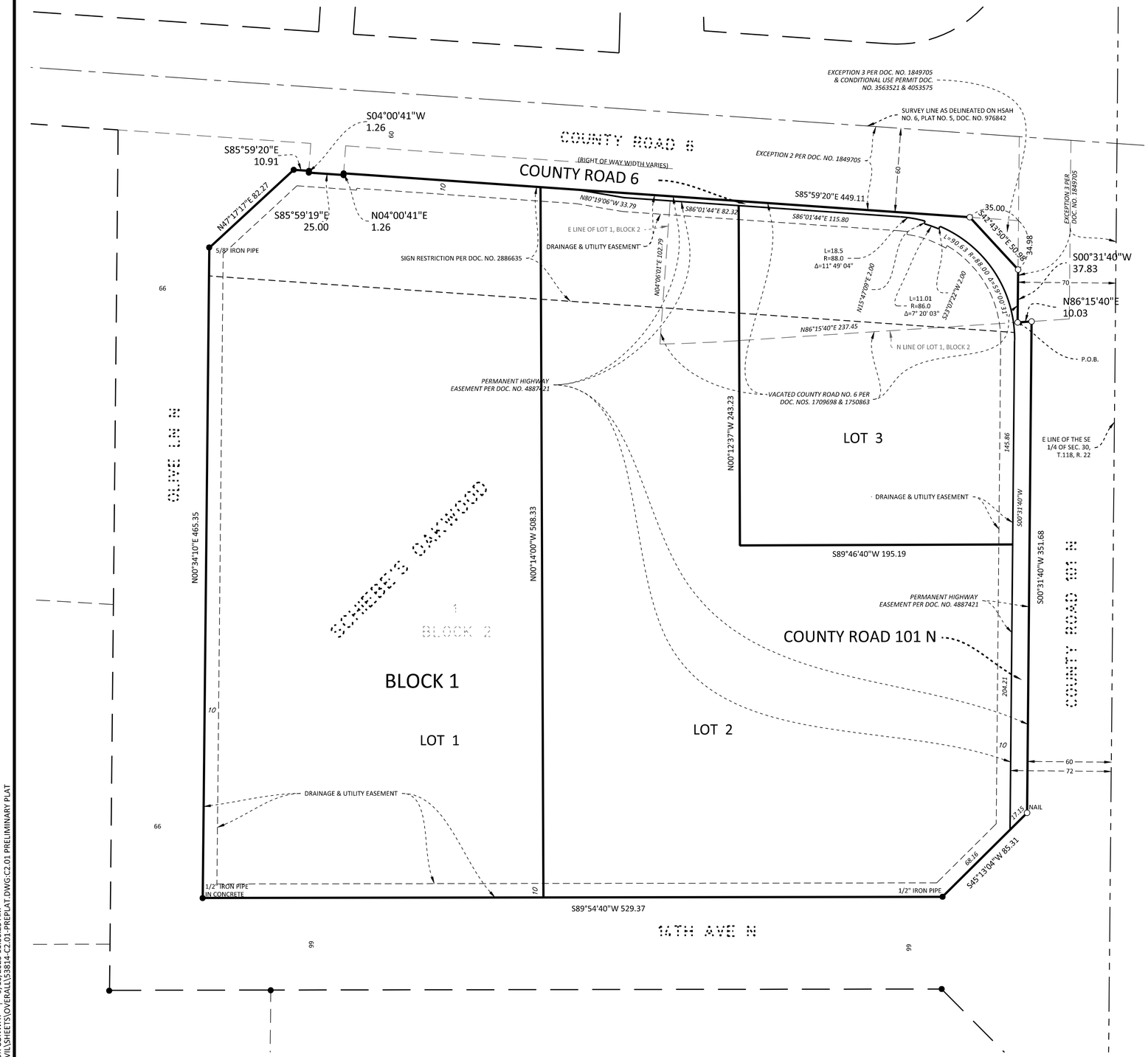
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CONSTRUCTION NOTES

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
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2 OF 20
REV.

24.1S (LMS TECH) | TREVOR CONWAY | 9/18/2025 12:35:45 PM
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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:	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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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: Mark Sitz

Date 07/01/2025 License # 43933

AUTO 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

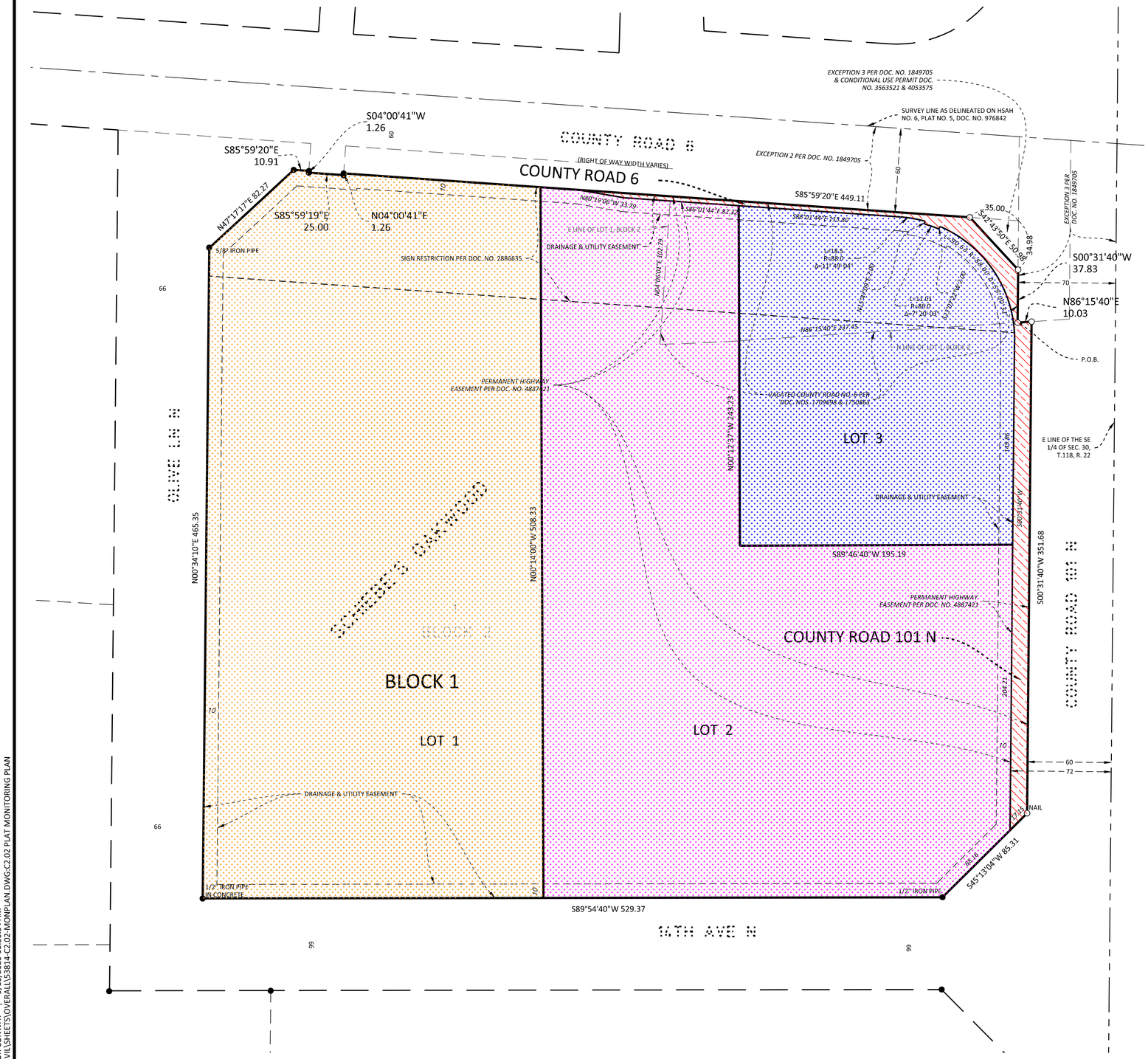
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PRELIMINARY PLAT

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C2.01
3 OF 20
REV.

24.15 (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

NORTH

0 40 80
SCALE IN FEET

CITY PROJECT NO. 2025042

NO	DATE	BY	CKD	APPR	COMMENT

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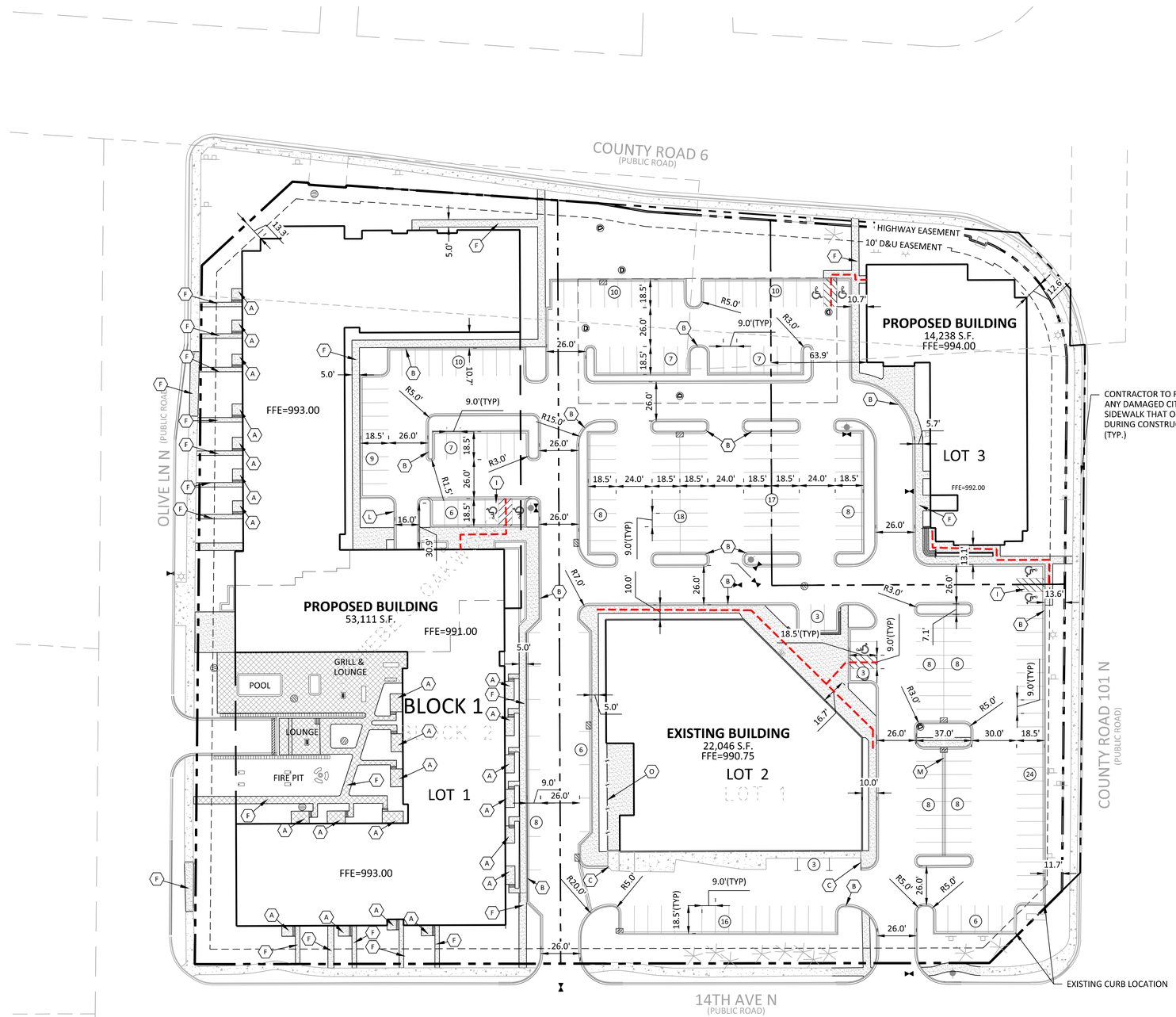
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PLAT MONITORING PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C2.02
4 OF 20
REV.

24.15 (LMS TECH) | TREVOR CONWAY | 9/10/2025 11:36:34 AM
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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

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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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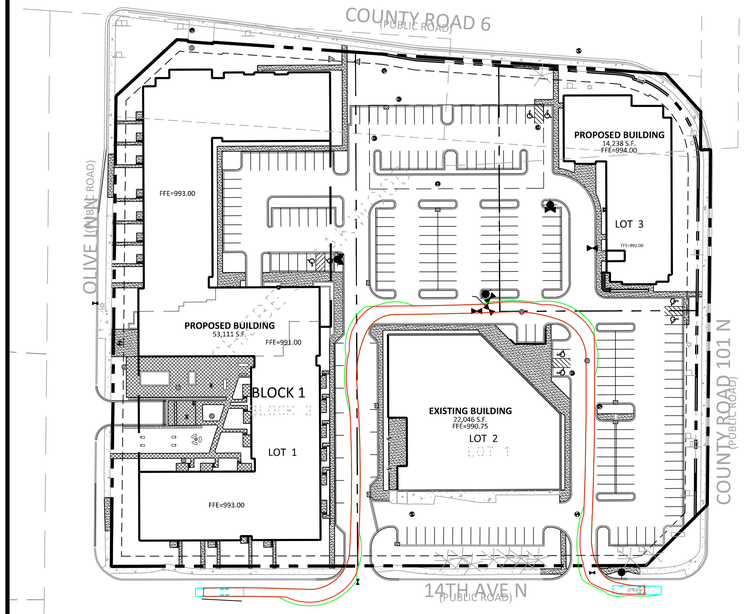
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SITE PLAN

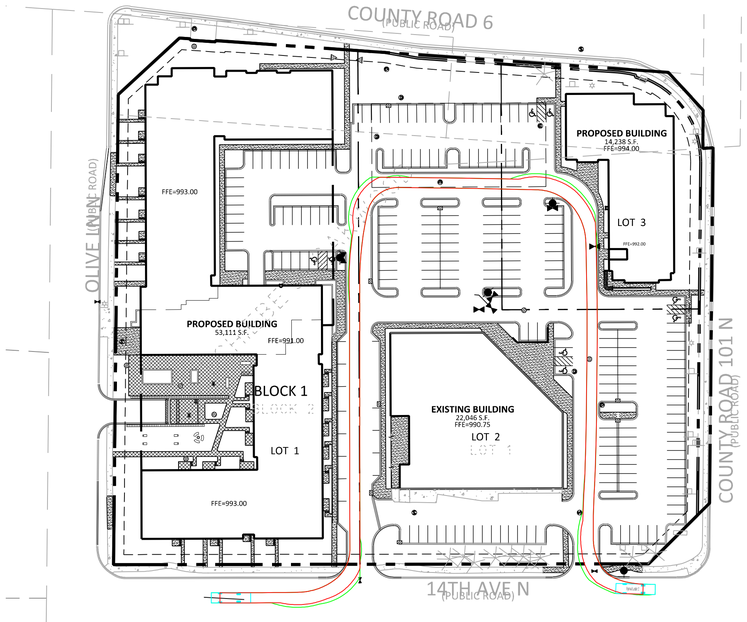
MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C3.01
5 OF 20
REV.

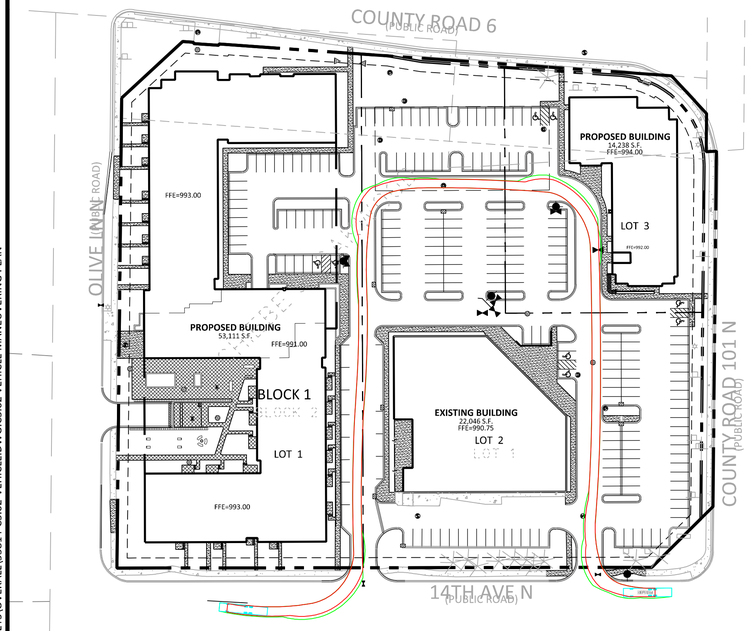
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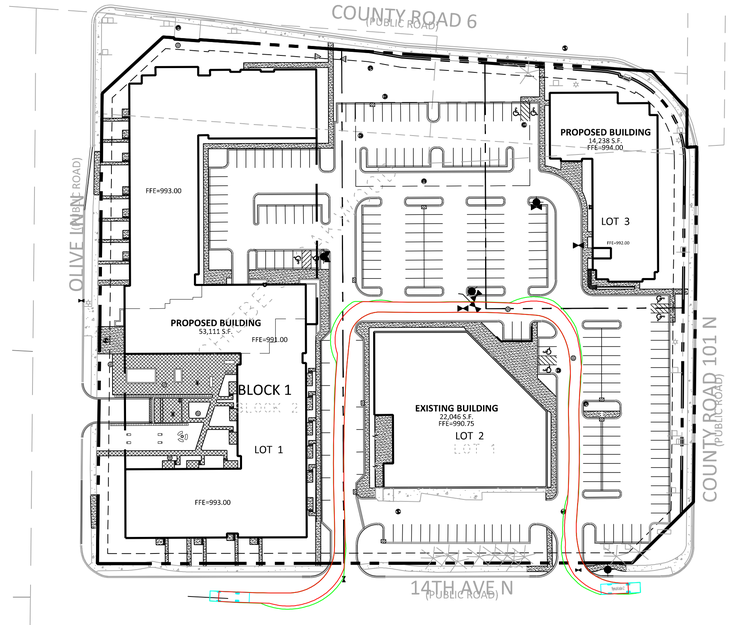
PLYMOUTH TOWER 21



PLYMOUTH LADDER 31



PLYMOUTH TOWER 21



PLYMOUTH LADDER 31

CITY PROJECT NO. 2025042

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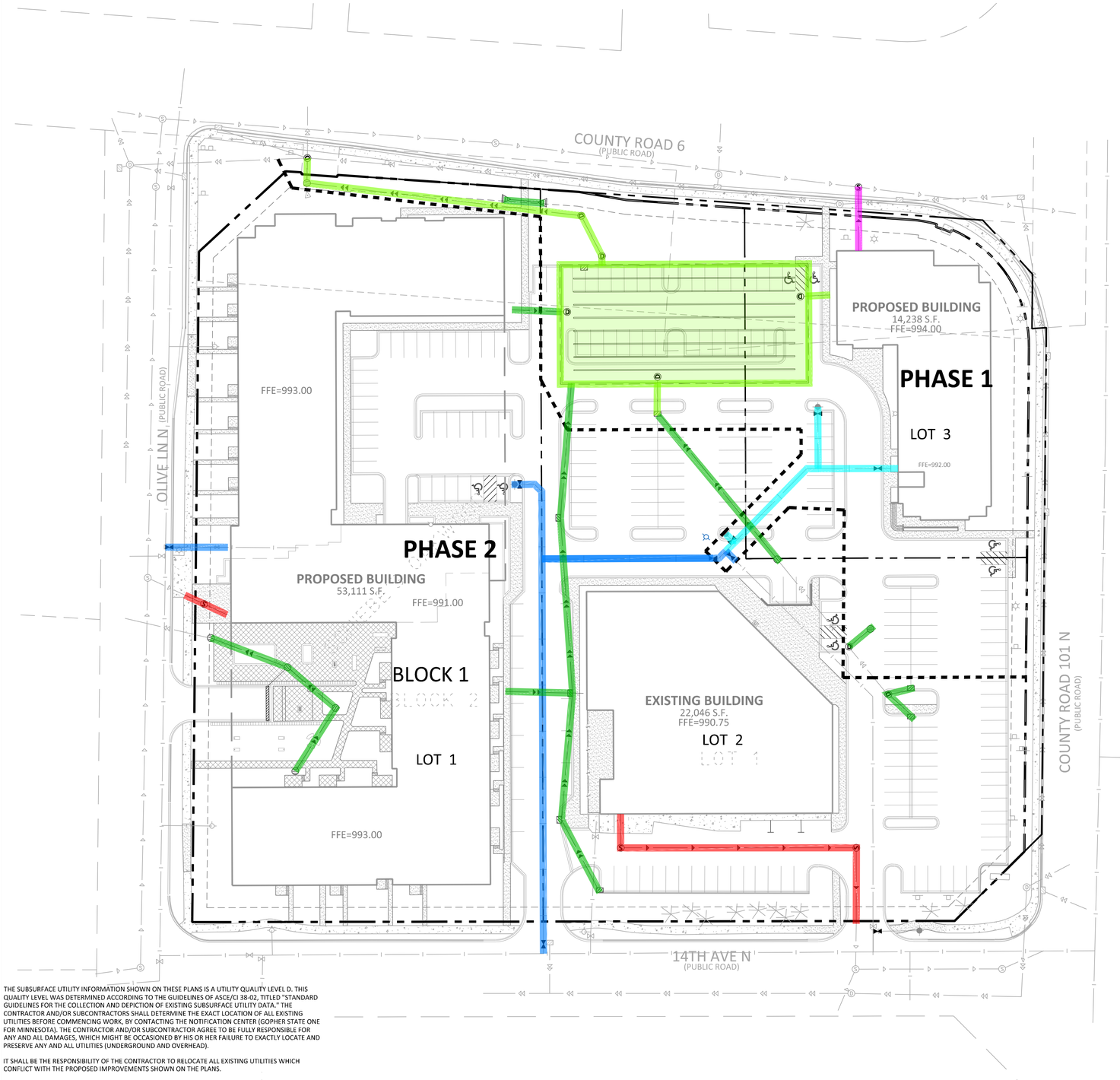
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VEHICLE MANEUVERING PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C3.02
6 OF 20
REV.

24.1S (LMS TECH) | TREVOR CONWAY | 9/10/2025 4:39:03 PM
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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

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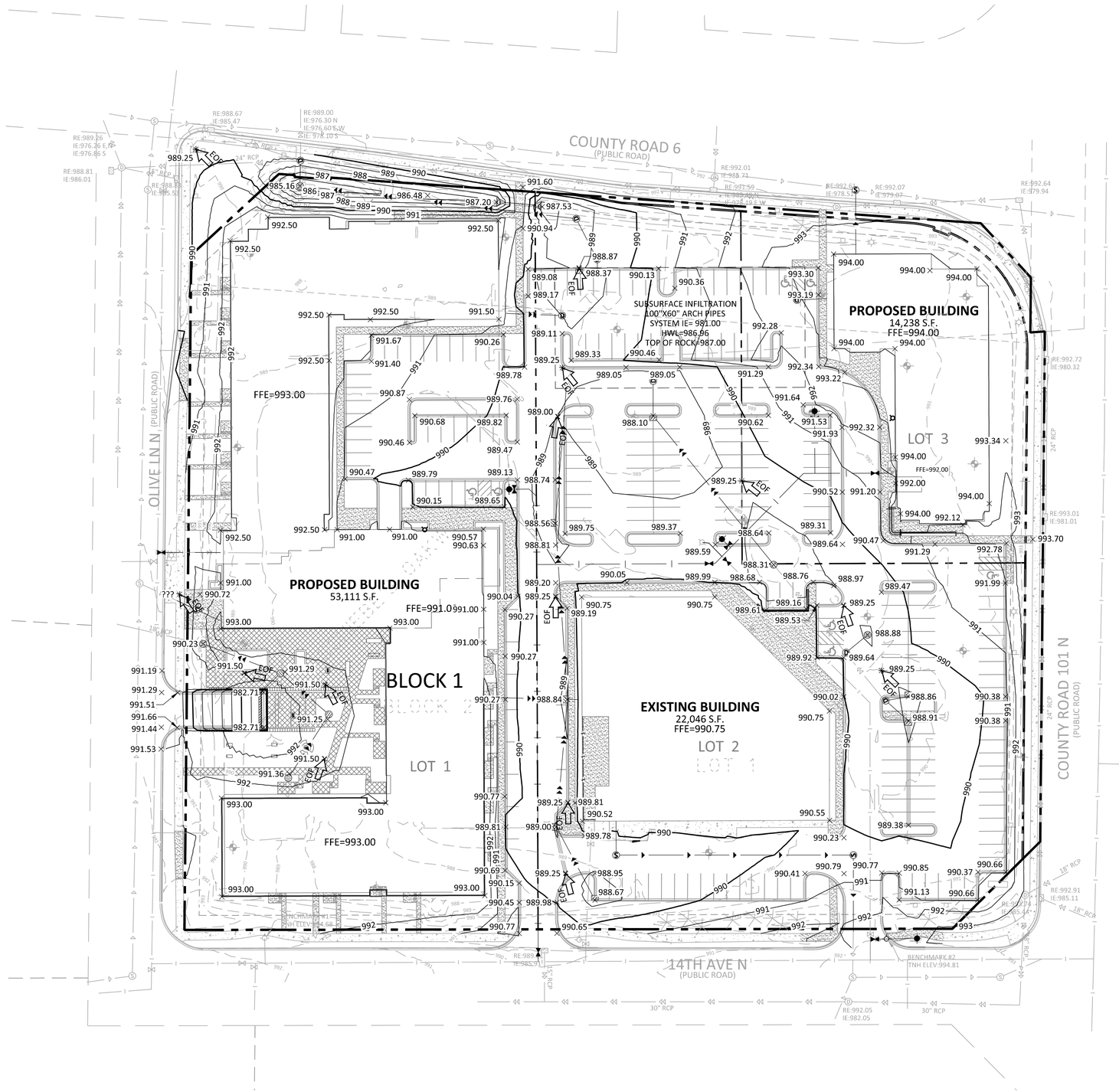
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PHASING PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
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

NO	DATE	BY	CKD	APPR	COMMENT

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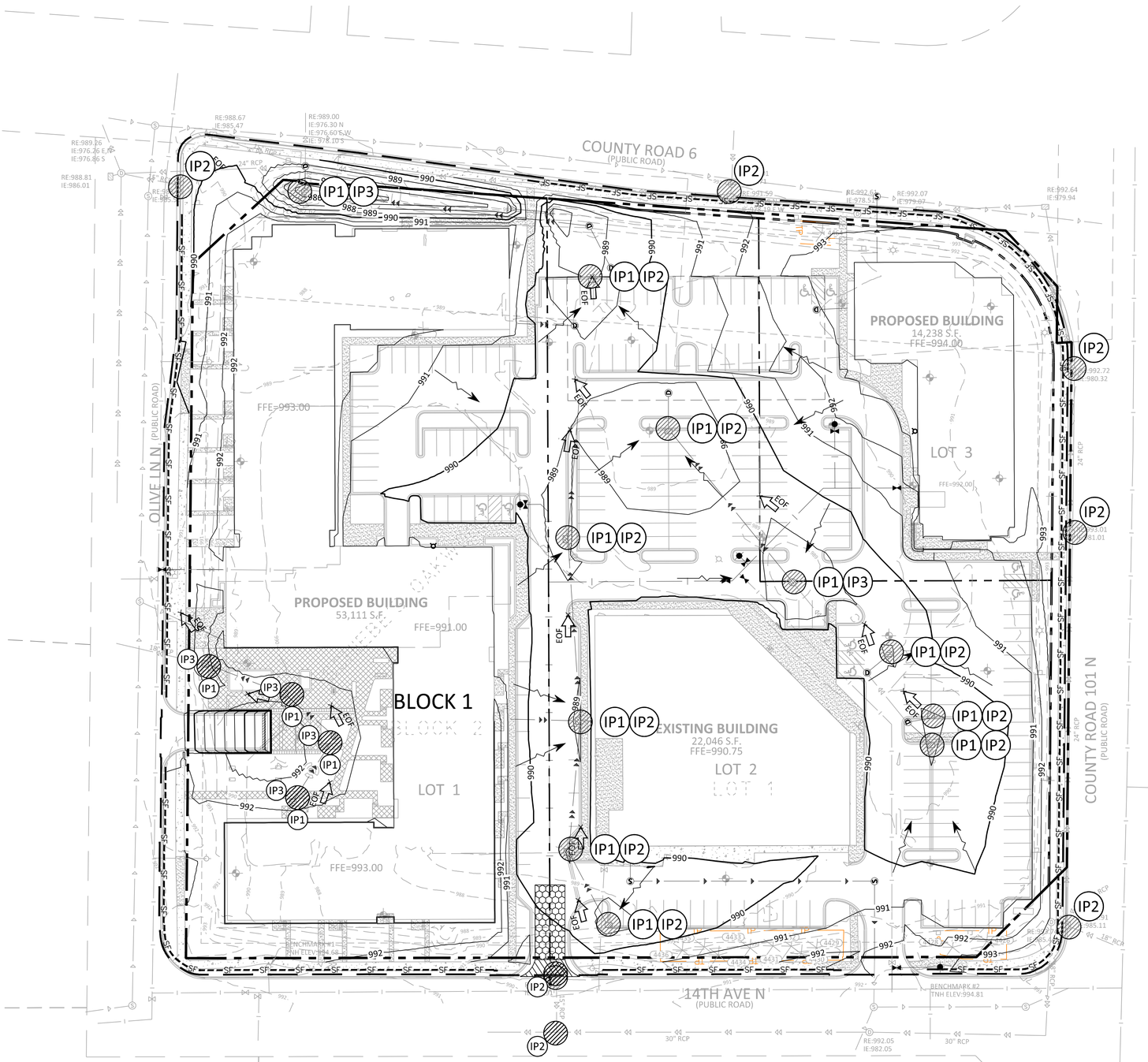
GRADING PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C4.01
8 OF 20
REV.

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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

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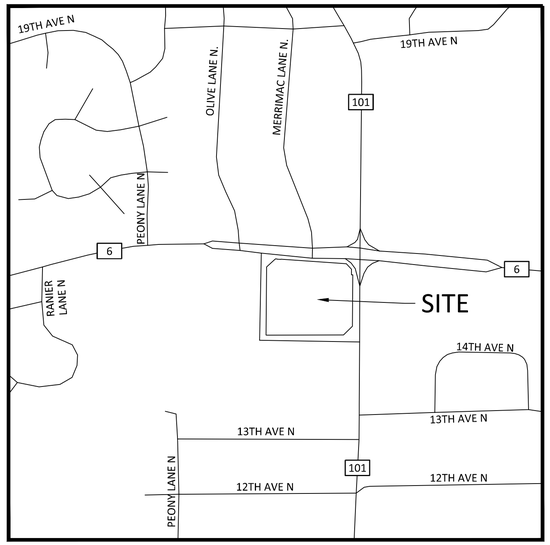
EROSION CONTROL PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

SHEET
C5.01
9 OF 20
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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DESIGNED BY	
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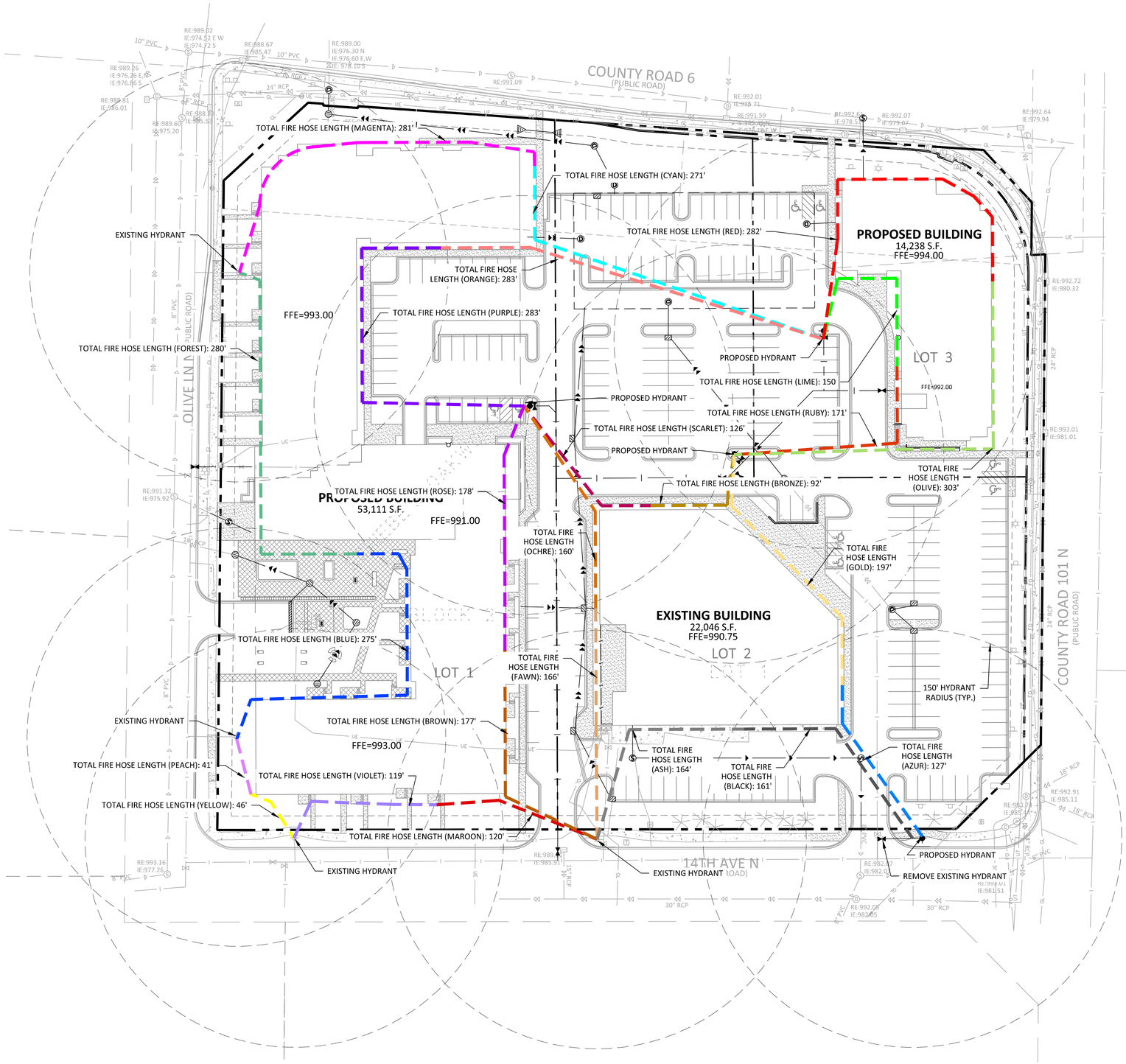
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EROSION CONTROL NOTES

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
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

NORTH

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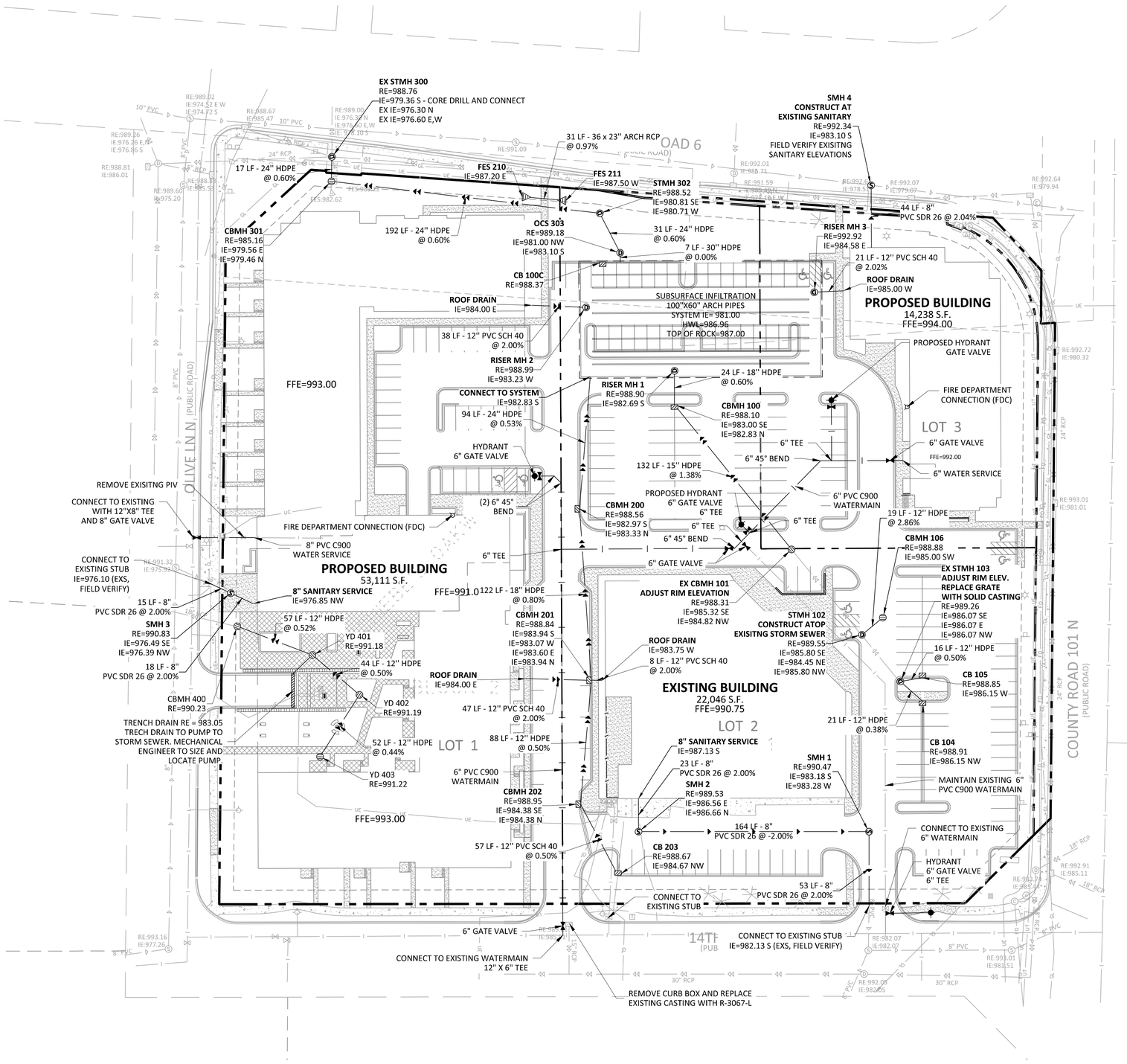
FIRE PROTECTION PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
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.

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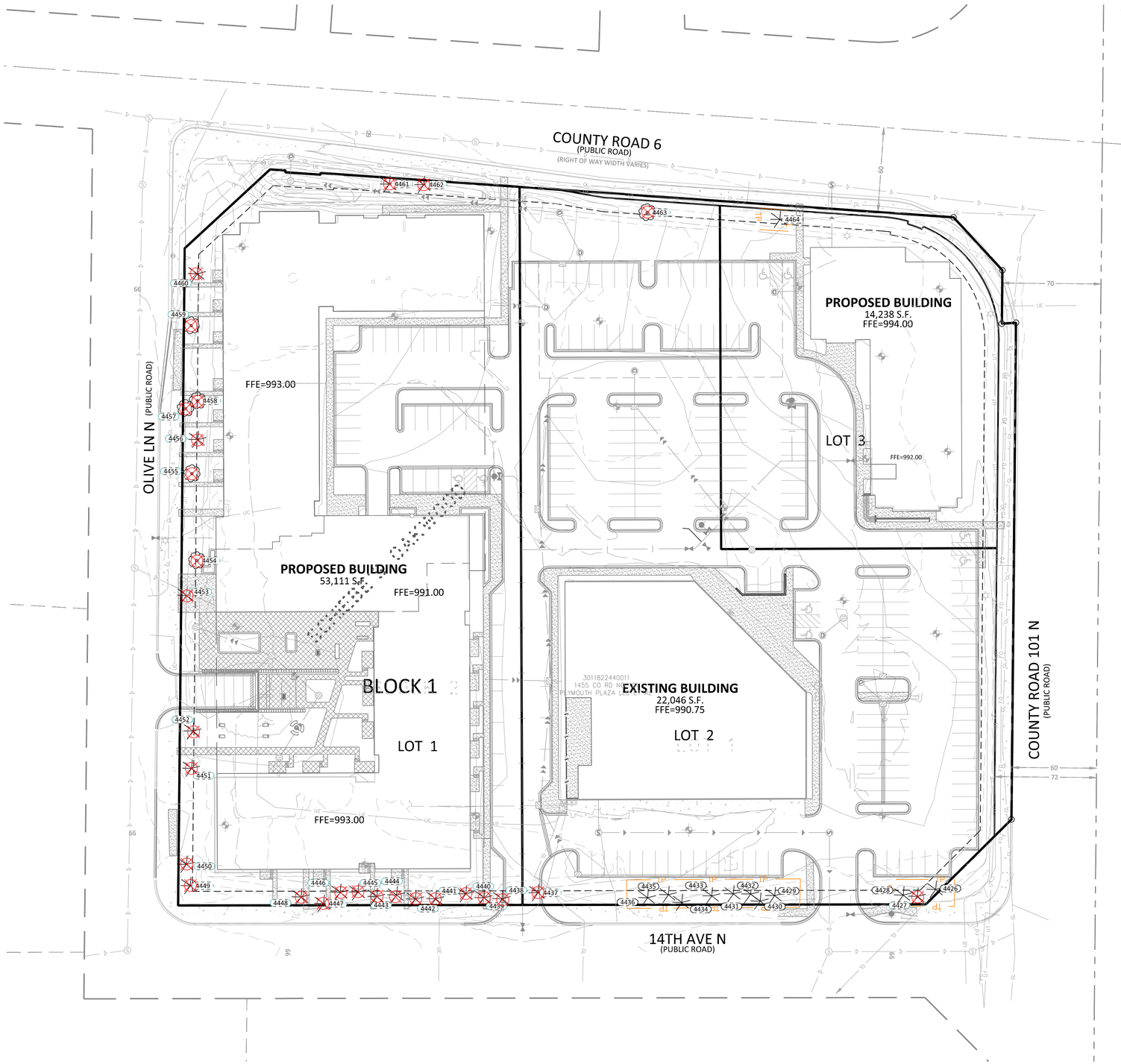
UTILITY PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

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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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AUTH FOR CONSTRUCTION

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DESIGNED BY	SG
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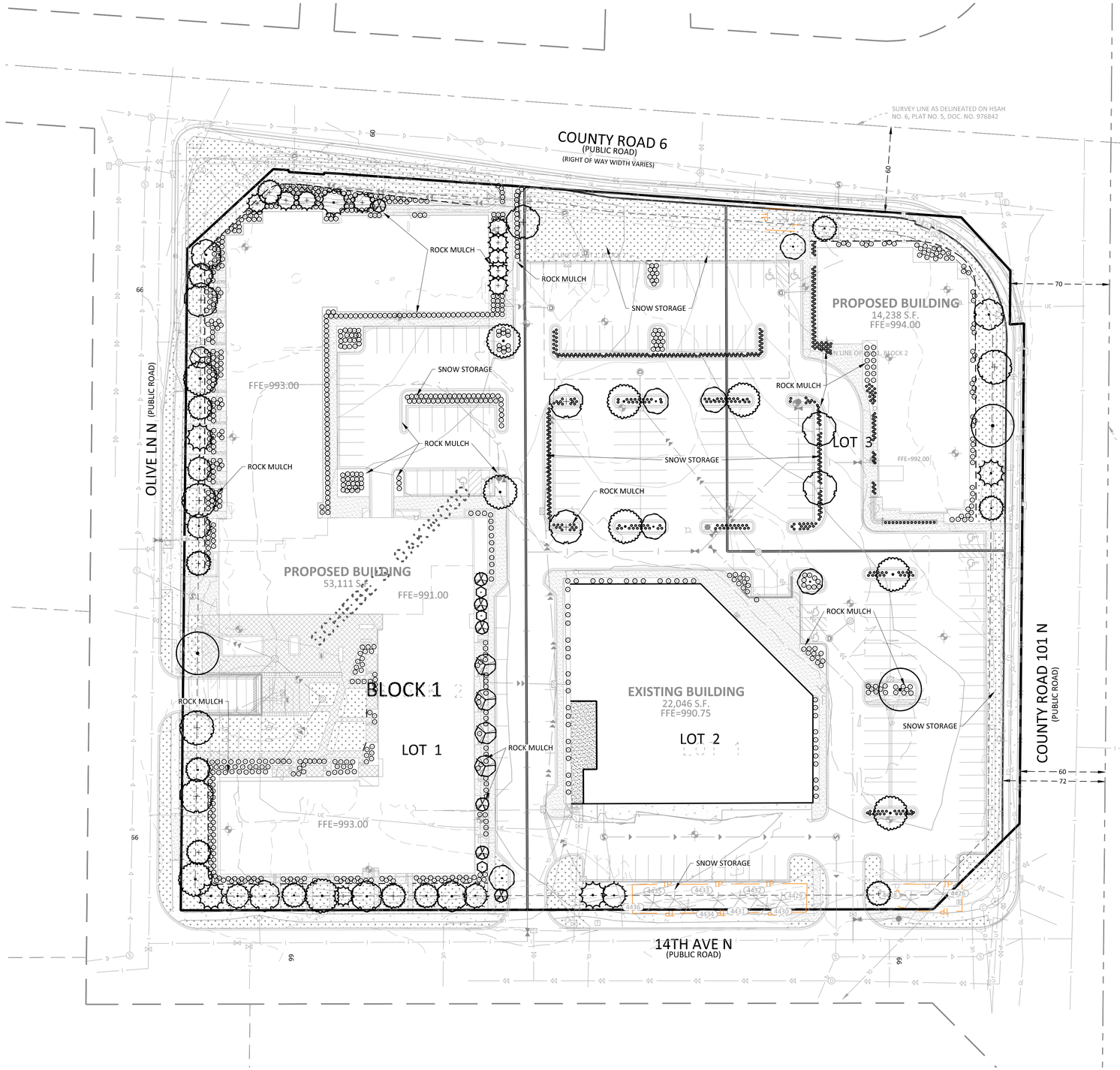
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TREE PRESERVATION PLAN

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 TREES	
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 # _____

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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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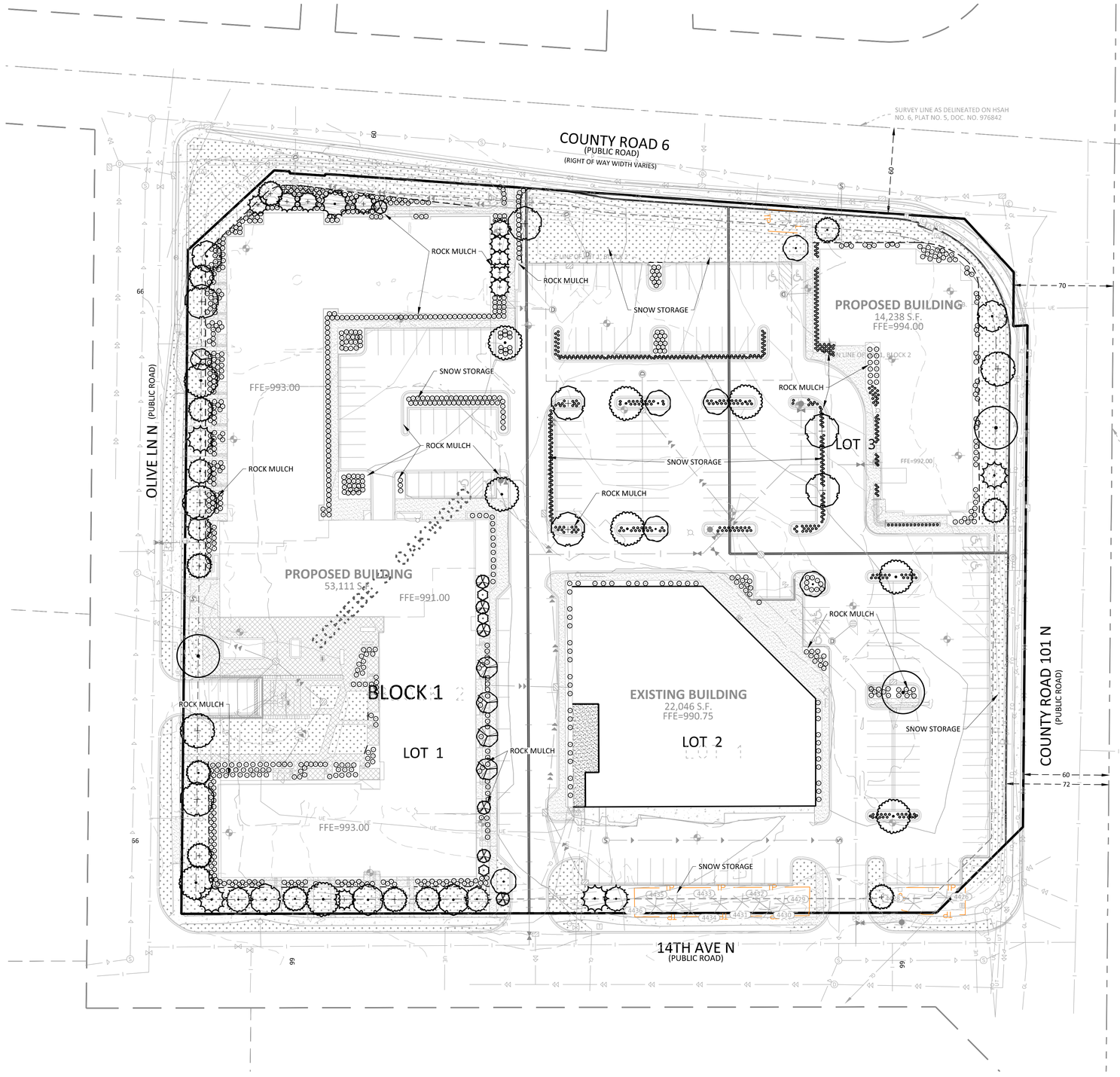
LANDSCAPE & REFORESTATION PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

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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
FORCEMAIN (SAN.)	LS	FM S
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YARDDRAIN		
LIMITS OF DISTURBANCE		
TREE PROTECTION FENCE	TP	
TREE TO BE REMOVED		
SIGN		
PIPE BOLLARD		
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

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
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SHRUB & GROUNDCOVER PLAN

MITHUM ENTERPRISES
PLYMOUTH PLAZA
PUD GENERAL PLAN
PLYMOUTH, MN

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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 utilize 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

SEE LUMINAIRE SCHEDULE BELOW FOR SPECIFIC LIGHT ORDERING INFORMATION

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: VALS 1B 4W UNV 40K3 BLK SA ALBMS2LR IS

Prefix	Lumen Package	Distribution	Orientation¹	Voltage	Color Temp / Rendering	Finish
VALS – V-Locity Area Light Small	1L – 6,000 lms, 36W 1S – 9,000 lms, 54W 1A – 12,000 lms, 74W 1B – 15,000 lms, 93W 1H – 18,000 lms, 111W 2A – 21,000 lms, 129W 2H – 24,000 lms, 155W 2X – 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)	50K5 – 5000 CCT – 70 CRI 50K8 – 5000 CCT – 80 CRI 40K7 – 4000 CCT – 70 CRI 40K8 – 4000 CCT – 80 CRI 35K8 – 3500 CCT – 80 CRI ZonTrOp Approved (CT²) 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 MSR – Metallic Silver PLP – Platinum Plus SNG – 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 System** ACSC – AirLink Synapse Control System ACSC4 – AirLink Synapse Control System with 12-20' MH Motion Sensor ACSC5A – 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 CR7P – 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 CR7P	525514
Twist Lock Photocell (208-277) for use with CR7P	525515
Twist Lock Photocell (347V) for use with CR7P	525516
Twist Lock Photocell (480V) for use with CR7P	1525980
AirLink 3 Pin Twist Lock Controller	6604109
AirLink 7 Pin Twist Lock Controller	6604430
Shorting Cap for use with CR7P	1419528

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

EXTERNAL SHIELDING OPTIONS	
Description	Order Number
12" External Shield	See Shielding Guide
7" 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 CSI app that can be downloaded from your smartphone's native app store.
5. Accessories are shipped separately and field installed.
6. "EXT" denotes finish. See finish options.
7. Fixting must be located in hand hole of pole. See Fixting Accessory Guide for compatability.

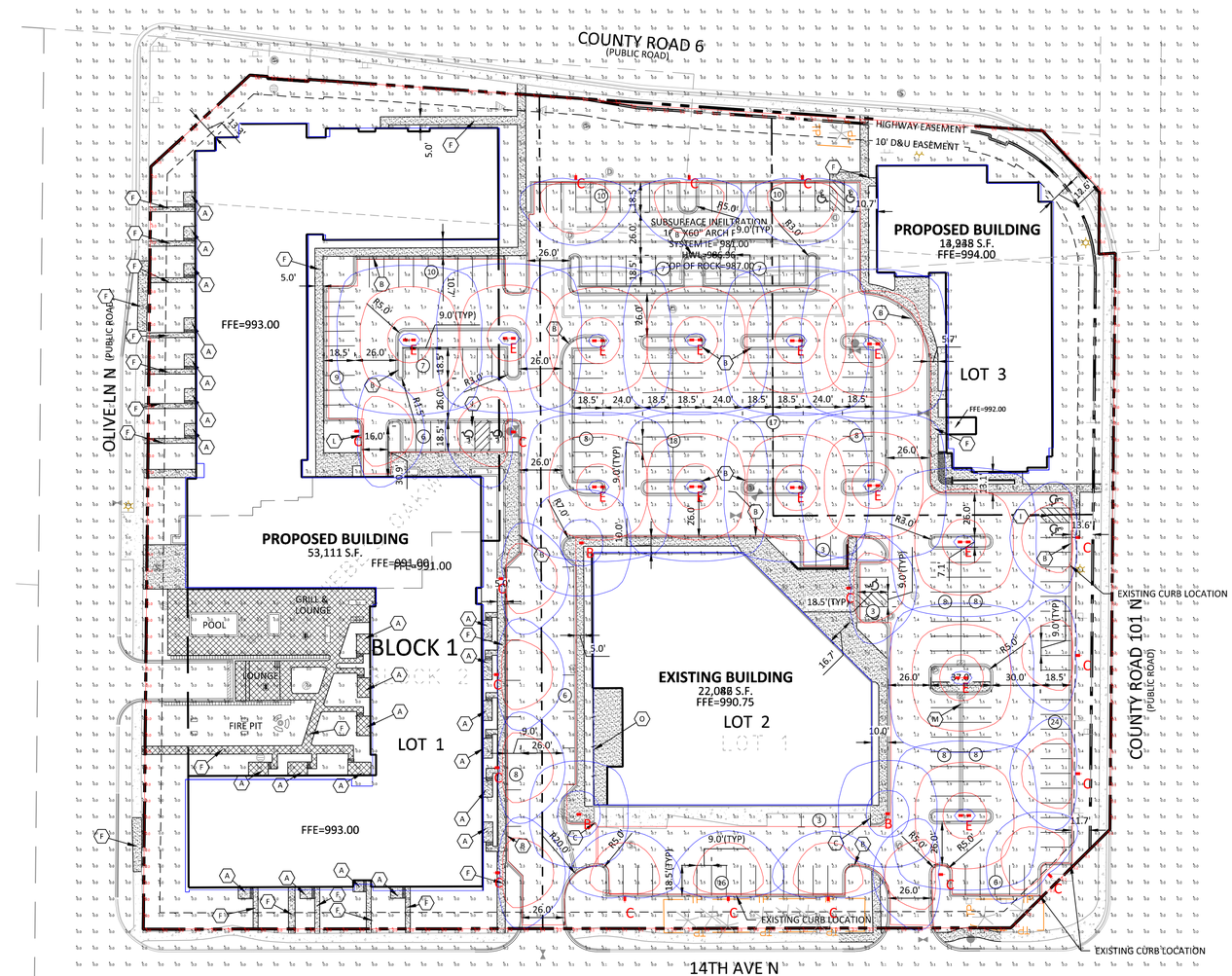
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PHOTOMETRIC EVALUATION
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Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability 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.



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

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.

Print Name: _____

Date _____ License # _____

AS BUILT
FOR CONSTRUCTION

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

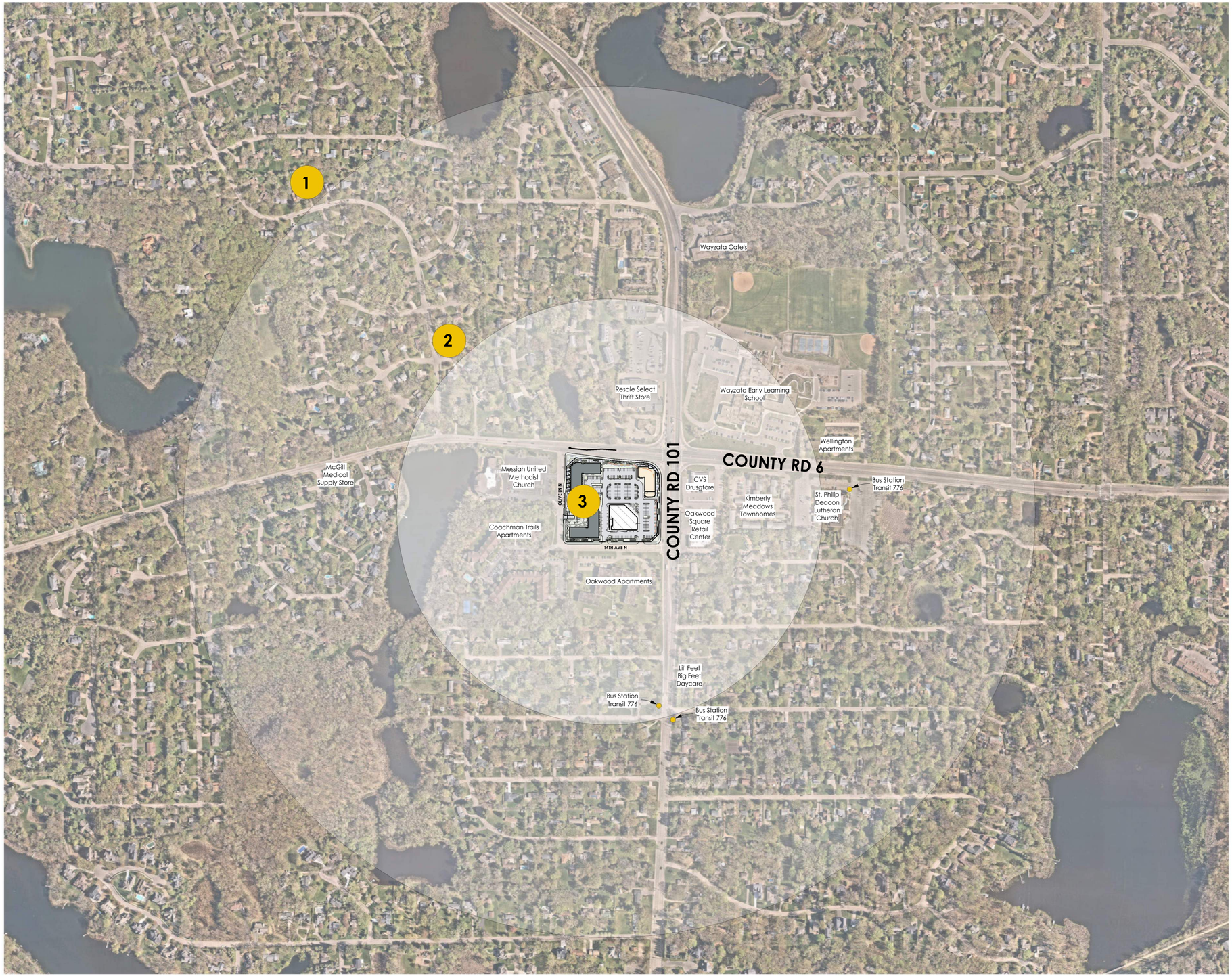
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PHOTOMETRIC PLAN

MITHUM ENTERPRISES
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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

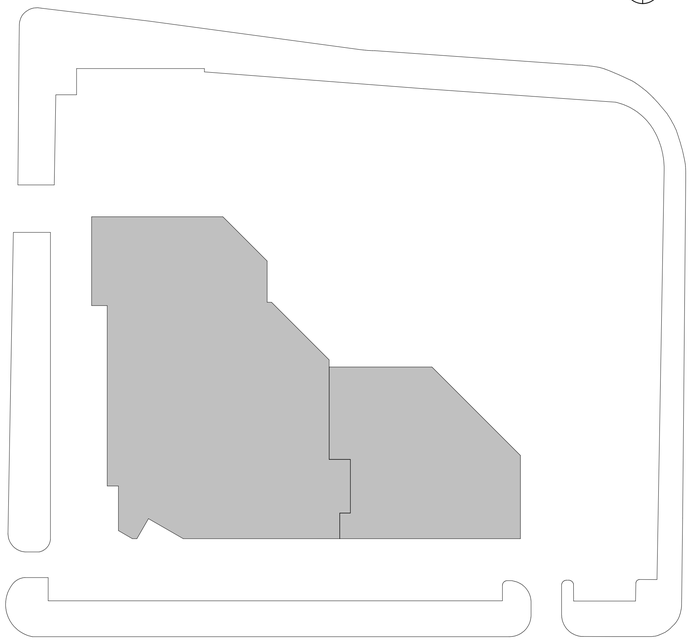
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Proximity Plan

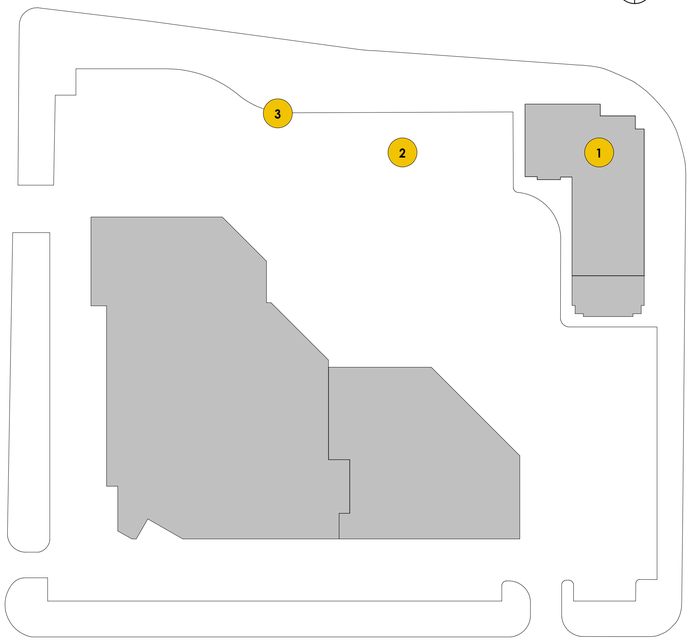
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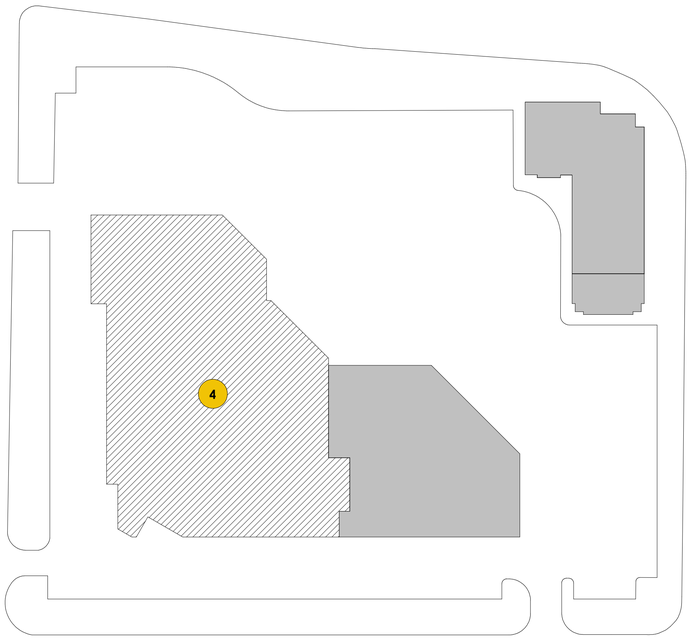
EXISTING CONDITIONS



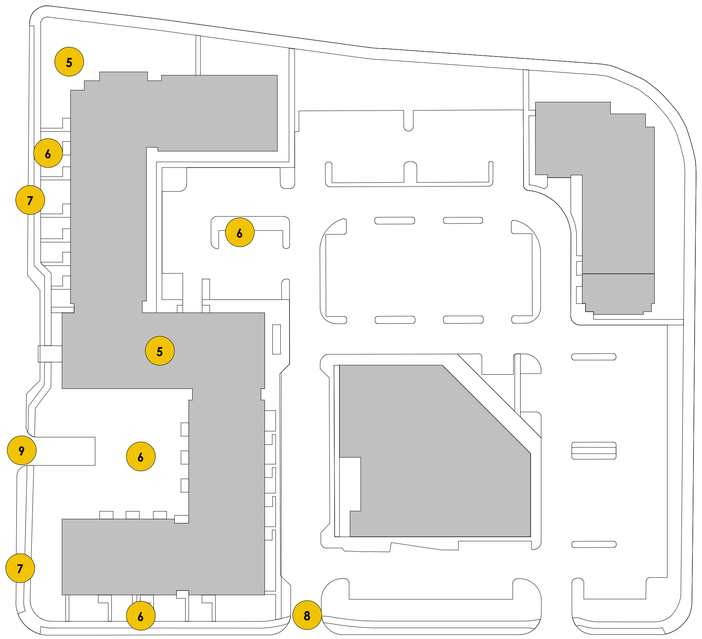
PHASE 1 - NEW RETAIL CONSTRUCTION



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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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

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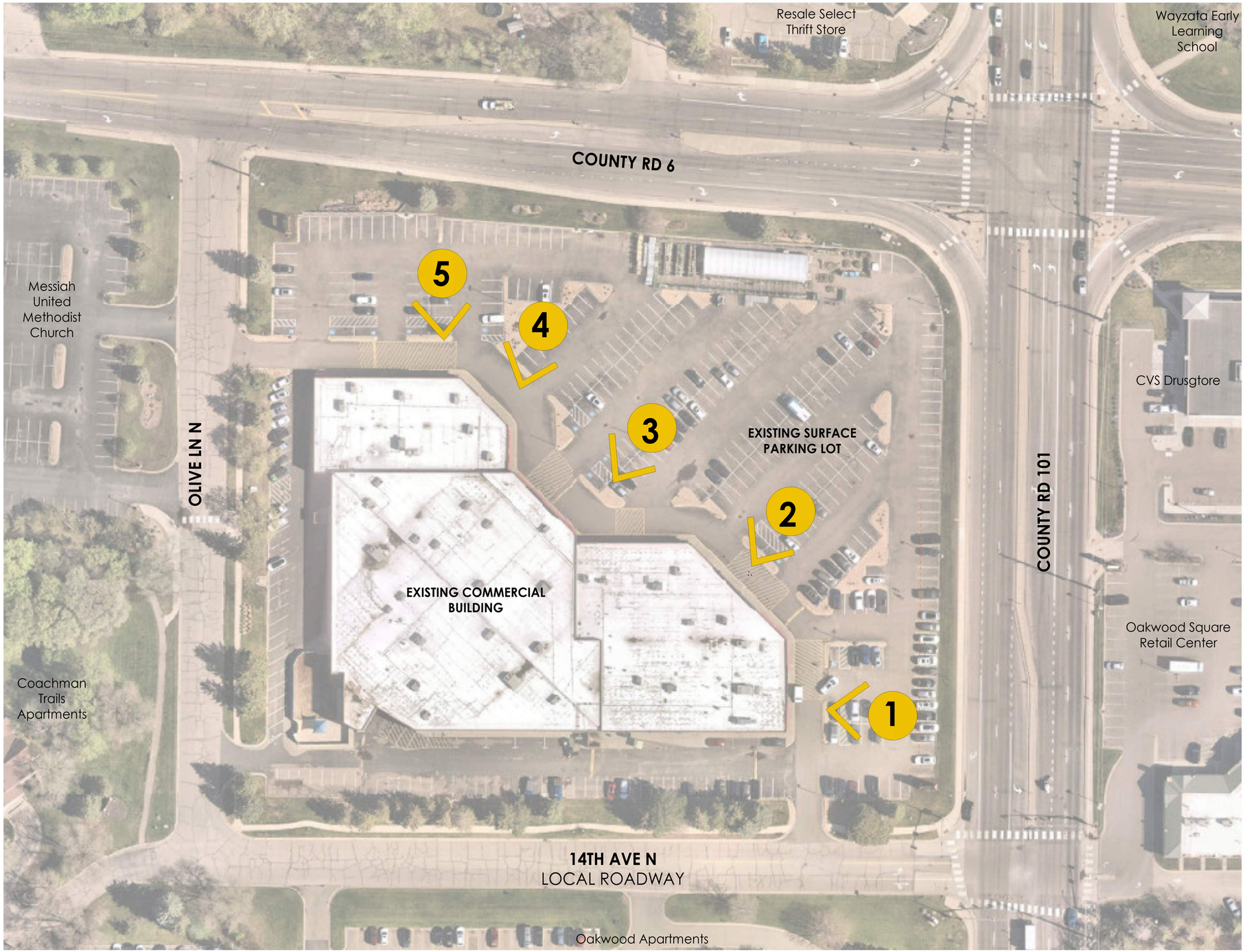
Revisions

225004A

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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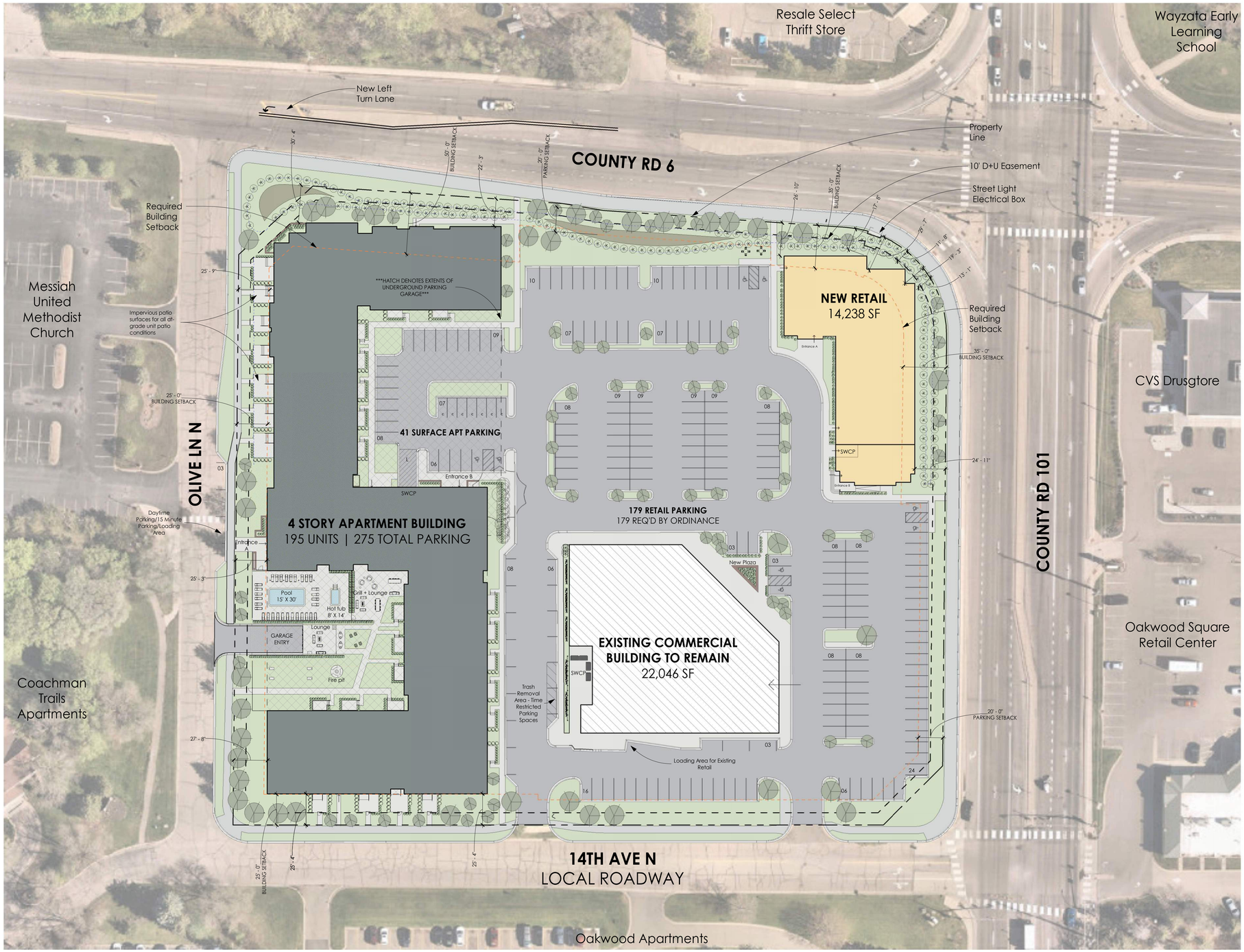
Revisions

225004A

Existing Conditions

A03

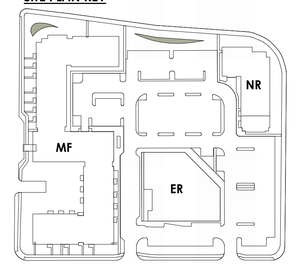
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1 PUD - Architectural Site Plan

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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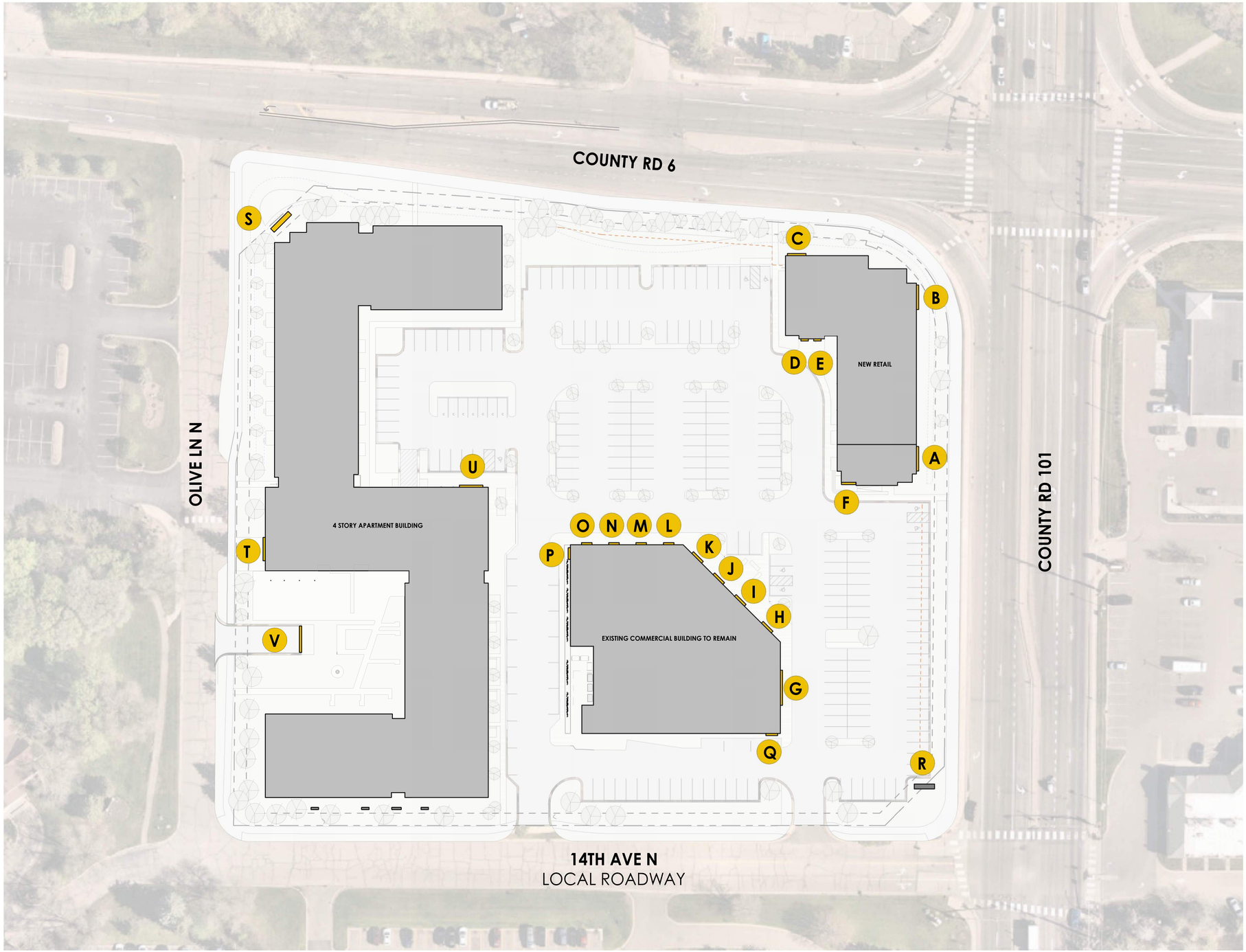
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Architectural Site Plan

A04

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1 PUD - Architectural Signage Plan

SCALE 1" = 40'-0"

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

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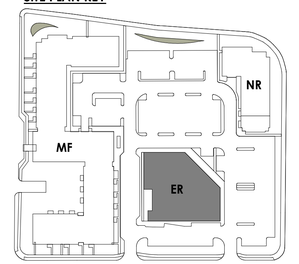
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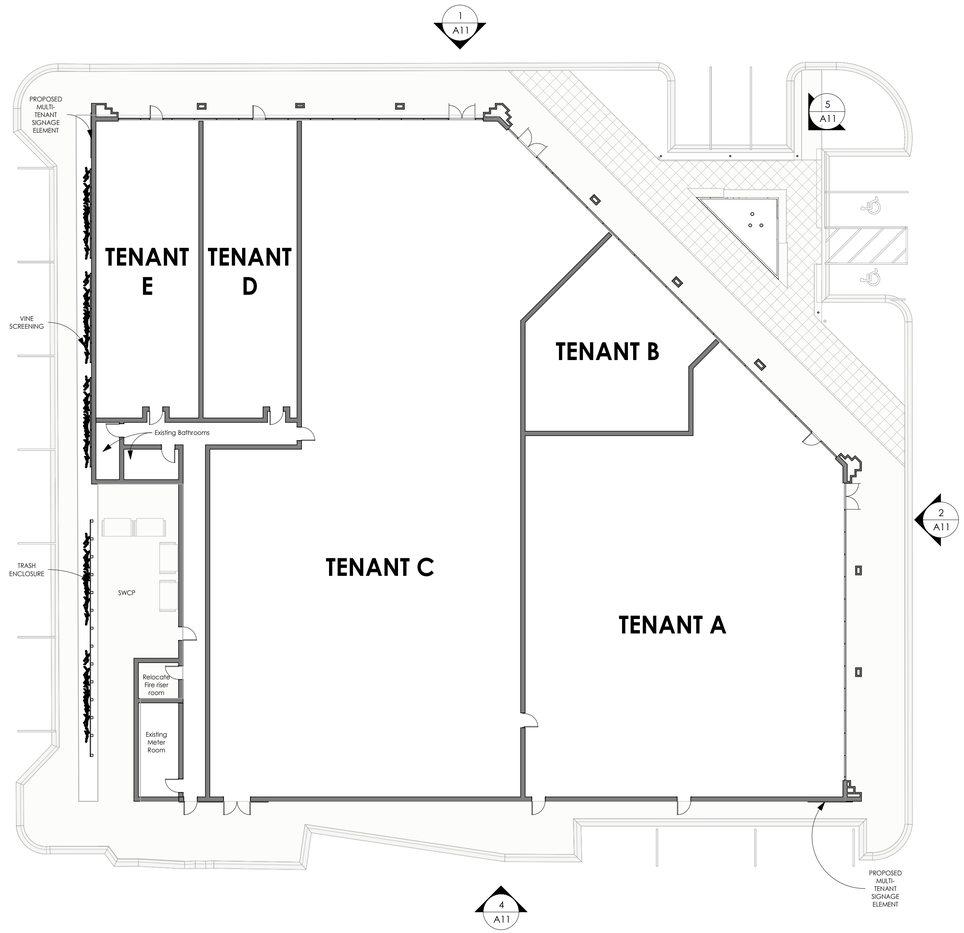
Architectural Signage Plan

A05

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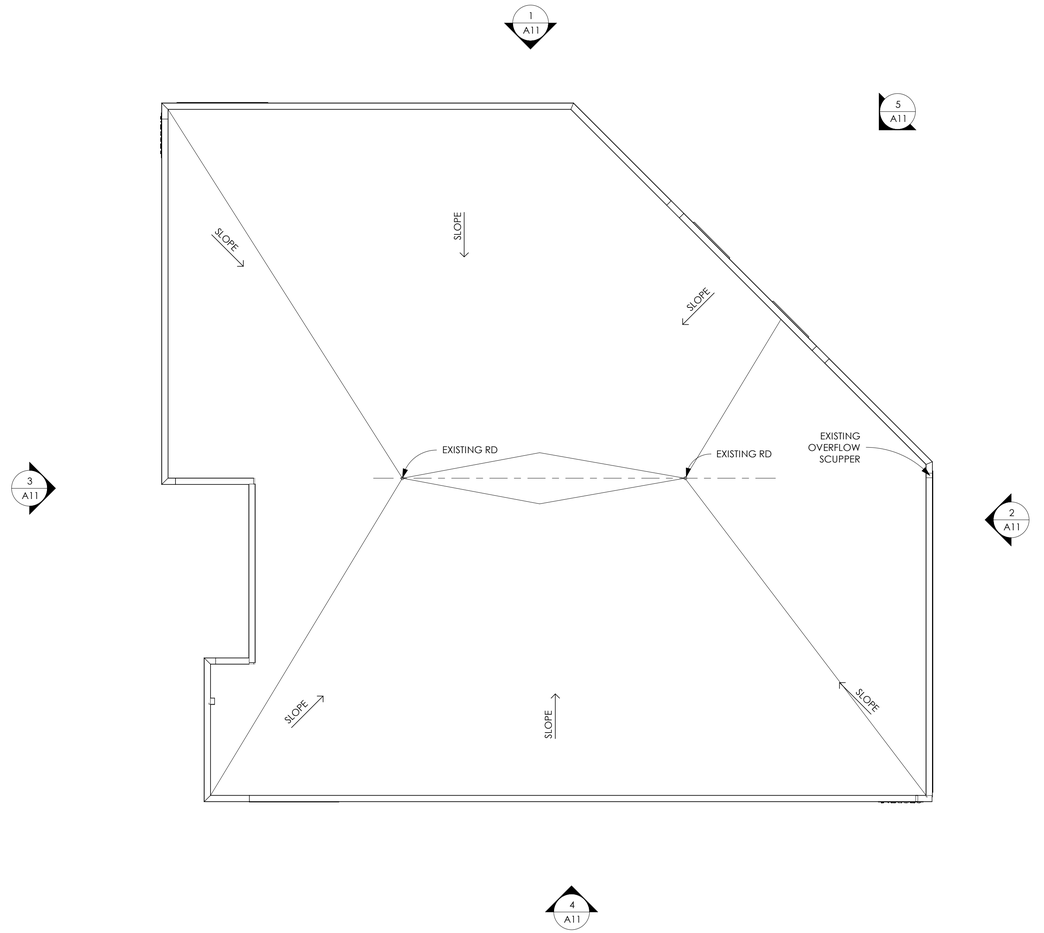
SITE PLAN KEY





1 Floor Plan - Existing Retail

SCALE 1/16" = 1'-0"



2 Existing Retail Roof Plan

SCALE 1/16" = 1'-0"

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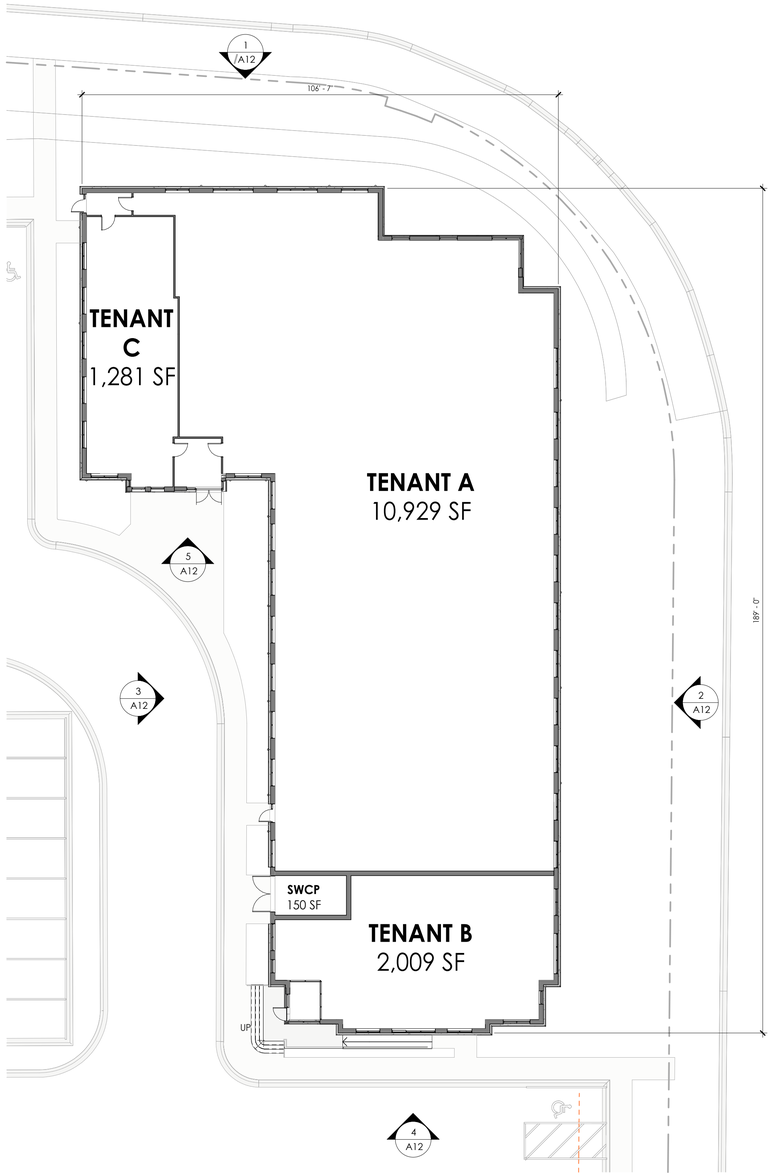
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Floor Plan & Roof Plan - Existing Retail

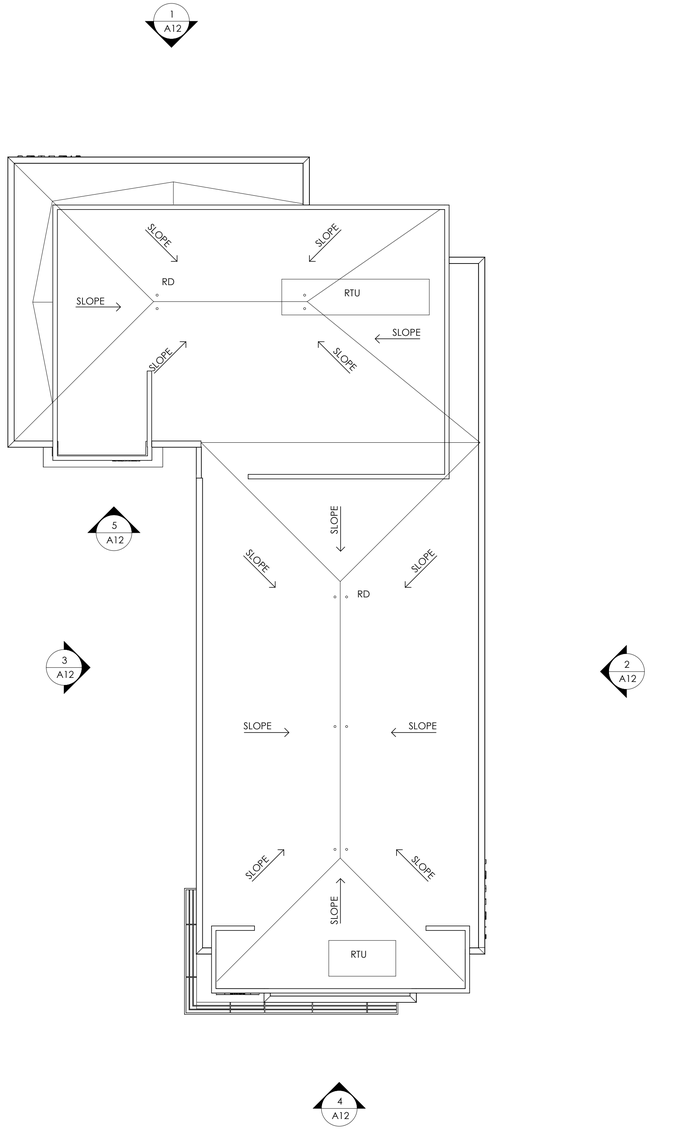
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1 New Retail Floor Plan

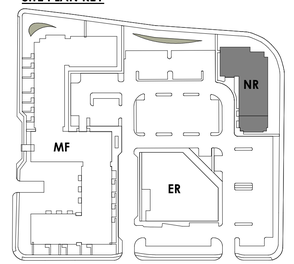
SCALE 1/16" = 1'-0"



2 New Retail Roof Plan

SCALE 1/16" = 1'-0"

SITE PLAN KEY



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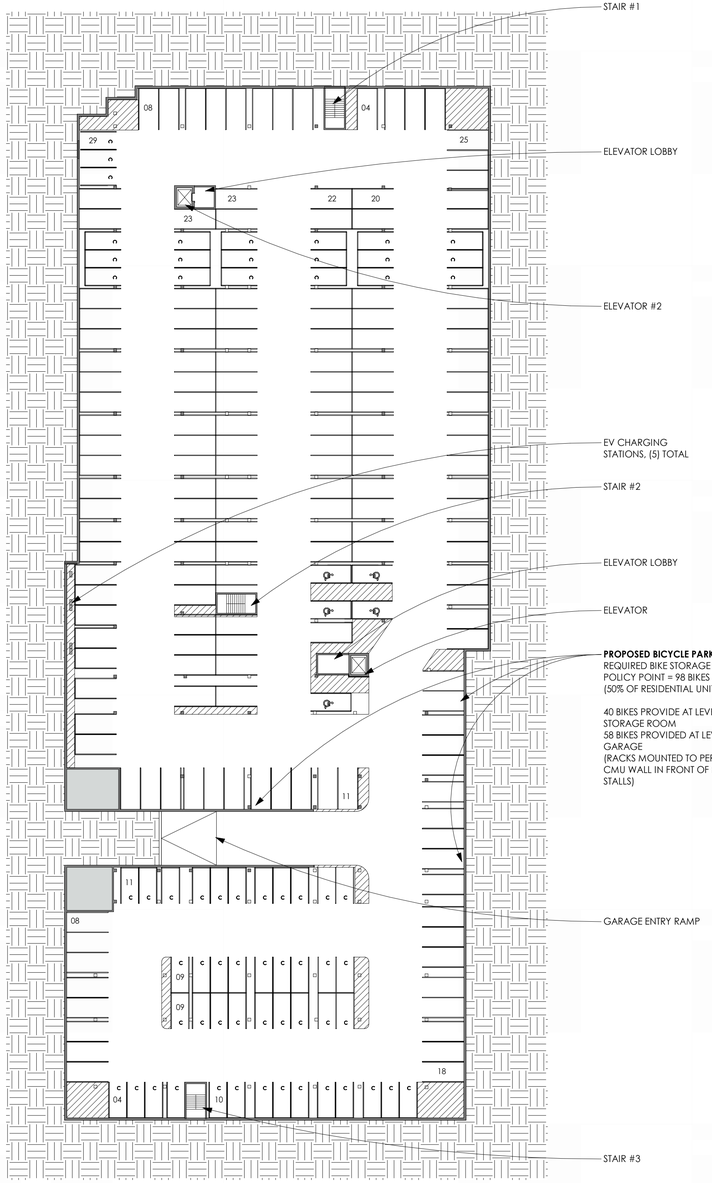
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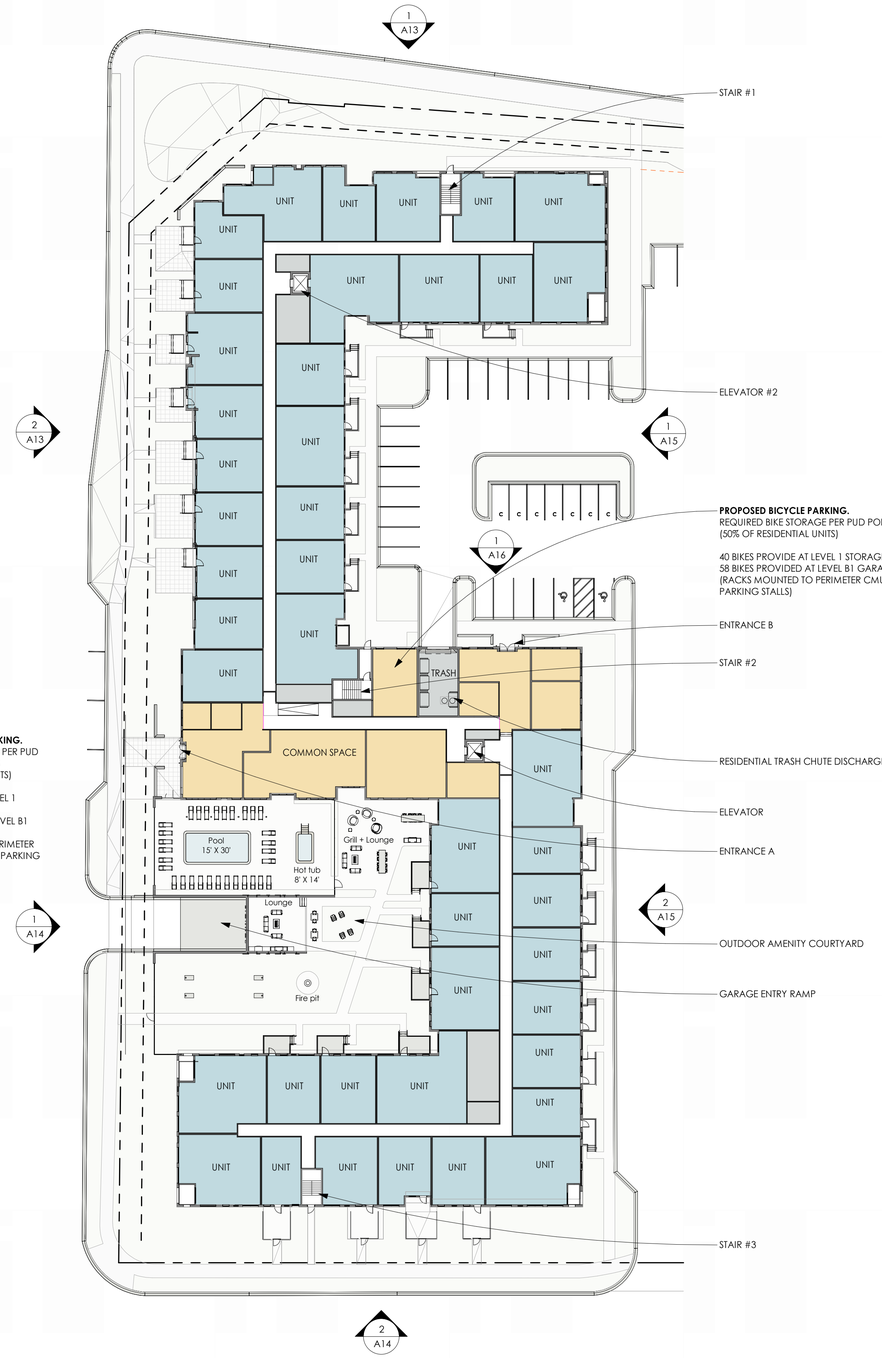
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Floor Plan & Roof Plan- New Retail

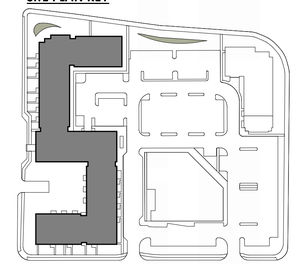
A07

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SITE PLAN KEY



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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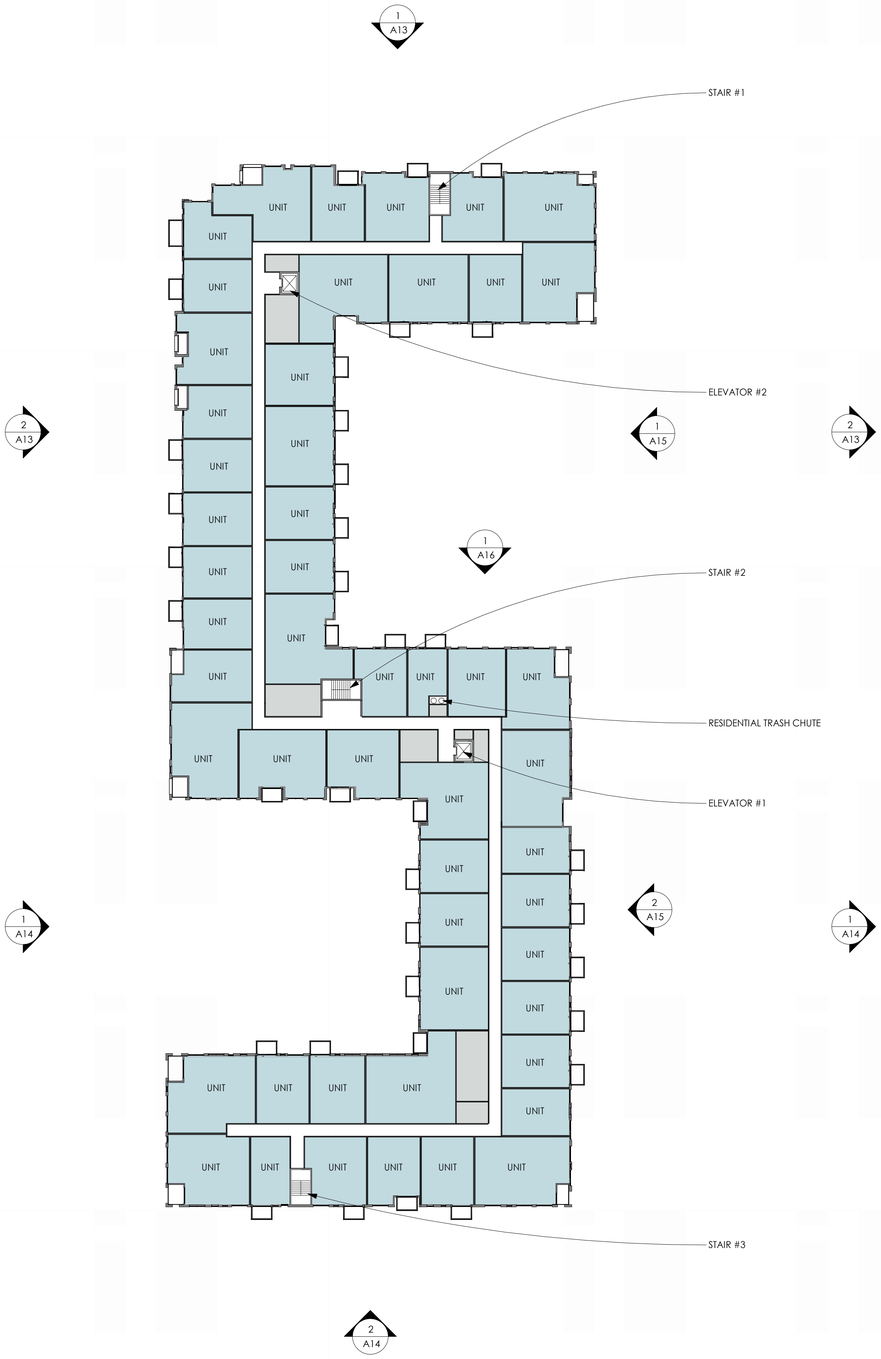
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Floor Plans - Multifamily

A08

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1 FLOOR PLAN - LEVELS 02+03

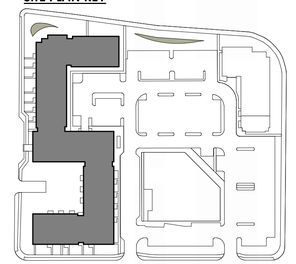
SCALE 1/32" = 1'-0"



2 FLOOR PLAN - LEVEL 04

SCALE 1/32" = 1'-0"

SITE PLAN KEY



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
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TOTAL:	**203,087 GSF**	**195 UNITS**

AMENITY (INCLUDES ALL COMMON SPACES)

LEVEL 01:	7,108 GSF
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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)
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GARAGE SIZE:	84,507 GSF

BICYCLE PARKING (PER PUD POLICY POINT)

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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

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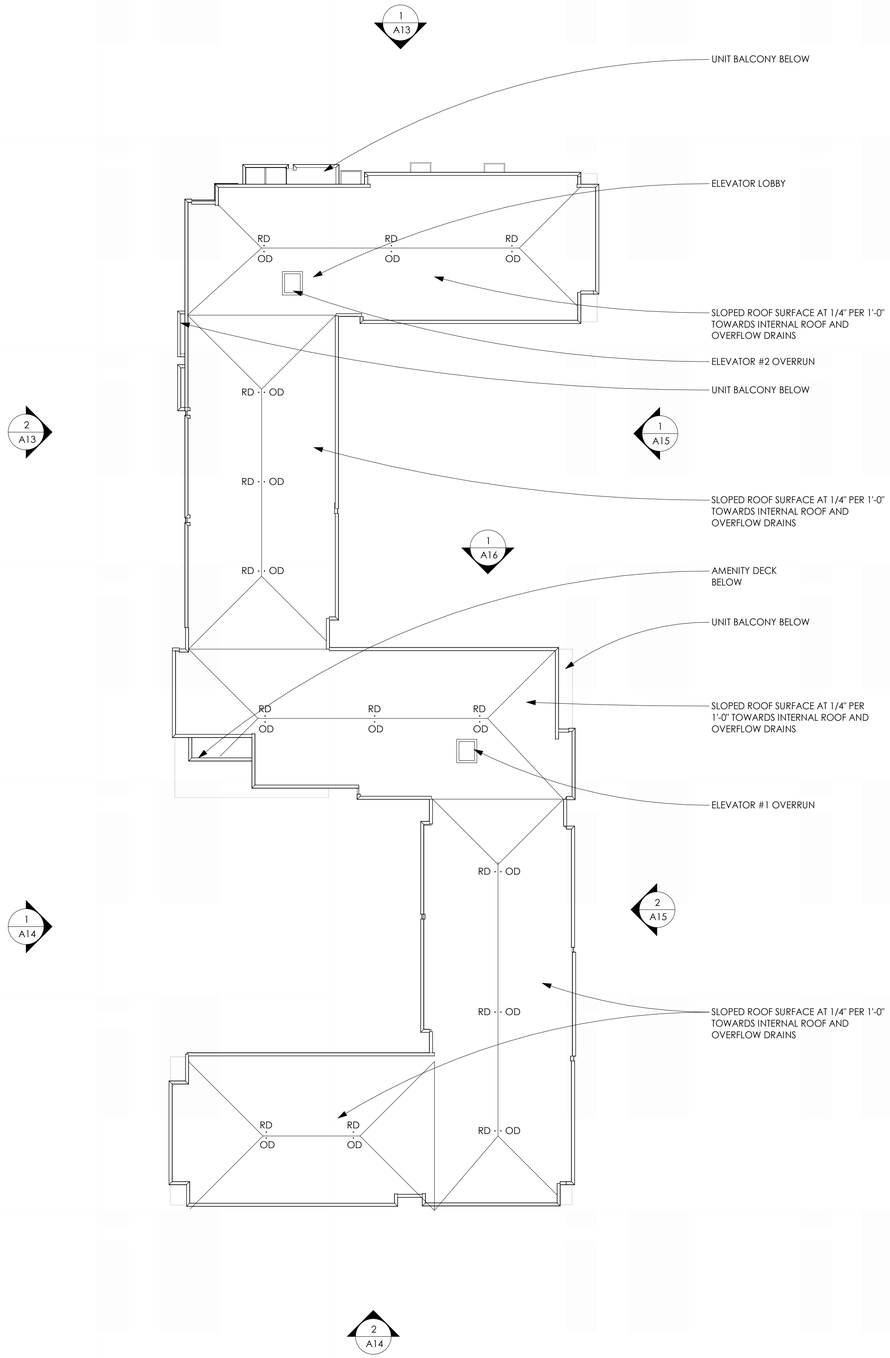
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Floor Plans - Multifamily

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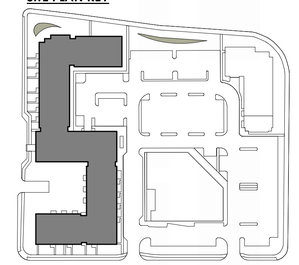
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1 ROOF PLAN

SCALE 1/32" = 1'-0"

SITE PLAN KEY



AREA SUMMARY

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

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211,807 GSF

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KEY

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- AMENITY
- BOH

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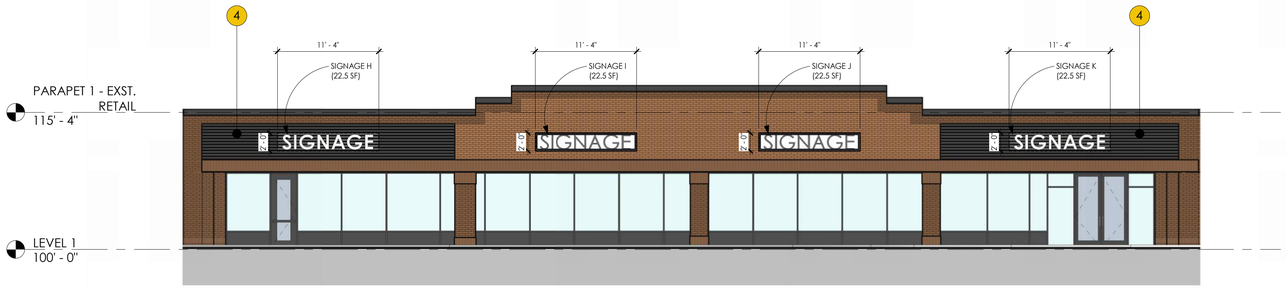
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Roof Plan - Multifamily

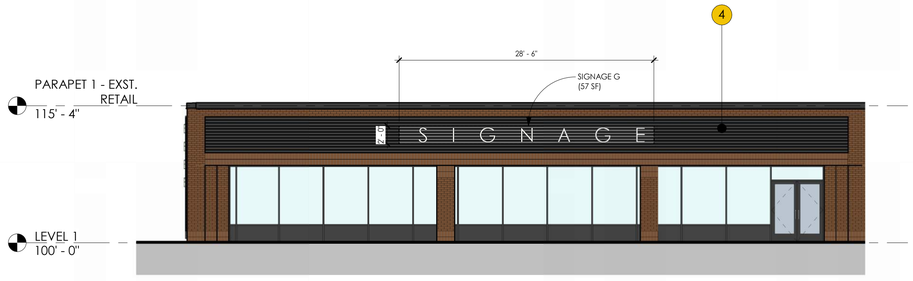
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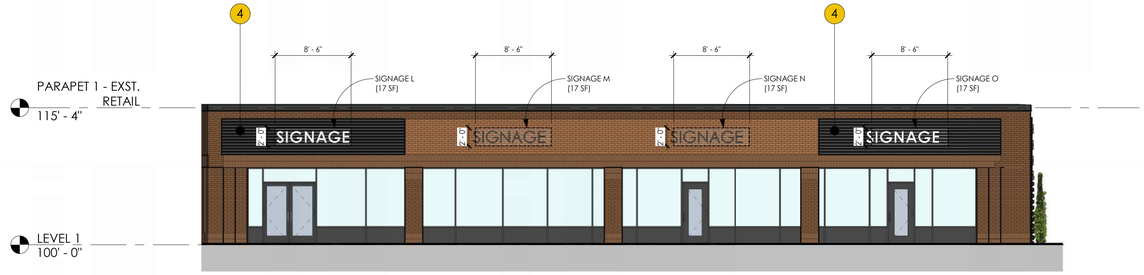
5 Existing Retail - Northeast Elevation

SCALE 1/8" = 1'-0"



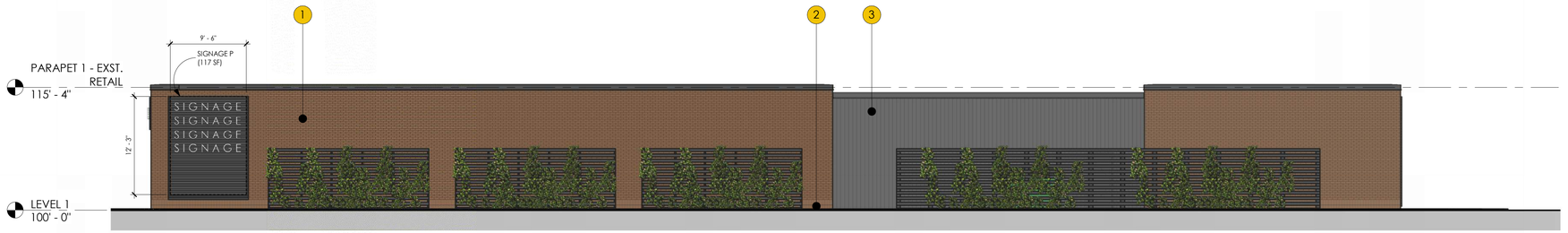
2 Existing Retail - East Elevation

SCALE 1/8" = 1'-0"



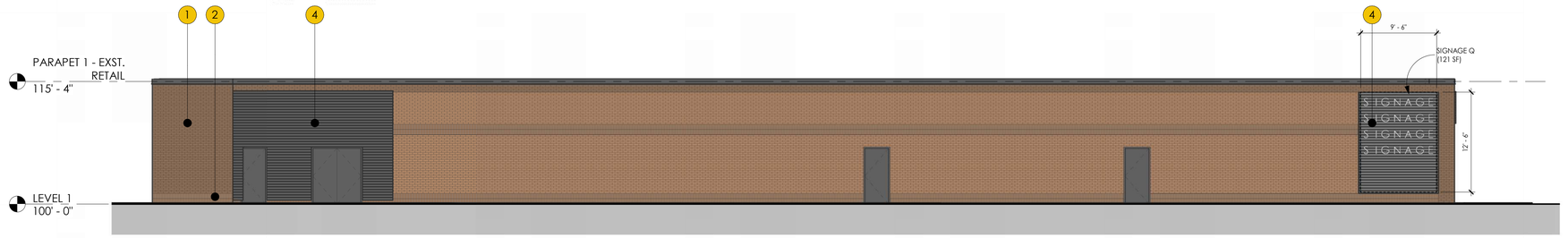
1 Existing Retail - North Elevation

SCALE 1/8" = 1'-0"



3 Existing Retail - West Elevation

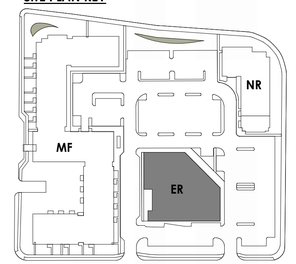
SCALE 1/8" = 1'-0"



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
TYPE: TBD
COLOR: TBD

4 **SIGNAGE BAND**
MANUFACTURER: TBD
TYPE: TBD
COLOR: TBD

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Building Elevations - Existing Retail

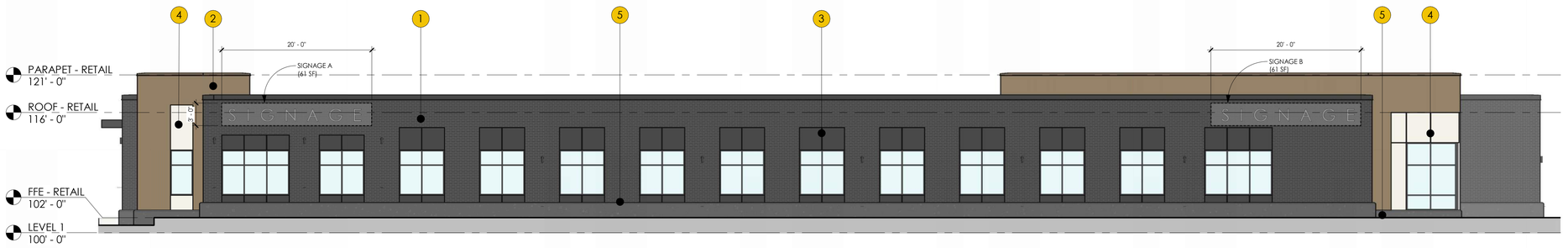
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1 Retail North Elevation

SCALE 1/8" = 1'-0"



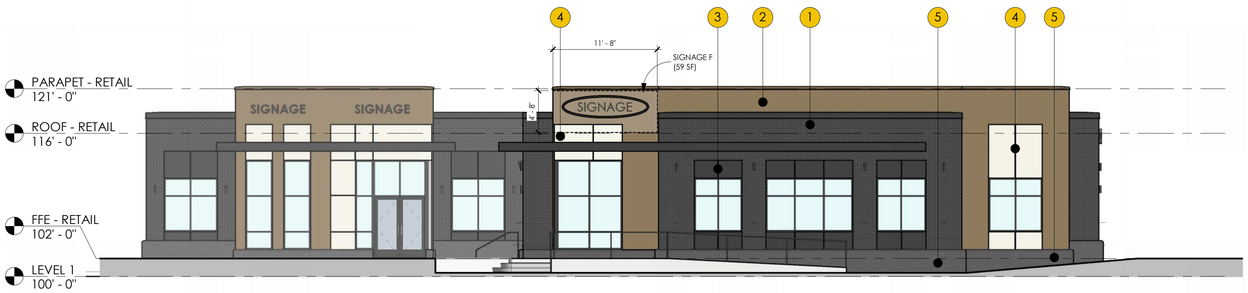
2 Retail East Elevation

SCALE 1/8" = 1'-0"



3 Retail West Elevation

SCALE 1/8" = 1'-0"



4 Retail South Elevation

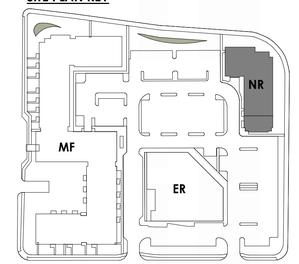
SCALE 1/8" = 1'-0"



5 Retail South Elevation @ Tenant A Entry

SCALE 1/8" = 1'-0"

SITE PLAN KEY



Finish Key

1	**BRICK MASONRY**		**40%**
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	COLOR:		TBD
5	**PRECAST CONCRETE**		
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	TYPE:		TBD
	COLOR:		TBD

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Prepared For

MITHUN COMPANIES

MARCO MCLANE DEVELOPMENT

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City of Plymouth
Project Number: 2025042

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2 WEST ELEVATION

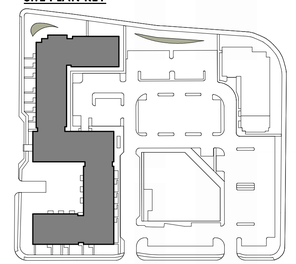
SCALE 3/32" = 1'-0"



1 NORTH ELEVATION

SCALE 3/32" = 1'-0"

SITE PLAN KEY



FINISH KEY

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

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2 SOUTH ELEVATION

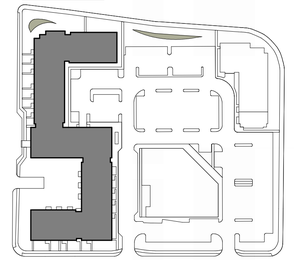
SCALE 3/32" = 1'-0"



1 WEST ELEVATION

SCALE 3/32" = 1'-0"

SITE PLAN KEY



FINISH KEY

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

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2 EAST ELEVATION

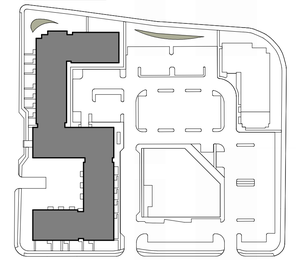
SCALE 3/32" = 1'-0"



1 EAST ELEVATION

SCALE 3/32" = 1'-0"

SITE PLAN KEY



FINISH KEY

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

4 **FIBER CEMENT - PLANK SIDING**
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TYPE: TBD
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6 **FIBER CEMENT - PLANK SIDING**
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TYPE: TBD
COLOR: TBD

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

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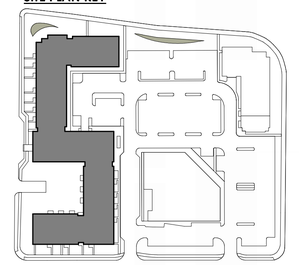
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SITE PLAN KEY





1 PUD_MF - NORTH ELEVATION_NORTH COURTYARD

SCALE 3/32" = 1'-0"

FINISH KEY

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1 View from Original Pancake House
SCALE



2 View from New Retail
SCALE

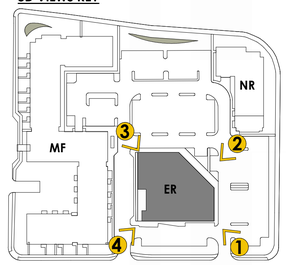


3 View from Multi-Family Entrance A
SCALE



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

3D VIEWS KEY



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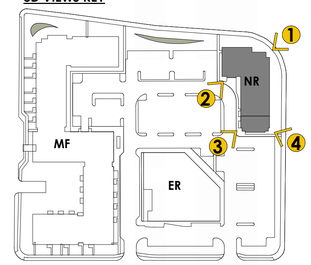
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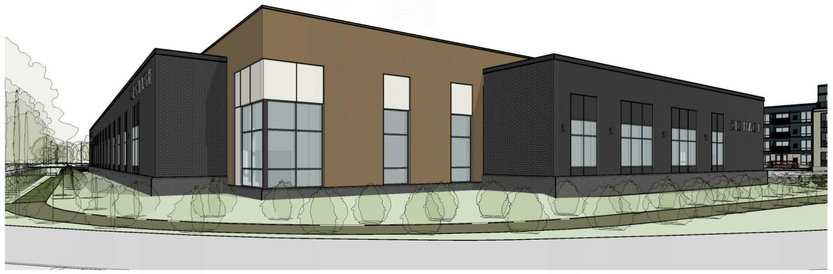
3D Views - Existing Retail

A17

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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

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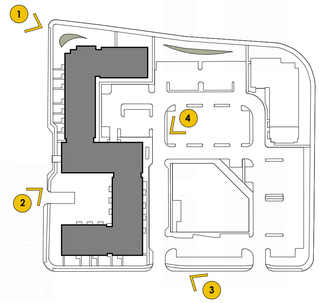
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1 PUD - MULTIFAMILY VIEW 1
SCALE



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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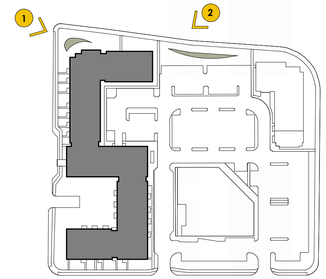
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1 3D BIRDSEYE - NW CORNER
SCALE



2 3D BIRDSEYE - NE CORNER
SCALE



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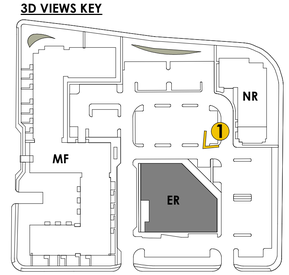
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3D Views - Multifamily

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3D VIEWS KEY





1 Rendering - Existing Retail

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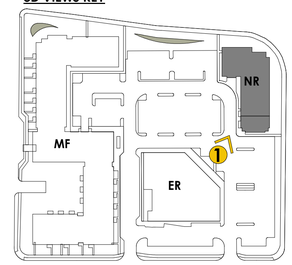
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Rendering - Existing Retail

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1 Rendering - New Retail

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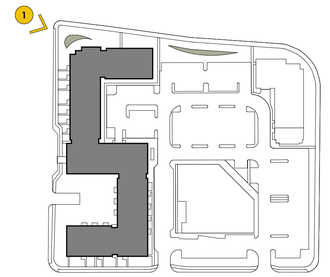
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Rendering - New Retail

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

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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.

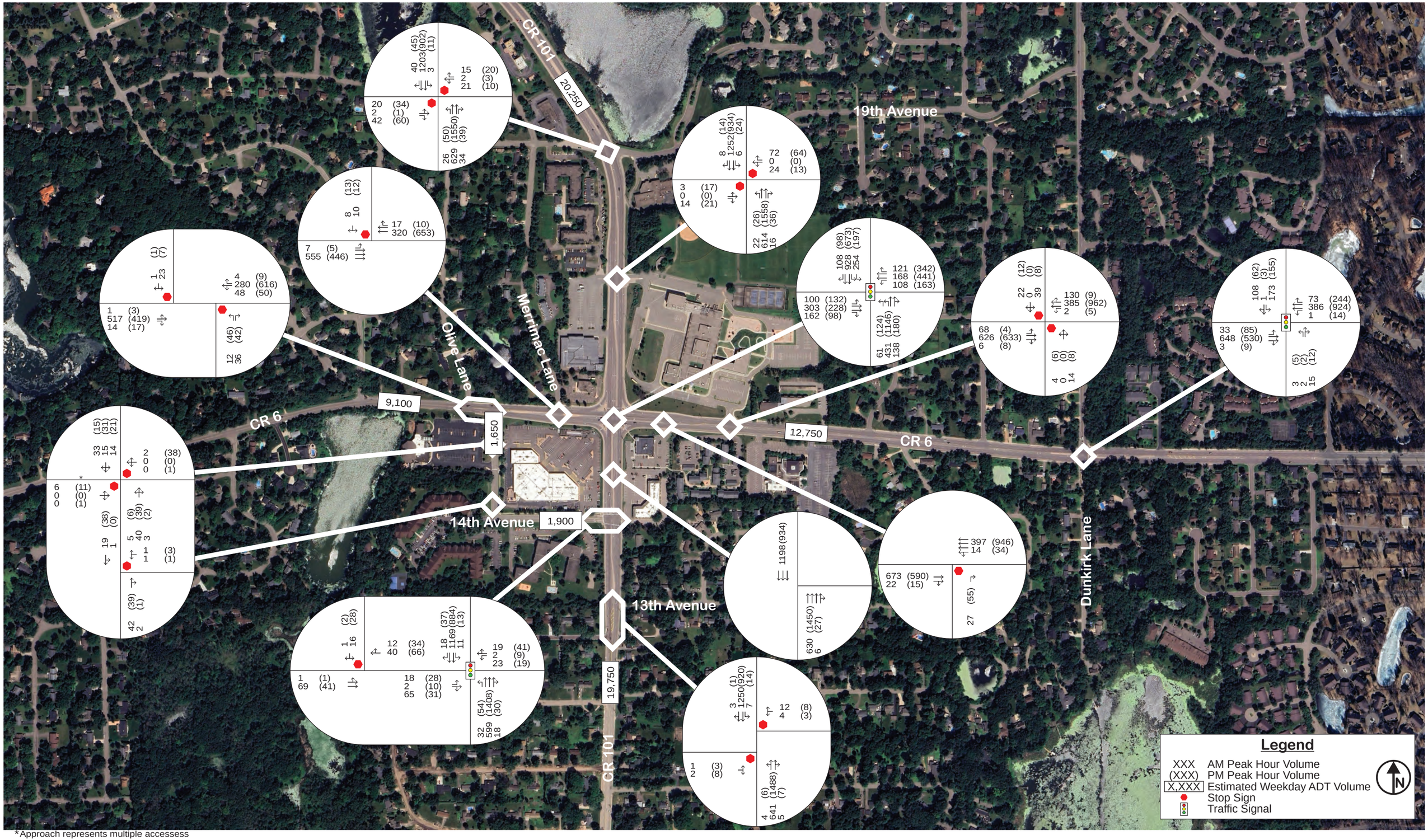
A review of crash and severity rates indicates that the study intersections operate within the normal range for intersections with similar characteristics. Thus, there does not appear to be any safety issues within the study area from a crash frequency or severity perspective. Detailed results of the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

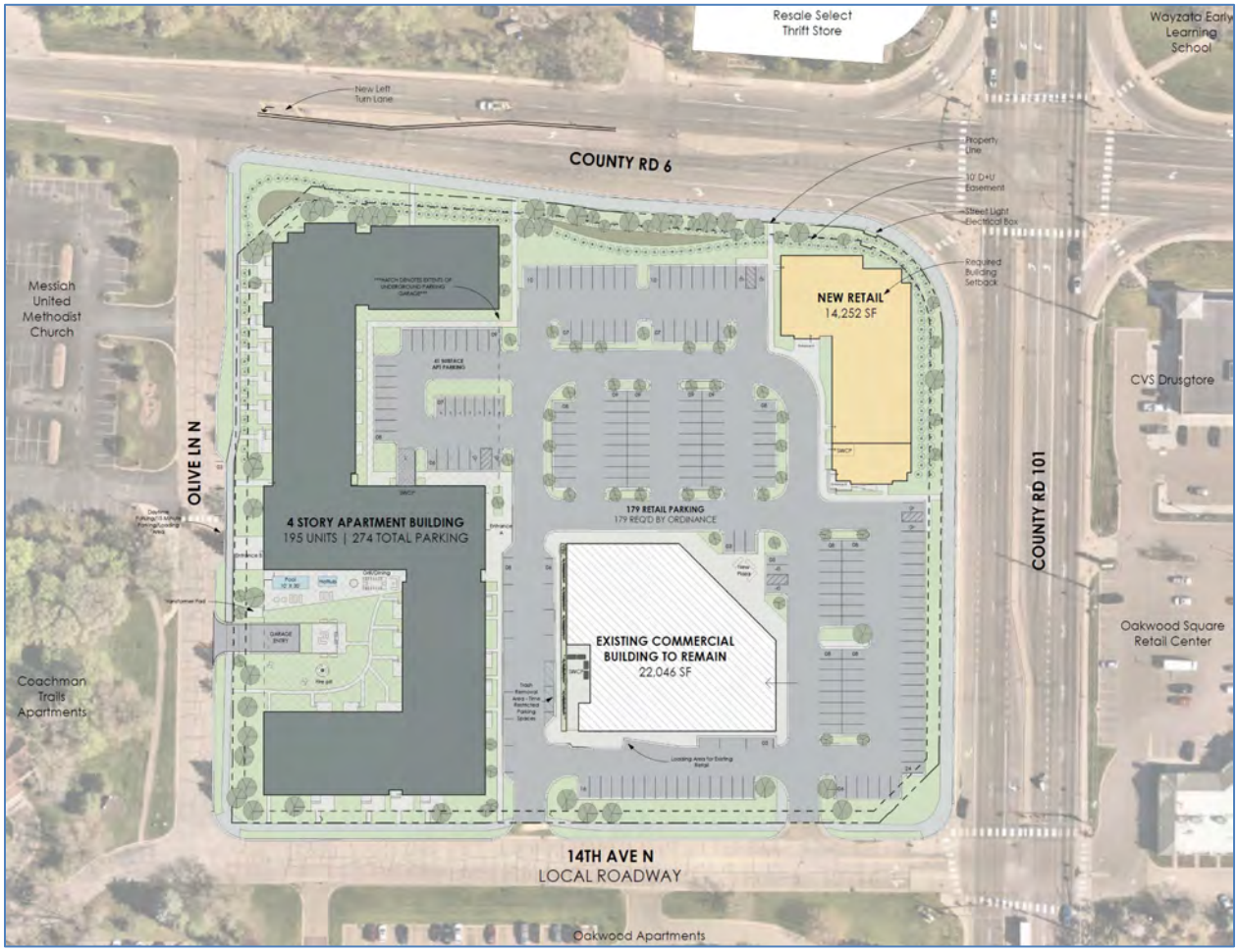
PROPOSED REDEVELOPMENT

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

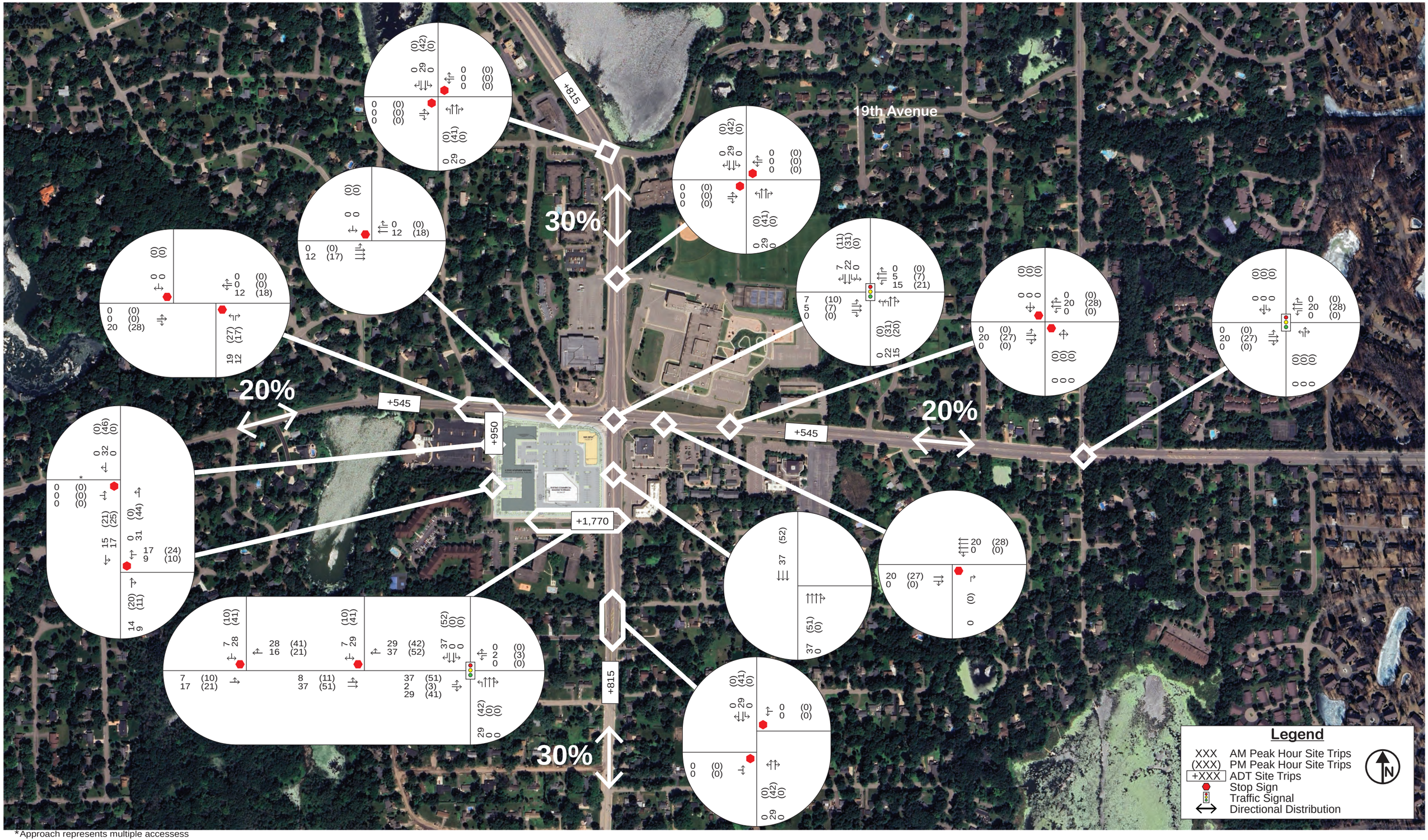
To understand impacts associated with the proposed redevelopment, a future year 2030 and year 2040 intersection capacity analysis was completed with and without the proposed redevelopment. No transportation network changes were included under the no-build condition; the build condition included a westbound 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.

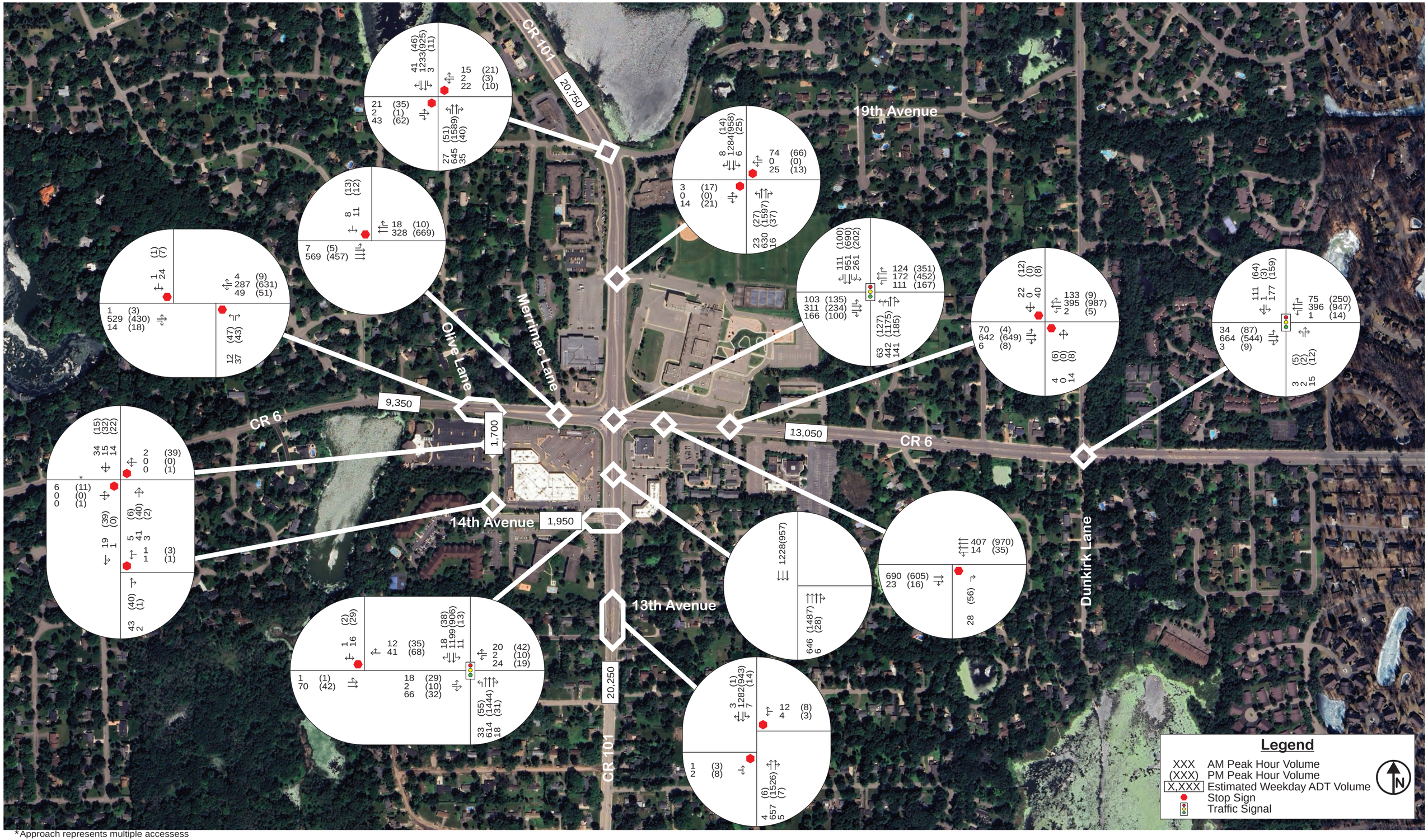


*Approach represents multiple accessess

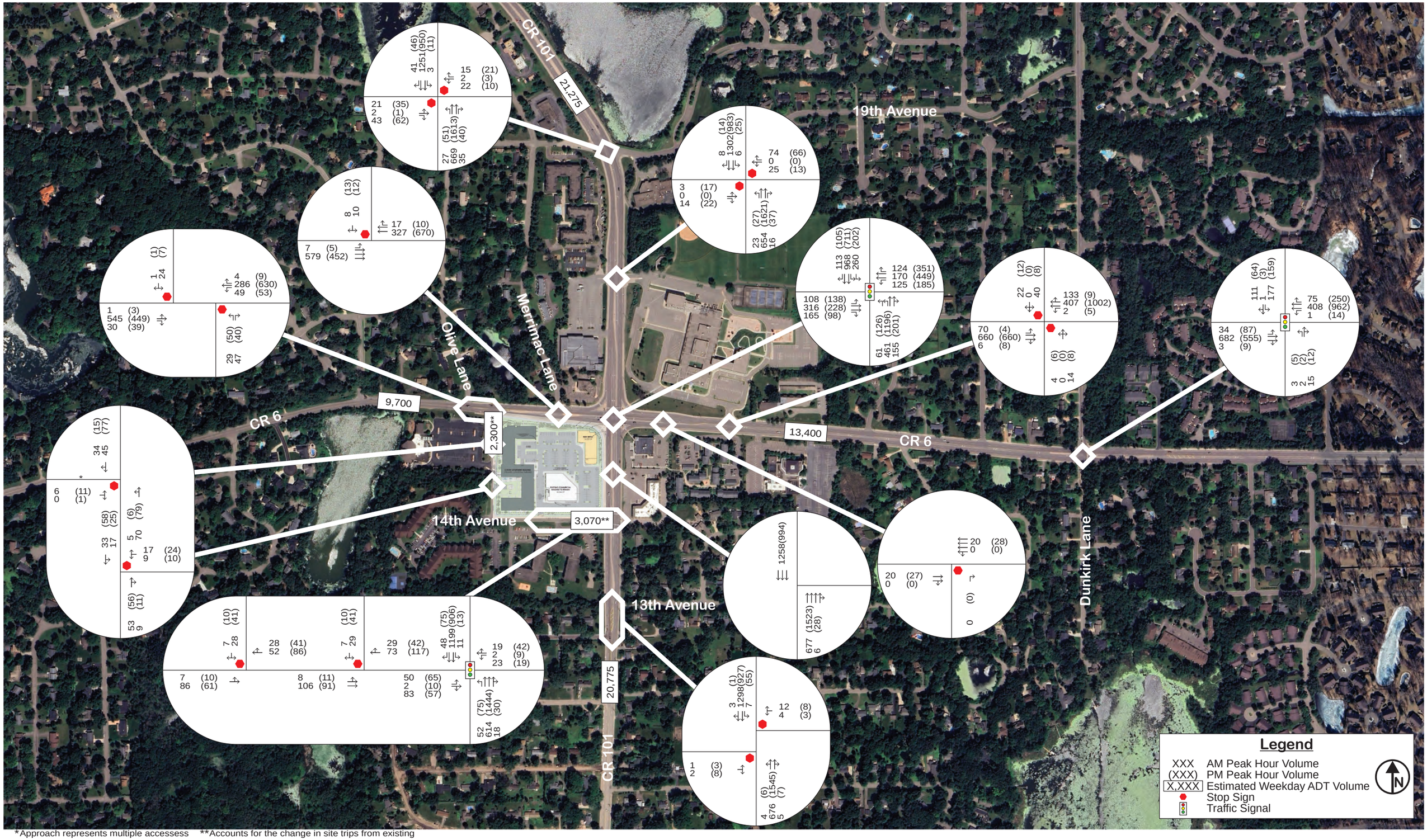
Site Generated Trips

Plymouth Plaza Redevelopment Traffic Study

Figure 4



*Approach represents multiple accessess



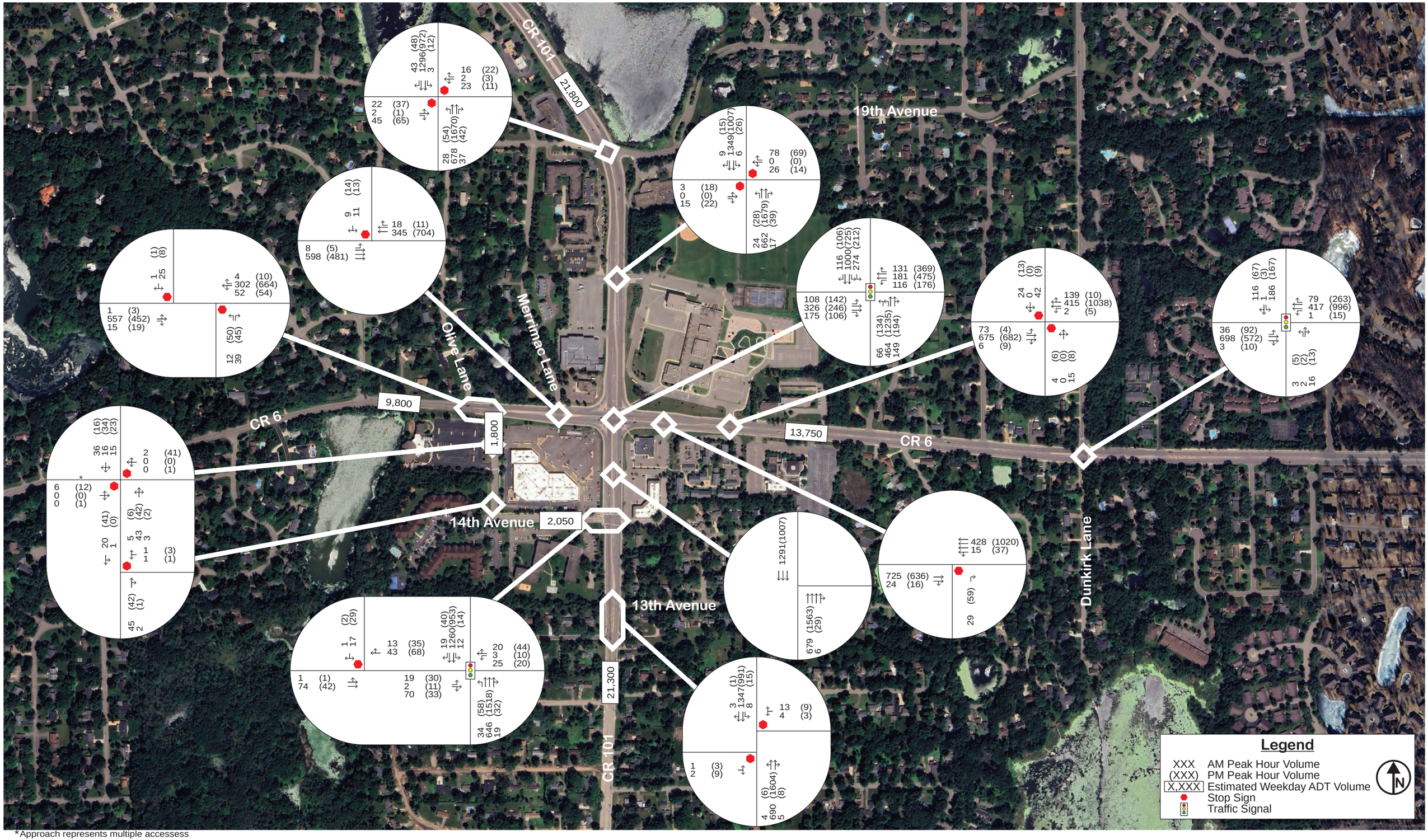
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TC^2

Year 2030 Build Conditions

Plymouth Plaza Redevelopment Traffic Study

Figure 5B

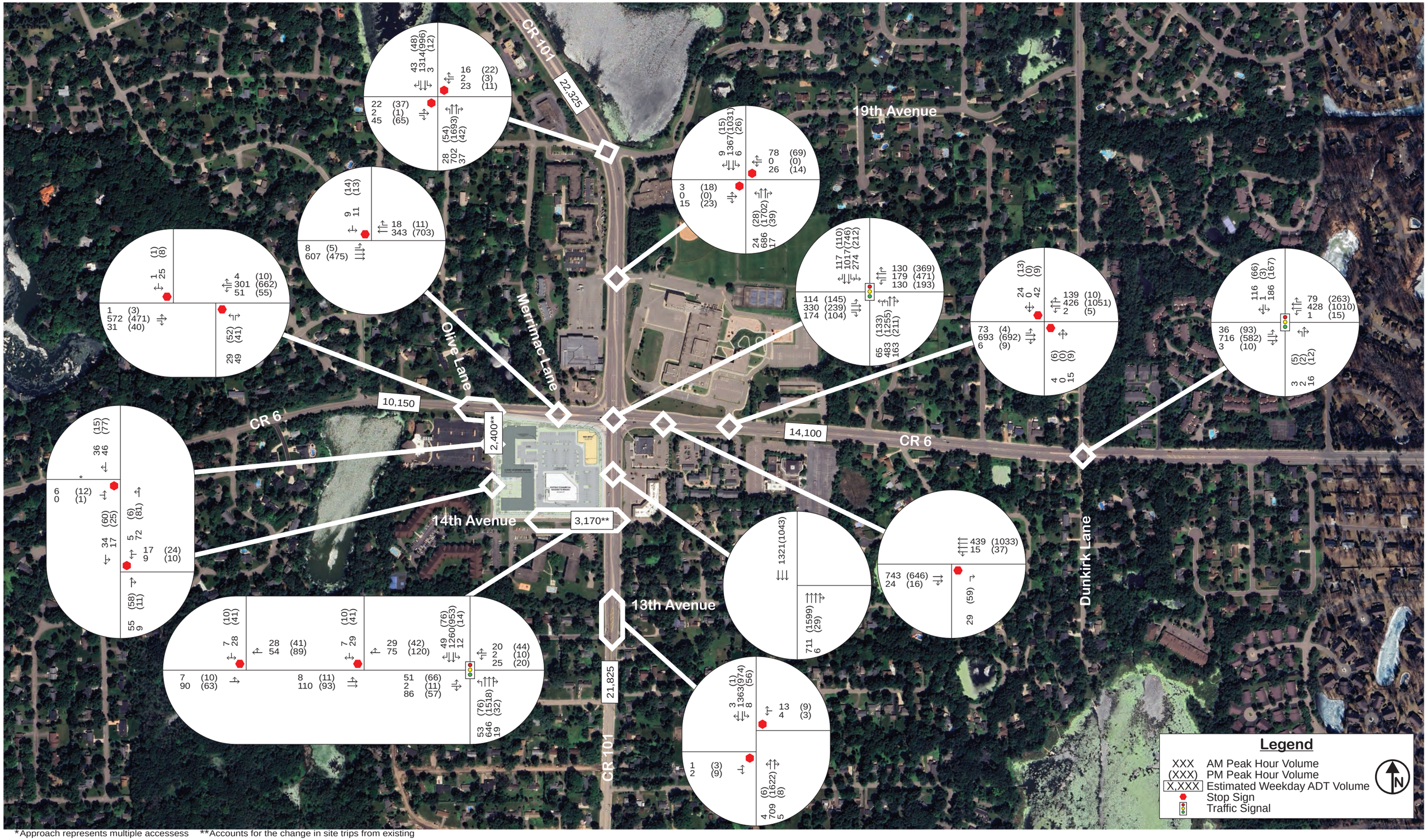


*Approach represents multiple accessess

Year 2040 No Build Conditions

Plymouth Plaza Redevelopment Traffic Study

Figure 6A



*Approach represents multiple accessess **Accounts for the change in site trips from existing

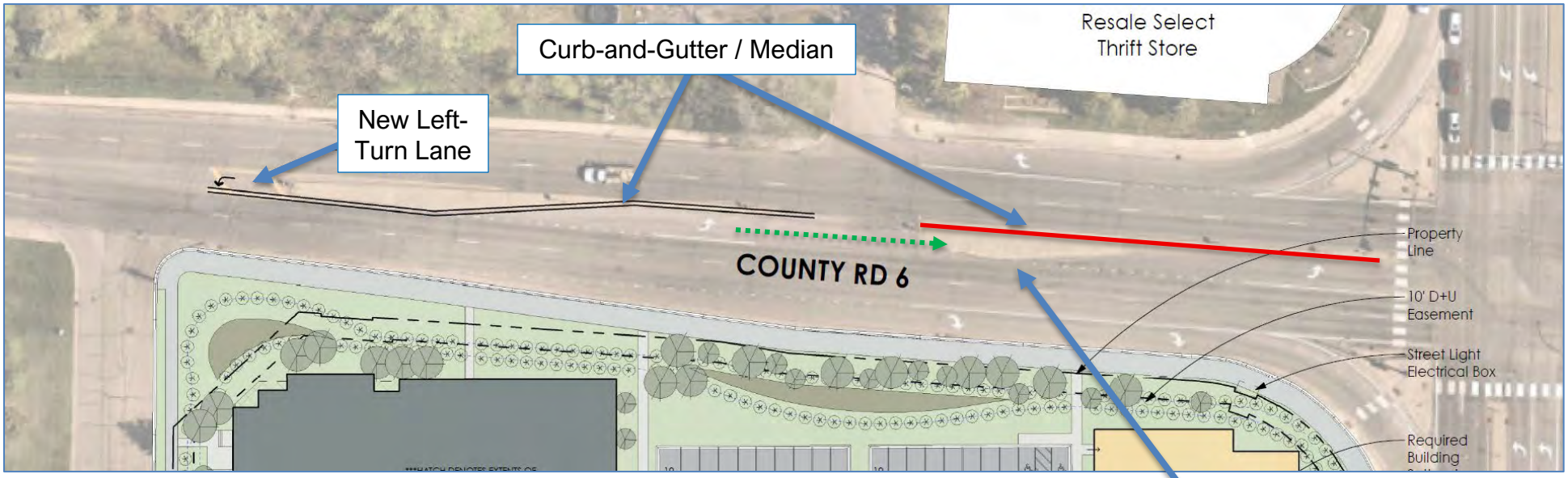
TC^2

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*

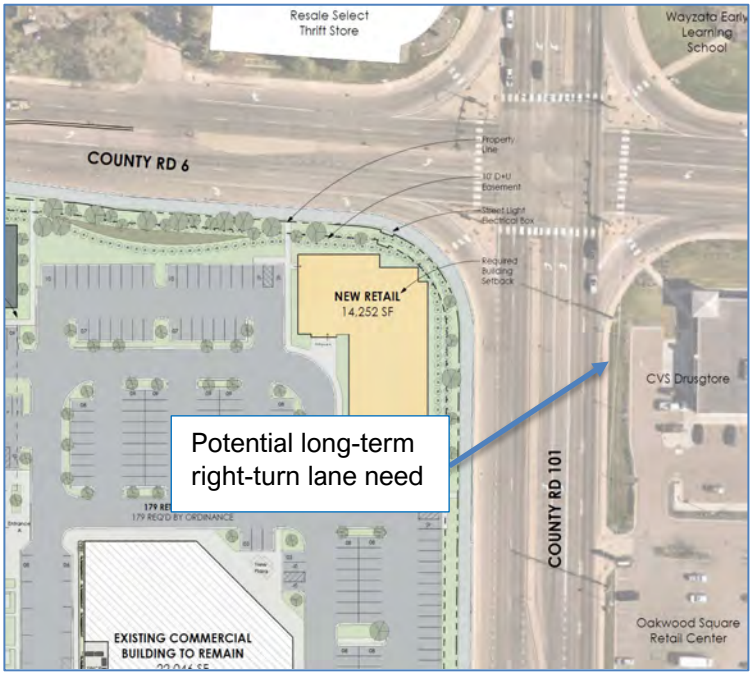
Table 3 Future Intersection Capacity Analysis Summary

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

Plymouth Plaza Redevelopment Traffic Study 9/9/2025

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).

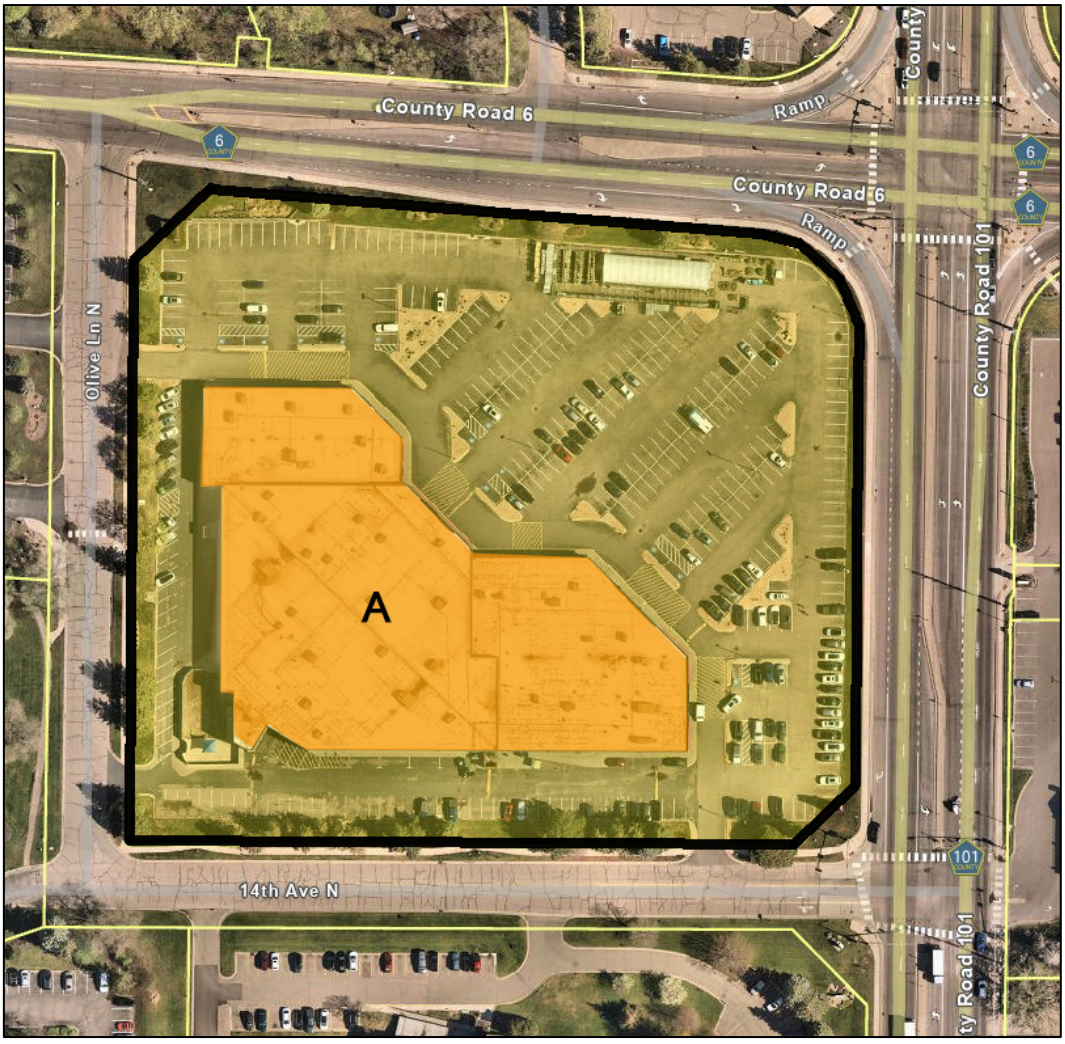


Diagram 1

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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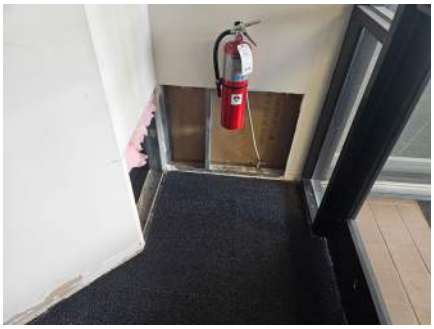
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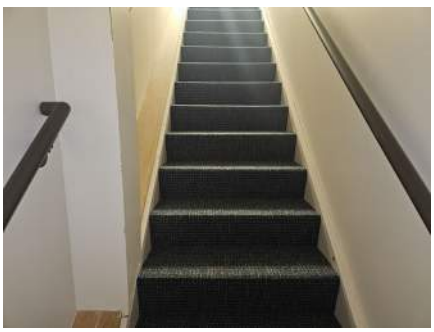
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1455 County Road 101 Redevelopment TIF District | Parcel A



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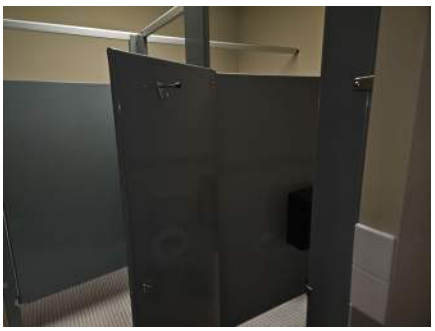
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1455 County Road 101 Redevelopment TIF District | Parcel A



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1455 County Road 101 Redevelopment TIF District | Parcel A



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1455 County Road 101 Redevelopment TIF District | Parcel A



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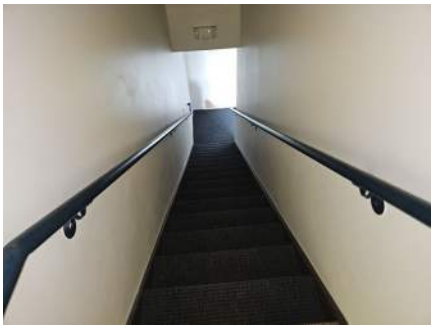
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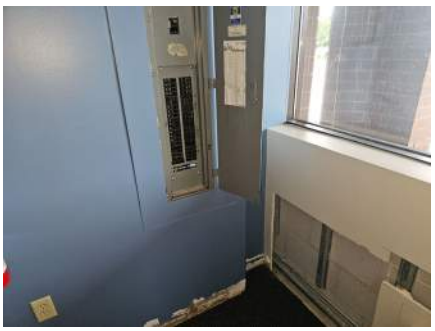
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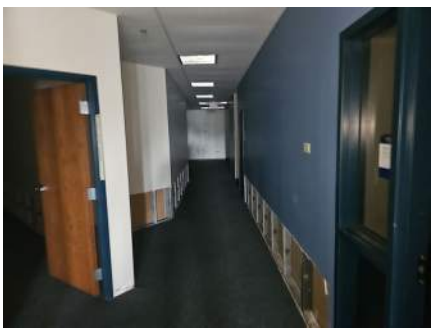
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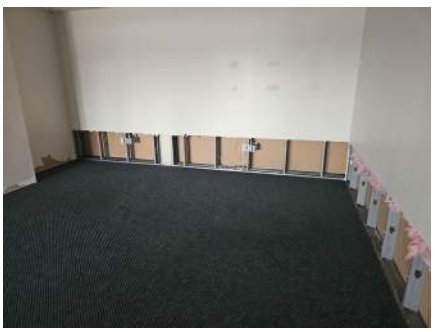
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1455 County Road 101 Redevelopment TIF District | Parcel A



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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.

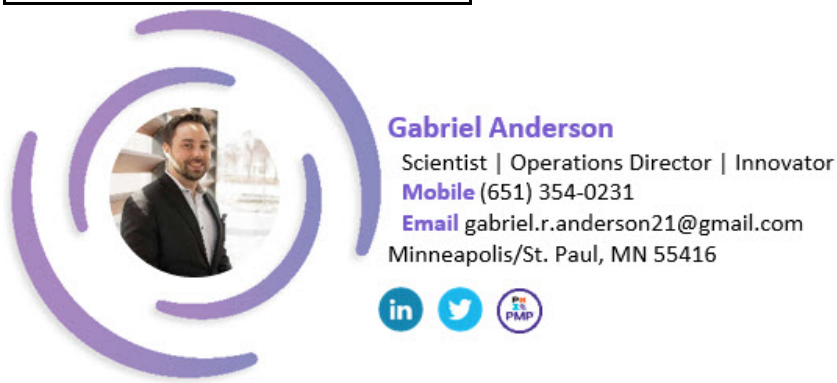
Beyond traffic, I am also worried about the broader implications for our community's character and home values. New high-density developments can sometimes lead to short-term disruptions that affect property desirability, though studies suggest that well-planned projects may ultimately support higher 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



From: Webmail - Planning
Sent: Wednesday, October 15, 2025 8:14 AM
To: Lori Sommers
Subject: FW: Project at County Rd 6 & Hwy 101

Jennifer Harmer | **Permit Technician**
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447
www.plymouthmn.gov

From: Peggy Fairbourne <peggyfairbourne@gmail.com>
Sent: Wednesday, October 15, 2025 12:33 AM
To: Webmail - Planning <planning@plymouthmn.gov>
Subject: Project at County Rd 6 & Hwy 101

External email
First time sender

> You don't often get email from peggyfairbourne@gmail.com. Learn why this is important

Hello City Planners,
I am writing to express concern over the proposed apartment building at County Rd 6 & Hwy 101. We have lived near that intersection since 1978 and have raised our children at Oakwood Elementary. It is unreasonable to have five buildings with dense housing near a single intersection placing stress on the schools in that area. We have always been grateful that Plymouth was so responsibly managed and now surprised that this would even be proposed. Stores/businesses on that piece of property would be much more valuable to the local residents. That corner has an enormous amount of traffic at present, so please don't add to it with an apartment building.
Sincerely,
Peggy Fairbourne

From: Dave Callister
Sent: Monday, October 13, 2025 11:43 AM
To: Lori Sommers
Subject: FW: Objection To Redevelopment at 101 and County Road 6

FYI

Dave Callister | City Manager
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447
Phone: 763-509-5301
www.plymouthmn.gov

Plymouth, Minnesota | Adding Quality to Life

From: Phyllis McDonald <phyllis.mcgreevy@gmail.com>
Sent: Friday, October 10, 2025 8:11 PM
To: Council Members <council@plymouthmn.gov>
Subject: Objection To Redevelopment at 101 and County Road 6

External email
First time sender

> Some people who received this message don't often get email from phyllis.mcgreevy@gmail.com. Learn why this is important

Hi,

I live off of County Road 101 near 6 and 101 and wanted to express my opposition to the proposed redevelopment plan.

There is already heavy traffic - especially on county road 101. Turning into/out of my driveway is frequently difficult. Additional units will only worsen the problem. There are many neighborhoods and driveway off both 101 and 6 in that immediate area that would be affected.

I also know that the schools nearby are struggling with increased enrollment. Just last year they had to re-district.

Was a Traffic Impact Study done with the proposal? Is it possible to see this?

I also use Northwest Family Clinics which I understand would be in the destroyed portion of the building. That is a valuable resource to many nearby residents.

Since I can't make the meeting on the 15th, I just wanted to send a quick email with my thoughts.

Thank you,

Phyllis McDonald

Outlook

FW: Plymouth Planning Commission

From Webmail - Planning <Planning@plymouthmn.gov>
Date Thu 10/16/2025 8:33 AM
To Sophia Kucera <skucera@plymouthmn.gov>

Jennifer Harmer | **Permit Technician**
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447
www.plymouthmn.gov

From: John Verplank <verplank@gmail.com>
Sent: Wednesday, October 15, 2025 8:27 PM
To: Webmail - Planning <planning@plymouthmn.gov>
Subject: Plymouth Planning Commission

External email

First time sender

[You don't often get email from verplank@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Greetings,

Regarding the Plymouth Plaza, my wife and I attended the meeting this evening.

While we appreciate the potential developer trying to refresh the site, the building is WAY too tall. It should also meet the setback requirements. I'd suggest if approving, a max of two stories, to fit in the neighborhood.

It would be nice if the architecture design matched a higher end exterior finish and people's front yards weren't sticking out to Olive lane. The proposed structure looks like a box with no roof. County road six is a nice entry into Plymouth, and leads into some very nice neighborhoods, and it's

Sincere thanks for your considerations on reducing this space to two stories, and adding more architecture.

John Verplank
612-396-5484

Dear Members of the City Council, October 27, 2025

I am writing to share our thoughts on the proposed Plymouth Plaza Redevelopment project involving a 4-story apartment complex in our neighborhood. We appreciate the city's efforts to invest in housing and revitalizing underutilized spaces, and we are not opposed to redevelopment in principle. However, we do have concerns about the scale of the current proposal and its potential impact on the surrounding area. We believe this particular project raises several concerns that should be addressed before moving forward.

Scale and Character of the Neighborhood: The proposed height and density of the complex are incompatible with the existing character of our community, which is primarily composed of single-family homes, low-rise buildings, and smaller apartment buildings hidden by mature trees. A 4-story structure would dramatically alter the visual landscape and disrupt the architectural harmony.

Need for Street-Level Visuals: I've been reviewing the renderings for the proposed 148-foot apartment building and appreciate the effort that's gone into visualizing the project. However, we have a few concerns and requests regarding the accuracy and completeness of the drawings. We noticed that most of the renderings are presented at angled or aerial perspectives. While these are helpful for understanding the overall layout, the angled drawings do not adequately convey the building's scale.

The proposed 4-story complex would dramatically alter the streetscape and overshadow nearby residences and businesses. To better understand the visual impact, we respectfully request the contractor provide the City Council street-level elevation drawings. The current angled drawings do not adequately convey how the building will appear from the perspective of pedestrians and drivers, nor how it will integrate with the existing environment.

Additionally, to better understand the building's impact from all angles, we request street-level elevation drawings from each cardinal direction—North, South, East, and West. These views are essential for evaluating how the structure will appear from various vantage points and how it integrates with neighboring properties and streetscape, and for communicating its scale to community members and city officials.

Concerns About Business Displacement: Another significant concern is the potential displacement of existing businesses currently operating on the proposed development site. Many of these businesses have served the community for years and contribute to the local economy and neighborhood identity. With the planned upgrades and increased property values, there is a real risk that lease rates will rise substantially as developers

seek to recoup their investment. This could force long-standing tenants to relocate or close altogether, disrupting livelihoods and eroding the character of our commercial district. We urge the council to consider protections or incentives that preserve these businesses and ensure that development does not come at the cost of community stability.

Renderings of Trees: Another observation is the scale of the trees depicted in the contractor's renderings. In the current drawings, the trees appear disproportionately large compared to the proposed 148-foot-tall building, which can mislead viewers about the true visual impact of the development.

In particular, we noticed that some renderings depict trees in the background that appear to tower over the building. Given that the proposed structure is 148 feet tall, these trees would have to be greater than 200 feet in height—far beyond the scale of any urban or suburban tree. This creates a misleading impression that the building is smaller and more proportionate to its surroundings than it actually is. For transparency and accurate public understanding, we respectfully request updating current renderings to depict trees and other contextual elements at a true scale.

Traffic and Parking Impact: An influx of new residents will inevitably increase traffic congestion on already busy streets. Parking availability is already limited, and the proposed complex does not appear to provide sufficient off-street parking to accommodate its residents and visitors.

Request for Apartment Size Reduction: To better align with the character of our neighborhood, we respectfully request that the proposed apartment complex be reduced from four stories to three. A three-story structure would still provide valuable housing while minimizing visual disruption and preserving the scale and feel of our community. This reduction would also address our concerns stated here and at previous meetings.

Conclusion: We appreciate your attention to these concerns and your commitment to thoughtful urban planning. We believe that with a few adjustments, this project can benefit both new residents and the existing community. Thank you for your time and consideration.

Sincerely,

Jon Jorgensen

Example comparison photo of the four-story apartment complex, next to one-story business mixed with new and mature trees.



From: Julie Pointner
Sent: Thursday, November 6, 2025 4:25 PM
To: Grant Fernelius; Lori Sommers
Cc: Dave Callister
Subject: Fw: Concerned about proposed Plymouth Plaza Redevelopment plan

Follow Up Flag: Follow up
Flag Status: Completed

FYI

From: Kris Tomes <kvtomes@gmail.com>
Sent: Thursday, November 6, 2025 4:22:32 PM
To: Jeffry Wosje <jwosje@plymouthmn.gov>; Clark Gregor <cgregor@plymouthmn.gov>; Joel Spoonheim <jspoonheim@plymouthmn.gov>; Julie Pointner <jpointner@plymouthmn.gov>; Scott Aldrich <saldrich@plymouthmn.gov>; Julie Peterson <jpeterson@plymouthmn.gov>; Kimberly Nelson <knelson@plymouthmn.gov>
Subject: Concerned about proposed Plymouth Plaza Redevelopment plan

External email
First time sender

You don't often get email from kvtomes@gmail.com. Learn why this is important
Greetings Mayor Wosje and Plymouth City Council members,

As a Plymouth resident in the surrounding neighborhood, I am concerned about the proposed Plymouth Plaza Redevelopment plan. I believe with proper adjustments a redevelopment plan could be implemented, but in its current state it does not benefit the Plymouth community.

1. **The proposal strays from the original goal of creating middle income housing.** Originally, this plan was targeted at middle income renters (80% median income), which is a missing facet of Plymouth housing. However, as you know, Marco McLane Development and Mithun Cos. recently updated their proposal to greatly minimize this to a mere 20% of apartments (targeting income renters of 60% median income). The remainder of apartments would be rented at high rates, perpetuating the unaffordable housing options in Plymouth. This directly goes against the goal of building more affordable housing for Plymouth renters and does not serve the community. I encourage you to only fund and approve projects that clearly meet city goals.

2. **The proposal does not implement traffic safety and management improvements.** The location of the proposed redevelopment is a high traffic area with

many existing traffic issues. It is incredibly difficult to enter or exit County Rd 101 at the stretch of road directly next to and south of the proposed site. It is additionally difficult to turn left out of Oliver Lane onto County Rd 6, as there is no traffic light, and traffic approaches rapidly from either direction. Retaining current business traffic and adding traffic for residents of 193 more apartments without making improvements to traffic safety and management is a grave mistake that I fear will result in additional vehicle and pedestrian accidents and injuries. I encourage the council to pursue a traffic study and develop improvement proposals before moving forward with the Plymouth Plaza Redevelopment plan.

Due to these concerns, I encourage you to vote "No" on the proposal at your upcoming city council meeting on November 25. Further discussions and adjustments need to be made to make this a viable redevelopment plan that serves the community of Plymouth, not simply maximizing the developer's profits while ignoring traffic safety concerns.

Thank you,

Kris Tomes
Ward 2 Plymouth resident

From:	The Porters
To:	Council Members
Subject:	Request to Pause Approval of Proposed 6 & 101 Development Until Traffic Mitigation Is Addressed
Date:	Wednesday, November 5, 2025 7:21:51 AM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from theporters1210@gmail.com. Learn why this is important

Dear City Council Members,

I am writing as a Plymouth resident with concerns about the proposed 4-story apartment development at County Road 6 and Highway 101.

Since moving to Plymouth in May, I've already experienced significant congestion in this area due to the Frick's Garden reconstruction project. While I understand that project is intended to improve the community long-term, the ongoing construction has already created noticeable delays, detours, and safety concerns when entering or crossing the intersection. Adding a new development projected to increase traffic by nearly 170%—before current disruptions are even resolved—would compound an already challenging situation.

According to the city's traffic study, this project would reduce the intersection's performance to a Level of Service D, which is essentially a failing condition. This affects not only daily commutes, but also emergency response times, pedestrian safety, and access for local businesses and residents.

I want to be clear that I am not opposed to development or improving the community. However, approving this project without first implementing a strong, realistic traffic mitigation plan would negatively impact current residents and strain an intersection that is already under temporary stress.

I respectfully request that the Council pause approval of this project until a comprehensive traffic solution is finalized and communicated publicly. Additionally, scheduling key meetings during MEA break and Thanksgiving week has made it difficult for many residents to engage—community input should be accessible, not incidental.

Plymouth is known for thoughtful growth and planning. Ensuring traffic concerns are addressed before moving forward will uphold that standard.

Thank you for your time and service to our Community.

Sincerely,

Andrew & Jaclyn Porter

Queensland neighborhood

From: Barbara Throldahl
To: Council Members
Subject: 6 & 101 project
Date: Friday, November 7, 2025 1:25:15 AM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

[Some people who received this message don't often get email from barbara_throldahl@comcast.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

I do not support the proposed apartment project on 6 and 101. The traffic is terrible already and will only get worse. It needs to be addressed and amended before increasing the density of families in this area. We have lived here 20+ years and the traffic has increased considerably. To add hundreds more cars and people in this area is a detriment. i do not approve of this project without the city making improvements for the anticipated extra traffic that will result.

Barbara Throldahl

From:	Christine Froehle
To:	Council Members
Subject:	Plymouth Plaza development
Date:	Friday, November 7, 2025 8:05:05 PM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from christinefroehle@msn.com. Learn why this is important

Dear Council Members:

I first learned about the proposed redevelopment of Plymouth Plaza in May, when I mentioned the project to neighbors, not even one had heard of it.

I think with something of this scale, more people should be aware. I hope you know how awful the traffic is on 101, especially South of County Rd. 6. Have these folks been informed of what's potentially coming? It's practically a hazard to get out of those neighborhoods and onto 101 at certain times of the day.

I suspect you will have a lot of angry constituents if this goes through.

Please give this project serious thought before passing it. I think we need answers to how this will impact an already high traffic area and solutions to said traffic before moving forward.

Sincerely,
Christine Froehle

From: Dennis McGreevy
To: Council Members
Subject: Plymouth Plaza Redevelopment
Date: Thursday, October 30, 2025 2:34:49 PM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from denny.mcgreevy@gmail.com. Learn why this is important

Dear Ladies and Gentlemen,

I am writing today to voice my opposition to the proposed project for county rd. 6 & 101. There are plenty of apartments already. There is plenty of car traffic already. Home value in the surrounding neighborhoods will decline and quality of the area will be greatly diminished. Scrap the proposal.
Thank you,

Dennis E McGreevy
18505 County Rd 6,
Plymouth, MN 55447

From: Donna Skoglund
To: Council Members
Subject: 101 & Cty Rd 6 Apartment Proposal
Date: Wednesday, November 5, 2025 11:29:50 AM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

[Some people who received this message don't often get email from donna.skoglund@me.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Council members,

The last thing Plymouth needs is another apartment complex, period.

Please spend your time working on worthwhile initiatives!!

Sent from my iPhone

From:	Eric Peterschmidt
To:	Council Members
Subject:	Proposed Housing at CR 6 and 101 in Plymouth
Date:	Friday, November 7, 2025 11:45:42 AM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from eric.peterschmidt@tightknit.com. Learn why this is important

Please slow this down. More traffic research is needed. Last year my wife was hit by a car going west on CR6 while she was stopped at a stop sign waiting to turn left from Olive Lane to east bound CR6. Her car was totaled, and she was fortunate to have only minor injuries. This intersection is already very busy. Please, no more density in an already dense neighborhood. We don't need it or want it.

Did I hear correctly too, that the public meetings to discuss were (1) MEA weekend and (2) Thanksgiving week? We are out of town for both of those (as are many other people).

Eric T. Peterschmidt
2110 Shadyview Ln N, Plymouth, MN
C – 612.281.5017

From: Katy Beste
To: Council Members
Subject: Traffic at 6 and 101
Date: Thursday, November 6, 2025 7:32:23 PM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

[Some people who received this message don't often get email from kmbeste@aol.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Please look at the proposed buildings at 6 and 101- the traffic has increased tremendously this last year. You already have 5 apartments buildings in that area. Please move it farther north and west!
Longtime resident
Kathryn Beste
Sent from my iPhone

From: Kerry Harvey
To: Council Members
Subject: City. Rd. 6 & 101 proposed apartments
Date: Thursday, November 6, 2025 10:07:57 PM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from kcharvey@outlook.com. Learn why this is important

Please vote NO. I'm a senior citizen who uses that intersection multiple times daily and I have encountered several traffic problems and near misses in the past several months.

We do not need any increase in traffic in this area. It's already out of control.

Thank you for hearing us,
Kerry and Wendell Harvey

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

From: Kris Pope
To: Council Members
Subject: Redevelopment at 6 & 101
Date: Tuesday, November 4, 2025 10:07:34 PM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

[Some people who received this message don't often get email from kris.pope@comcast.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Please reconsider putting an apartment complex in this redevelopment. It is hard enough turning out onto 6 towards 101 for the Imperial Hills neighborhood, and adding all those extra cars will make it a nightmare. The 6& 101 intersection is also bad right now and again, adding all those extra cars is multiple accidents waiting to happen. People drive horribly now with little regard for traffic laws I can't imagine how bad it will be if you approve these apartments.

We need something in the old Country Store space, but I don't think we need more apartments in the area.

Kris Pope
612-743-6949
Sent from my iPhone

From:	Louise Engel
To:	Council Members
Subject:	Proposed apartment building at 6 and 101
Date:	Wednesday, November 5, 2025 9:05:53 AM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

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External email

First time sender

[Some people who received this message don't often get email from louiseengel16@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Plymouth City Council,

Please solve the looming problem of increased traffic at the intersection of County Roads 101 and 6 BEFORE approving the construction of the 4 story apartment building at that intersection.
It it's present configuration County Road 6 is only one lane driving from the west until it reaches Messiah Methodist Church where it becomes 2 lanes. During busy times in the morning and evening, traffic will be backed up for a looooong way.
Those of us for whom County road 6 is our only means of access to main roads, (and there are many of us) will be stuck in a traffic jams daily.

Louise Engel.
Sent from my iPhone

From: Mary Husak
To: Council Members
Subject: County roads 101 and 6
Date: Wednesday, November 12, 2025 12:19:20 AM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from husmk29@gmail.com. Learn why this is important

I'm not in favor of the possibility of an apartment bldg built at 6 and 101 The traffic is horrendous There's cars speeding on 6 and 101 Cars that want to access 6 turn left at 14th then turn right on Olive to avoid the light at 6 and 101 Once the turn is made on 14th the speeding starts and continues on Olive I've talked to police about it and they make excuses and blow me off Also I read that there is no outside area for dogs and kids Where I live there's enough kids and dogs using the provided facilities for tenants only Literally your slamming lots of bldgs into a small area What galls me is people making decisions about my area who don't live here who probably haven't talked to people who will be directly impacted and don't care how your decisions are going to impact people who live close by My opinion it all boils down to money bringing more money into Plymouth I live in a nice quiet area and I want to keep it that way I vote no way

From:	Christine Eid and Scott Schwantes
To:	Webmail - Planning; Council Members
Subject:	Letter in Opposition of Plymouth Plaza Redevelopment
Date:	Sunday, November 16, 2025 3:35:43 PM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from scottchristinefamily@gmail.com. Learn why this is important

Dear Mr. Wosje and Council Members:

We are Plymouth residents residing near the intersection of County Road 6 and Ferndale Road North in Plymouth, Minnesota, and respectfully submit this letter in opposition to Mithun Companies/Marco McLane Development's (the "Developer") application for the redevelopment of Plymouth Plaza (the "Project"). The Project is not appropriate for the area, is inconsistent with the deliberate planning for this location as reflected in the existing Comprehensive Plan and zoning code, and will worsen already-significant safety concerns for nearby residents and the students of the adjacent elementary school. We urge the Council to use common sense, to exercise its lawful discretion to protect the safety and welfare of its residents, and to deny approval of the Project.

By way of background, in 2021 we moved to Plymouth from an urban neighborhood because we sought a calmer and safer environment for our family than we previously experienced in an overbuilt urban setting. We have greatly enjoyed the nearly five years we have lived in Plymouth; however, the existing excessive speeds, high traffic volumes, and overall safety issues at the 101 & 6 intersection remain an exception. We regularly travel through this area and consistently encounter careless drivers, excessive speeds, and congestion—issues that are compounded by many children riding bikes or walking to school in the vicinity. This intersection and the surrounding area simply cannot absorb an additional 195 units in a large residential complex that is entirely out of scale with its surroundings.

The City Council must deny the Developer's application because the Project is inconsistent with both the Comprehensive Plan and the existing zoning. Under Minnesota law, amending the Comprehensive Plan and changing a zoning classification are quasi-legislative decisions within the City Council's discretion. The Council must reject an application for a Comprehensive Plan amendment or rezoning if approval would be detrimental to the public health, safety, morals, or general welfare. Minnesota law also provides that the original zoning classification of a property is presumed to be well-planned and intended to remain relatively permanent. The burden rests on the property owner to show either a mistake in the original zoning or that the character of the neighborhood has changed so significantly that the property can no longer be reasonably used under its current classification. Sun Oil Co. v. Village of New Hope, 220 N.W.2d 256 (Minn. 1974).

The Comprehensive Plan does not guide the subject property for multifamily development; it is guided for neighborhood commercial use. Amending the Comprehensive Plan would be an extreme, unnecessary, and ill-advised measure, especially given the considerable time, deliberation, and community input that went into developing the binding Comprehensive Plan. Likewise, the existing zoning does not permit residential uses. While we agree that this corner is

due for improvement, it must remain commercial—ideally retail. There is a shortage of retail in this area, and the Twin Cities currently has one of the lowest retail vacancy rates in the nation. Yet the Developer proposes reducing the existing commercial space from 74,742 square feet to only 14,238 square feet. This drastic reduction contravenes the City's thoughtful planning for this corner and does not serve the community's needs. The current property owner has not invested the diligence or planning necessary to maintain a successful commercial center. As a matter of policy, the City Council should not reward this neglect by modifying the underlying land-use controls to accommodate a redevelopment that is unlawful under the existing code.

Further, the Developer appears to rely on the Planned Unit Development (PUD) process as a means of avoiding compliance with the existing zoning code. This is not the purpose of a PUD. The plain language of the City's PUD ordinance is that it is intended to allow flexibility only in appropriate settings and only when the resulting development maintains or enhances compliance with the Comprehensive Plan. The PUD provisions make clear that flexibility is permitted to improve site design, preserve natural features, provide meaningful transitions between land uses, and allow for mixed uses that otherwise could not be accomplished under conventional zoning—not to authorize incompatible land uses or to override the City's long-range land-use planning. The PUD process requires developments to incorporate design elements that exceed City standards to offset any variations, to protect health and safety, to maintain or improve public streets and utilities, and to ensure appropriate transitions between uses. Here, the Developer's proposal does none of these things. The PUD process cannot and should not be used as a vehicle to circumvent the City's deliberately adopted land-use scheme or to force a large, out-of-scale residential complex into an area that the City has never planned—nor zoned—for multifamily housing.

We further object to the Project because it will exacerbate existing traffic congestion and safety issues. We have reviewed the traffic analysis and believe it is flawed. The report asserts that at peak occupancy the existing commercial development would generate nearly double the daily trips of the proposed Project. However, the report fails to appropriately distinguish between the timing of trips associated with each use. Commercial trips occur throughout the day, whereas the majority of trips for a large residential complex inevitably occur during the morning and evening peak commuting hours—the very times when this intersection already faces its greatest challenges.

For all of these reasons, we respectfully ask the City Council to deny the Developer's requested Comprehensive Plan amendment, rezoning, and PUD application. The Project is inconsistent with the City's long-standing planning, incompatible with the surrounding neighborhood, and detrimental to public safety and welfare. We urge the Council to uphold the integrity of the Comprehensive Plan, require adherence to the zoning code, and protect this community from an ill-conceived and out-of-scale development.

Thank you for your consideration.

Scott and Christine E. Schwantes

From: Scott & Lisa Dattalo
To: Council Members
Subject: 101 & 6 housing project
Date: Thursday, November 6, 2025 5:02:07 PM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

[Some people who received this message don't often get email from sldatt@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

I'm told of a new housing project being considered near the intersection of 101 & cty 6. Personally I've seen and experienced significant traffic issues at that intersection. Without improvements to the flow of traffic, it would be unwarranted and unwise to say the least to increase the levels of traffic in the area. I'm not opposed to the housing, but need to understand how the city intends to improve the safety of the area. It's NOT safe today, and will only get worse with an increase in traffic.

I would ask that the council to please pause or change plans on this project until there is clarity and a good, plausible plan to improve safety of travel in the area. If my limited knowledge of the situation is incorrect, please let me know.

Kindest regards,
Scott Dattalo
Plymouth resident, and one that experiences the traffic challenge daily at the intersection of cty 101, and 6.

From:	Corwin, Tim J
To:	Council Members
Subject:	Intersection of 101 and 6
Date:	Wednesday, November 5, 2025 8:38:52 AM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from tim.corwin@minneapolis.edu. Learn why this is important

Hi,

I just read a post (with pic) of the traffic on Hwy101 near 6. The new 4-story apartment building planned to go at that intersection will greatly add to the traffic there.

An obvious solution is to build a "clover leaf" style, no stopping, then turning on right but yielding in all 4 directions. But that would cost money, of course. In fact, you could do the same thing at Hwy55 and Vicksburg where that traffic is gradually, surely increasing. Probably a few other intersections in Plymouth would fall in this category.

Someone should study this idea and figure out a way to implement it since this impending traffic issue is not isolated to this example. Paying for it can be handled in a variety of ways.

I'm not against this development since it will increase our tax base. But shouldn't be at the expense of neighborhood land owners' time and patience.

Without a solution to this impending traffic jam problem, property values in this area will decline. Imagine going to check on a house to buy within a few blocks of this intersection and spend time waiting to turn onto the street where the house for sale is, then waiting at the intersection at 101 as you leave.

Not going to buy that one.

Tim Corwin
17225 13th Ave N
Plymouth, MN

From: Grant Fernelius
Sent: Monday, November 17, 2025 11:45 AM
To: Lori Sommers; Jennifer Erickson
Subject: FW: 101 apartment complex

FYI regarding Plymouth Plaza. I did respond back to Joel.

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: Monday, November 17, 2025 8:00 AM
To: Dave Callister <dcallister@plymouthmn.gov>; Grant Fernelius <gfernelius@plymouthmn.gov>
Subject: Fw: 101 apartment complex

Good morning.
I'm forwarding since it was sent to individual cc members.

Also...is it true the current proposal does not have any affordability? When did that change?

Joel Spoonheim
City Council Member at large
City of Plymouth, Minnesota
https://www.plymouthmn.gov/

From: Betsy Moore <betsy.s.moore@gmail.com>
Sent: Thursday, November 13, 2025 9:22 AM
To: Julie Pointner <jpointner@plymouthmn.gov>; Julie Peterson <jpeterson@plymouthmn.gov>; Kimberly Nelson <knelson@plymouthmn.gov>; Clark Gregor <cgregor@plymouthmn.gov>; Joel Spoonheim <jspoonheim@plymouthmn.gov>; Scott Aldrich <saldrich@plymouthmn.gov>; Jeffry Wosje <jwosje@plymouthmn.gov>
Subject: 101 apartment complex

External email

Hello councilmembers,

I would like you to reconsider the planned "refresh" of 101 and 6. While I agree the area has long been in need of improvement and would have been a great site for a church, the recent change in design affordable housing makes the traffic increase not worth the trade off.

You all know Plymouth needs affordable housing, especially because the Early Learning School is right there. It has been such a blessing for my developmentally delayed son. While people can pay to send their children, those within the Wayzata district with special needs children can send their children for free. Middle income families are disproportionately affected by neurodevelopmental and early intervention delays as they lack the resources for outside OT and Speech. The Early Learning School provides that for free to those children, but only if people can afford to live in district and we keep pricing them out.

Do not allow this project to go in as planned. Without affordable housing it's another developer taking advantage of Plymouth residents and the city without actually improving the City itself.

Thank you for your consideration.

Betsy Moore
Wayzata Special Education Advisory Council

From: Clark Gregor
Sent: Monday, November 17, 2025 8:43 PM
To: Lori Sommers
Subject: FW: NO to new apartment building proposal on 101 and 6!!

Forwarding for the record

Clark Gregor | City Council Member At-Large
City of Plymouth
3400 Plymouth Blvd.
Plymouth, MN 55447
Phone/text: 763-509-5005

From: Elizabeth Lepage <oconnor.ec@gmail.com>
Date: Thursday, November 13, 2025 at 10:05 PM
To: Kimberly Nelson <knelson@plymouthmn.gov>
Cc: Julie Peterson <jpeterson@plymouthmn.gov>, Scott Aldrich <saldrich@plymouthmn.gov>, Julie Pointner <jpointner@plymouthmn.gov>, Clark Gregor <cgregor@plymouthmn.gov>, Joel Spoonheim <jspoonheim@plymouthmn.gov>
Subject: NO to new apartment building proposal on 101 and 6!!

External email
First time sender

You don't often get email from oconnor.ec@gmail.com. Learn why this is important

I am writing to oppose the proposed four story, 195 unit apartment building on the corner of 101 and 6 in Plymouth. I can't believe this would be approved in our neighborhood. This is directly across from Oakwood Elementary School and this intersection already sees SO MUCH traffic on a daily basis, especially as the traffic comes north from 101 during rush hour.

This building is WAY too tall for our residential area, this is NOT an area of Plymouth that should have this much retail space nor such a massive building. We specifically chose this area of Plymouth because it was quieter, away from the noise of central Plymouth. We all appreciate our older homes and quiet neighborhoods, and deal with too much traffic at that intersection as it is now.

I can believe that the city's own traffic study found the intersection would drop to a Level of Service D if the plan goes through. I can't believe the city of Plymouth would approve such a massive building that is expected to increase traffic by nearly 170% - almost triple what it is now.

I am extremely disappointed in the way this has been handled, setting meetings over holiday breaks to minimize the negative feedback you may receive from neighbors of this project.

I am urging you NOT to let this huge apartment building along with retail space in this area of Plymouth. We do NOT need a refresh, as the Mayor has said. This is the original area of Plymouth that does not need the commercialization and congestion like the other areas of the city. Please consider the reason why we all love this southwest area of Plymouth - the quiet, the neighborhoods that aren't filled with new builds and flashy retail. WE DON'T WANT THIS HERE. Please stop this building from being built.

Elizabeth Lepage
Plymouth Resident
310 Brockton Ln N
612-366-9036

From: Sarah Freitag
To: Council Members
Subject: 4-story apartment complex @ Hwy 6&101 | VOTE NO
Date: Monday, November 17, 2025 6:38:38 PM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from freitagsarah@gmail.com. Learn why this is important

This development for the 4 story apartment complex is not complete - what is the plan to simply handle the increased traffic? Roads are congested and tough to make it to 101 the way it is in the morning! Consider me a Plymouth resident and homeowner that votes NO to this proposal.

Sarah

From: Elaine Manley
To: Council Members
Subject: 6 and 101 apartment
Date: Monday, November 17, 2025 8:59:02 PM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from elainemanley88@gmail.com. Learn why this is important

Dear city council,

I am a resident at 1755 Ranier Ln N in Plymouth. I have four children and work as an educator at West Middle school. Please do not approve this apartment build. I request not only due to the burden of additional traffic to an already busy intersection but as a life long Plymouth resident, parent and public employee in a school district already overburdened. The addition of this apartment complex, in addition to the traffic that it brings, concerns me on two more serious matters: our school system is already suffering and addition of this apartment will bring more students to a system that cannot support them. Plymouth is so overpopulated as it is please do not let another corporation put down roots here to financially exploit our community, residents and future residents. Please just leave our area ALONE!!!! It already takes my kids damn near an hour on a bus home from West Middle school to our home near the proposed build.

Very concerned resident, parent and educator of Wayzata school district.

Elaine Sherwin

From:	Kevin MacIntosh
To:	Council Members
Subject:	Proposed Apartment Development 101 & 6
Date:	Tuesday, November 18, 2025 12:36:37 PM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

[Some people who received this message don't often get email from kevin.macintosh@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Plymouth City Council,

Please add my family to the list of concerned residents regarding the potential impact of the proposed apartment project at southwest corner of county roads 101 & 6.

We are 20+ yr residents of Imperial Hills. While I agree it is in all of our interests to restructure that area, I am concerned about the inevitable impact it will have on an already congested area. I trust the council will take appropriate steps to alleviate that concern?

I look forward to learning more about this, and alternative, options.

Respectively,
Kevin MacIntosh

Sent from my iPad

From: Phyllis McDonald
To: Council Members
Subject: Plymouth Plaza Redevelopment - Vote No To Rezoning
Date: Wednesday, November 19, 2025 1:20:39 PM
Attachments: shield-advisory.png
chevron-light.png

External email

Some people who received this message don't often get email from phyllis.mcgreevy@gmail.com. Learn why this is important

Hi,

As the City Council meeting approaches for the Plymouth Plaza Redevelopment, I wanted to voice my concerns one last time.

This project does not meet the spirit of the 2040 Comp Plan for Plymouth or the classification of Mixed Use development.

- Why is this MXD? Shouldn't it be MXD-R if they want higher residential density?
- A 4-story apartment building is not compatible with adjacent single-family homes, especially when the tallest mass is on the edge closest to those homes.
    - "*Evaluation of building design will be based on the building's relationship to its surroundings"*
    - *"Mixed use developments may provide a transition between low density residential and more intense land uses"*
- The Comp Plan did not identify this area as a change area.
    - *Residents purchased homes with the expectation of the existing zoning*
- Is this a 50/50 balance between residential and commercial?
    - *No single use shall dominate the site*
- The parking lot is large, traffic circulation dominates and the retail is disconnected.

Pedestrians must cross the parking lot to reach anything. And even with all that surface parking, they still don’t have enough parking spaces.

- *To encourage pedestrian movement and reduce impervious surfaces, parking for either residential or non-residential uses should not dominate the site.”*

- The traffic increase will push the intersection toward failure in an area already congested during peak hours. Adding 195 units, plus commercial traffic, service vehicles and delivery trucks will increase delays, turning conflicts, and queue lengths far beyond what the area can safely handle.

Vote NO to rezoning this area. I understand the corner will eventually have to be refreshed, but this is not the right project for this location.

Thank you,

Phyllis

From: Elaine Manley
To: Clark Gregor; Council Members
Subject: Re: 6 and 101 apartment
Date: Wednesday, November 19, 2025 7:56:59 AM
Attachments: shield-advisory.png
chevron-light.png

External email

Some people who received this message don't often get email from elainemanley88@gmail.com. Learn why this is important

Thank you for your communication on this. I respectfully disagree. I don't see that as a benefit to the community or our school system or our neighborhood. Working in the school system, I work with children of all walks to life specifically with behavioral issues. The potential damage that this apartment complex will pose our community is far more than just traffic. This will pose a safety risk to our staff members at Wayzata West, and other students.
Our property taxes are going through the roof to accommodate all the new students in the new schools. Please stop making it worse. If it keeps up, we're gonna be taxed out of our homes and we're all gonna be looking at affordable housing.
On Tue, Nov 18, 2025 at 12:09 PM Clark Gregor <cgregor@plymouthmn.gov> wrote:

> Elaine,
>
> I believe that one benefit of the project would be supporting the affordable housing goals for the community and helping to revitalize that corner where the primary anchor of that mall has been vacant for several years. The proposal has 39 units affordable to people earning up to 60% of area median income.
>
> I know the challenge the schools are facing with the growth not only in Plymouth but the surrounding communities as well. Plus, the continual redrawing of boundaries is a challenge for so many families. One question I will ask the developer is what they expect the demographics of the proposed building to be - families, retirees, young adults, etc. I'm sure they have a sense of the mix and could estimate how many more students they might bring to the district.
>
> Thanks again for your input.
>
> Gratefully,
>
> **Clark Gregor | City Council Member At-Large**
> **City of Plymouth**
> 3400 Plymouth Blvd.
> Plymouth, MN 55447
> Phone/text: 763-509-5005
>
> ---
>
> **From:** Elaine Manley <elainemanley88@gmail.com>
> **Date:** Tuesday, November 18, 2025 at 8:30 AM
> **To:** Clark Gregor <cgregor@plymouthmn.gov>

Subject: Re: 6 and 101 apartment

You don't often get email from elainemanley88@gmail.com. Learn why this is important

Thank you. Will the council be able to specifically lay out how this will help our community? Unless it raises our property values markedly there are no benefits to this project outside the developers wallet. We already expect property increases to accommodate another middle school. It's absurd this is all falling under one district. Our schools cannot manage anymore students.

On Tue, Nov 18, 2025 at 8:19 AM Clark Gregor <cgregor@plymouthmn.gov> wrote:

> Hi Elaine,
>
> Thank you for reaching out and for sharing your concerns—not only as a longtime Plymouth resident and parent, but also as someone working directly with students (including my daughter, a 7th grader at West). I appreciate the perspective you bring.
>
> I've heard from many residents about the traffic challenges near County Road 6 and 101, and I understand how frustrating it is—especially when it affects something as important as your kids' daily commute. I live nearby and drive through that intersection regularly.
>
> You also raise an important point about the capacity of our schools. While the City doesn't control school district enrollment or funding, we do consider the broader impacts of development—including on infrastructure and public services—when reviewing proposals like this one. I'll be keeping your concerns in mind as we evaluate the project.
>
> Thank you again for taking the time to write. Your voice matters in this process.
>
> Best regards,
>
> **Clark Gregor | City Council Member At-Large**
> **City of Plymouth**
> 3400 Plymouth Blvd.
> Plymouth, MN 55447
> Phone/text: 763-509-5005
>
> ---
>
> **From:** Elaine Manley <elainemanley88@gmail.com>
> **Date:** Monday, November 17, 2025 at 8:59 PM
> **To:** Council Members <council@plymouthmn.gov>
> **Subject:** 6 and 101 apartment
>
> Some people who received this message don't often get email from elainemanley88@gmail.com.

Learn why this is important

Dear city council,

I am a resident at 1755 Ranier Ln N in Plymouth. I have four children and work as an educator at West Middle school. Please do not approve this apartment build. I request not only due to the burden of additional traffic to an already busy intersection but as a life long Plymouth resident, parent and public employee in a school district already overburdened. The addition of this apartment complex, in addition to the traffic that it brings, concerns me on two more serious matters: our school system is already suffering and addition of this apartment will bring more students to a system that cannot support them. Plymouth is so overpopulated as it is please do not let another corporation put down roots here to financially exploit our community, residents and future residents. Please just leave our area ALONE!!!! It already takes my kids damn near an hour on a bus home from West Middle school to our home near the proposed build.

Very concerned resident, parent and educator of Wayzata school district.

Elaine Sherwin

From: Webmail - Planning
Sent: Wednesday, November 19, 2025 12:33 PM
To: Lori Sommers
Subject: FW: Plymouth Plaza redevelopment

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

From: Susan Gove <sukago2@gmail.com>
Sent: Wednesday, November 19, 2025 12:28 PM
To: Webmail - Planning <planning@plymouthmn.gov>
Subject: Plymouth Plaza redevelopment

External email

First time sender

> You don't often get email from sukago2@gmail.com. Learn why this is important

Dear planning commissioners,

I have read on the website about the redevelopment plan for the Plymouth Plaza. While I have no objections to the redevelopment, I'm deeply concerned about the road situation. It's a bit difficult to see in the picture, but it looks like the east bound lanes of 6 on the west side will be reduced to one lane. How can that be when it is now 2 full lanes plus 2 turn lanes. As someone who has used this intersection for 40 years, I can not see how this will not cause severe traffic congestion especially in the mornings.

I would greatly appreciate a clarification of the situation if I am wrong. If not, this needs to be addressed.

Thank you,
Susan Gove
18850 9th Ave N

From: The Porters
To: Scott Aldrich
Cc: Council Members
Subject: Re: Request to Pause Approval of Proposed 6 & 101 Development Until Traffic Mitigation Is Addressed
Date: Tuesday, November 25, 2025 2:39:51 AM
Attachments: shield-advisory.png
chevron-light.png

External email

Some people who received this message don't often get email from theporters1210@gmail.com. Learn why this is important

Scott,

Thank you for taking the time to read our message. I do believe this is a matter that concerns the full council. Having to send individual emails to each member instead of keeping everyone on the same thread ends up being a significant waste of time on my end, especially when I am already consolidating all of our thoughts, concerns, and examples into one communication for clarity and consistency.

Given the impact this development will have on Queensland and the surrounding neighborhoods, it seems most appropriate that the entire council remain included in the discussion.

Thank you again for your attention to this matter.

Best,

Andrew

On Mon, Nov 24, 2025 at 20:45 Scott Aldrich <saldrich@plymouthmn.gov> wrote:

> Hi Porter family - Thanks for continuing the conversation on this. Looks like more of a conversation with Julie, but wanted to respond to let you know I read it.
>
> **Scott Aldrich | Council Member Ward 3**
> **City of Plymouth**
> 3400 Plymouth Boulevard
> Plymouth, MN 55447
> Phone: 763-509-5003
> plmouthmn.gov
>
> **Plymouth, Minnesota | Adding Quality to Life**
>
> ---
>
> **From:** The Porters <theporters1210@gmail.com>
> **Sent:** Monday, November 24, 2025 8:26 PM
> **To:** Julie Peterson <jpeterson@plymouthmn.gov>
> **Cc:** Council Members <council@plymouthmn.gov>
> **Subject:** Re: Request to Pause Approval of Proposed 6 & 101 Development Until Traffic Mitigation Is Addressed

Some people who received this message don't often get email from theporters1210@gmail.com. Learn why this is important

Council Member Peterson,

Thank you for your thoughtful response and for the time and consideration you provide to residents. I appreciate your willingness to listen and to weigh the many perspectives surrounding this proposal.

Before sharing a few clarifications, I want to mention that I genuinely wish I could attend the council meeting in person. With two jobs and the responsibilities of caring for our two young children immediately after work, attending evening meetings simply is not feasible for our family. Email is the only practical way for me to participate in the process, and I appreciate that you take the time to read and consider input from those of us who cannot be there physically.

1. Traffic impacts remain a significant concern for Queensland and the surrounding neighborhoods.

I understand the traffic study suggests that a fully functioning commercial development may produce more distributed traffic throughout the day. However, the concern for many of us is not the cumulative number of cars but how even modest increases in peak flow strain an area that already experiences bottlenecking at 101 and 6. Any high turnover commercial use will concentrate traffic at key times and make neighborhood access more challenging and less safe. Residents' daily lived experience on these roads is an important part of the picture.

2. Redevelopment urgency should not overshadow the importance of compatibility with the neighborhood.

We certainly agree the site has been underutilized and would benefit from improvement. At the same time, concerns about deterioration or less desirable tenants should not place residents in a position where the choice seems to be accepting a project that does not fit or risking something worse. The city has meaningful tools, standards, and procedures that can guide redevelopment outcomes, and we have confidence that the right long-term solution should not require compromising neighborhood safety or character.

3. The community is not opposed to redevelopment but is seeking a project aligned with local needs.

Your comment about preferring a grocery store, hardware store, or smaller-scale housing matches what we hear frequently from neighbors. People here support revitalization at this site, but the type and scale of the proposed development feel misaligned with both infrastructure limitations and the residential nature of Queensland and nearby neighborhoods. The desire is for redevelopment that enhances the community rather than creating new challenges for it.

4. Community input remains valuable even while the proposal is still evolving.

Although the developer may continue to revise the plan, the recurring themes raised by residents have been consistent. Concerns about traffic, neighborhood compatibility, and safety have surfaced with every version so far. Sharing feedback now helps ensure that any future proposal is shaped with these long-standing issues in mind.

5. The long-term impact on neighborhood livability is at the core of our concerns.

Many of us chose Queensland and the surrounding neighborhoods for their residential character and relative calm. A high turnover commercial operation placed directly at our primary access point would meaningfully change that dynamic. We hope the council will consider how redevelopment can occur in a way that preserves the qualities that make this area such a strong community.

Thank you again for your time and for your commitment to an open and transparent process. We appreciate your service and the thoughtful attention you bring to decisions that affect families like ours. We hope the final outcome for this site will reflect both the needs of the broader city and the unique considerations of the neighborhoods most directly impacted.

Warm regards,

Andrew and Jaclyn

On Mon, Nov 24, 2025 at 19:52 Julie Peterson <jpeterson@plymouthmn.gov> wrote:

> Andrew and Jaclyn -
>
> Thank you for your email. Notably, the traffic study revealed that a fully functioning commercial site would yield **more** overall traffic than this proposal by about double, though that traffic would likely be more spread out throughout the day. I also live in the Pinecrest neighborhood so I am very familiar with the challenges of getting in and out of neighborhoods from 101 & 6. I do believe the Frick's Garden work would be complete before this project would begin (if it begins).
>
> I would also prefer to see a different commercial use at this site. Unfortunately, the majority of the square footage in the property has been vacant for some time and, while I would welcome seeing a grocery store, hardware store, or smaller scale housing, no such project has been proposed. There have been recent break-ins at the site, and the property has deteriorated. As the property deteriorates and no successful commercial option comes forward, the property may begin to attract more crime or a less welcome commercial operation, which the city council will be unable to decline. For example, the Dollar Tree entering the site was not an item that the city council had any say in because it was an already commercial (conforming) use.
>
> Please don't take these statements to mean that I am defending or in favor of the project. It is a complicated decision with no clear answer. And, of course, I am obligated to keep an open mind until the council meeting tomorrow night. I will continue to review the input of my constituents and study the materials in preparation for the meeting. Please reach out again if you have further questions or comments.

Thank you for your input. It is really appreciated.

Julie Peterson | City Council Member Ward 2
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447
Phone: 763.509.5002
www.plymouthmn.gov

Plymouth, Minnesota | Adding Quality to Life

From: The Porters <theporters1210@gmail.com>
Sent: Wednesday, November 5, 2025 5:21 AM
To: Council Members <council@plymouthmn.gov>
Subject: Request to Pause Approval of Proposed 6 & 101 Development Until Traffic Mitigation Is Addressed

Some people who received this message don't often get email from theporters1210@gmail.com. Learn why this is important

Dear City Council Members,

I am writing as a Plymouth resident with concerns about the proposed 4-story apartment development at County Road 6 and Highway 101.

Since moving to Plymouth in May, I've already experienced significant congestion in this area due to the Frick's Garden reconstruction project. While I understand that project is intended to improve the community long-term, the ongoing construction has already created noticeable delays, detours, and safety concerns when entering or crossing the intersection. Adding a new development projected to increase traffic by nearly 170%—before current disruptions are even resolved—would compound an already challenging situation.

According to the city's traffic study, this project would reduce the intersection's performance to a Level of Service D, which is essentially a failing condition. This affects not only daily commutes, but also emergency response times, pedestrian safety, and access for local businesses and residents.

I want to be clear that I am not opposed to development or improving the community. However, approving this project without first implementing a strong, realistic traffic mitigation plan would negatively impact current residents and strain an intersection that is already under temporary stress.

I respectfully request that the Council pause approval of this project until a comprehensive traffic solution is finalized and communicated publicly. Additionally, scheduling key meetings during MEA break and Thanksgiving week has made it difficult for many residents to engage—community input should be accessible, not incidental.

Plymouth is known for thoughtful growth and planning. Ensuring traffic concerns are addressed before moving forward will uphold that standard.

Thank you for your time and service to our Community.

> Sincerely,
>
> Andrew & Jaclyn Porter
>
> Queensland neighborhood

From:	Brittany Fernandes
To:	Council Members
Subject:	101/6 Vote
Date:	Tuesday, November 25, 2025 1:11:21 PM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

[Some people who received this message don't often get email from brittanyberg011@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hi Plymouth City Council,

I have emailed everyone individually but I wanted to make sure my concerns weren't missed.

I live in Imperial Hills, very close to this potential development. I love that it's a mix of young and old families, quietness, and old trees. Currently, we love there is finally a dollar tree so something is close by during a winter snowy day or for a quick errand. I love how quiet and easy it is to drive down that intersection to school each day for my kids.

Please do not approve. We do not need more housing here. Assuming it will be young people without families is a horrible mistake. You're taking what little businesses we have on this side of town and adding even more apartments to that location. It was assumed Hollydale would be all older children and it wasn't, it's now creating so many issues and rezoning issues. To put families through this constantly on top of the traffic, construction noise, and eyesore of a building is unfair.

Please do not approve the rezoning.

Brittany Fernandes

From: Christine Eid and Scott Schwantes
To: Webmail - Planning; Council Members
Subject: Re: Letter in Opposition of Plymouth Plaza Redevelopment
Date: Tuesday, November 25, 2025 6:25:51 AM
Attachments: shield-advisory.png
chevron-light.png

External email

Some people who received this message don't often get email from scottchristinefamily@gmail.com. Learn why this is important

Good Morning,

We are following up on our earlier email and would like the council to address one item in particular at tonight's meeting. The report for the meeting states that PUD approval requires 15 points and the developer has 18 points. In the PUD analysis, the developer was awarded 4 points for stormwater facilities. Based on the code, these are "discretionary" points toward PUD approval. My question is whether the stormwater facilities would have been required regardless of the PUD—i.e., required under existing stormwater, grading, or site plan regulations for a project of this type and scale. Alternatively, if it is not expressly required, it is typically required as part of a large-scale redevelopment of this nature (my assumption is, yes)? If so, awarding points for something the developer is already obligated to provide seems problematic. Similar to the analysis that rezoning and an amendment to the CP should be approved because housing is "good" and the property is blighted (essentially ignoring all other factors, like safety), it would make the analysis largely illusory: the developer proposes a development that necessitates stormwater facilities, and then earns 4 points for addressing a condition it created and was required to mitigate in the first place? In essence, the developer would benefiting from its own self-created need and in such case the 4 points should be removed from the total PUD points and the PUD should not be approved.

Thank you for your time and attention to this matter and for the efforts you put forth in making Plymouth a great city.

Scott and Christine

On Sun, Nov 16, 2025 at 3:35 PM Christine Eid and Scott Schwantes <scottchristinefamily@gmail.com> wrote:

> Dear Mr. Wosje and Council Members:
>
> We are Plymouth residents residing near the intersection of County Road 6 and Ferndale Road North in Plymouth, Minnesota, and respectfully submit this letter in opposition to Mithun Companies/Marco McLane Development's (the "Developer") application for the redevelopment of Plymouth Plaza (the "Project"). The Project is not appropriate for the area, is inconsistent with the deliberate planning for this location as reflected in the existing Comprehensive Plan and zoning code, and will worsen already-significant safety concerns for nearby residents and the students of the adjacent elementary school. We urge the Council to use common sense, to exercise its lawful discretion to protect the safety and welfare of its residents, and to deny approval of the Project.
>
> By way of background, in 2021 we moved to Plymouth from an urban neighborhood because we sought a calmer and safer environment for our family than we previously

experienced in an overbuilt urban setting. We have greatly enjoyed the nearly five years we have lived in Plymouth; however, the existing excessive speeds, high traffic volumes, and overall safety issues at the 101 & 6 intersection remain an exception. We regularly travel through this area and consistently encounter careless drivers, excessive speeds, and congestion—issues that are compounded by many children riding bikes or walking to school in the vicinity. This intersection and the surrounding area simply cannot absorb an additional 195 units in a large residential complex that is entirely out of scale with its surroundings.

The City Council must deny the Developer's application because the Project is inconsistent with both the Comprehensive Plan and the existing zoning. Under Minnesota law, amending the Comprehensive Plan and changing a zoning classification are quasi-legislative decisions within the City Council's discretion. The Council must reject an application for a Comprehensive Plan amendment or rezoning if approval would be detrimental to the public health, safety, morals, or general welfare. Minnesota law also provides that the original zoning classification of a property is presumed to be well-planned and intended to remain relatively permanent. The burden rests on the property owner to show either a mistake in the original zoning or that the character of the neighborhood has changed so significantly that the property can no longer be reasonably used under its current classification. Sun Oil Co. v. Village of New Hope, 220 N.W.2d 256 (Minn. 1974).

The Comprehensive Plan does not guide the subject property for multifamily development; it is guided for neighborhood commercial use. Amending the Comprehensive Plan would be an extreme, unnecessary, and ill-advised measure, especially given the considerable time, deliberation, and community input that went into developing the binding Comprehensive Plan. Likewise, the existing zoning does not permit residential uses. While we agree that this corner is due for improvement, it must remain commercial—ideally retail. There is a shortage of retail in this area, and the Twin Cities currently has one of the lowest retail vacancy rates in the nation. Yet the Developer proposes reducing the existing commercial space from 74,742 square feet to only 14,238 square feet. This drastic reduction contravenes the City's thoughtful planning for this corner and does not serve the community's needs. The current property owner has not invested the diligence or planning necessary to maintain a successful commercial center. As a matter of policy, the City Council should not reward this neglect by modifying the underlying land-use controls to accommodate a redevelopment that is unlawful under the existing code.

Further, the Developer appears to rely on the Planned Unit Development (PUD) process as a means of avoiding compliance with the existing zoning code. This is not the purpose of a PUD. The plain language of the City's PUD ordinance is that it is intended to allow flexibility only in appropriate settings and only when the resulting development maintains or enhances compliance with the Comprehensive Plan. The PUD provisions make clear that flexibility is permitted to improve site design, preserve natural features, provide meaningful transitions between land uses, and allow for mixed uses that otherwise could not be accomplished under conventional zoning—not to authorize incompatible land uses or to override the City's long-range land-use planning. The PUD process requires developments to incorporate design elements that exceed City standards to offset any variations, to protect health and safety, to maintain or improve public streets and utilities, and to ensure appropriate transitions between uses. Here, the Developer's proposal does none of these things. The PUD process cannot and should not be used as

a vehicle to circumvent the City's deliberately adopted land-use scheme or to force a large, out-of-scale residential complex into an area that the City has never planned—nor zoned—for multifamily housing.

We further object to the Project because it will exacerbate existing traffic congestion and safety issues. We have reviewed the traffic analysis and believe it is flawed. The report asserts that at peak occupancy the existing commercial development would generate nearly double the daily trips of the proposed Project. However, the report fails to appropriately distinguish between the timing of trips associated with each use. Commercial trips occur throughout the day, whereas the majority of trips for a large residential complex inevitably occur during the morning and evening peak commuting hours—the very times when this intersection already faces its greatest challenges.

For all of these reasons, we respectfully ask the City Council to deny the Developer's requested Comprehensive Plan amendment, rezoning, and PUD application. The Project is inconsistent with the City's long-standing planning, incompatible with the surrounding neighborhood, and detrimental to public safety and welfare. We urge the Council to uphold the integrity of the Comprehensive Plan, require adherence to the zoning code, and protect this community from an ill-conceived and out-of-scale development.

Thank you for your consideration.

Scott and Christine E. Schwantes

From:	Cynthia Holmquist
To:	Council Members
Subject:	Development on Hwy 101 and 6
Date:	Monday, November 24, 2025 7:53:17 PM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

[Some people who received this message don't often get email from holmquistcynthia@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

I'd like to give my opinion to the council on the four story development proposed for the corner of Hwy 101 and 6. It would greatly add to the traffic density in the area and the over crowding of area schools. I'm opposing it for these reasons. I feel like the city has been intent on squishing as much housing in as fast as they can throughout all of Plymouth. The goal should not be to squeeze people into every last inch of the city. It needs to be thoughtful planning where we don't loose the essence of our town. In the past there has been a lack of foresight in the city planning. It's okay to not over develop and create issues where there were none. Thank you

From: Brittany Fernandes <brittanyberg011@gmail.com>
Sent: Tuesday, November 25, 2025 12:24 PM
To: Lori Sommers
Subject: 101/6 Vote

External email

First time sender

[You don't often get email from brittanyberg011@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hi Lori,

My name is Brittany Fernandes and I live in Imperial Hills. We've lived here since 2016 and have 2 young children that attend Gleason Lake.

I understand some believe that spot is an eyesore or old but please considervoting no to turning it residential. We have LITTLE to no business locations near us forcing us to Wayzata or Medina for our shopping. You would be shocked at how often we go to that dollar tree.

Currently, on the way to school we hit two lights and lots of backed up traffic. With 2 little kids we've already had to go through two rezonings. If the current owner would like to change the building for more businesses that makes sense but adding residential when we are already maxing out our schools and constantly approving growth for Wayzata school district even outside zoning is just causing constant tension for families.

Please as someone who lives in a quiet older neighborhood, do not approve this. We do not want to hear a rooftop pool or see a 4 story building in our neighborhood. We want shops, restaurants or a gas station.

Thank you,
Brittany, Marcelo, Mia, and Leo

From:	Heidi j. Mathers
To:	Council Members
Subject:	Proposed Plymouth Plaza redevelopment plan
Date:	Monday, November 24, 2025 6:08:12 PM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

[Some people who received this message don't often get email from hj.mathers@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

My name is Heidi Mathers and I am a resident of the Imperial Hills neighborhood just north of the proposed plan.

I strongly oppose this plan as I believe it will bring excessive traffic and noise to this neighborhood. There are already a number of multiple housing developments in that area and changing the zoning does not seem desirable as a property owner near the location. I live on Urbandale Lane and 20th. When I moved to the community in 1993 I requested a stop sign study to be done on the corner due to the speed of driving through the main street of the neighborhood and as a mother of three young children. After the study a stop sign and two speed bumps were put on the main road for the neighborhood which did slow down traffic. I am concerned that a development of that size would lead to a large number of people finding a bypass to 101 through our neighborhood increasing traffic noise and potentially lowering property values. In an area that is steadily turning over to young families this could also cause a risk to the safety of young children. While I do not know the occupancy rates of the many apartment buildings in Plymouth, I do not believe a building of this size is needed or appropriate in this quiet corner of Plymouth. It would completely change the feel of the neighborhood.

Thank you for your consideration,

Heidi Mathers
2030 Urbandale Lane N
Plymouth, MN 55447
612-210-5811
Sent from my iPad

From:	J. Mersch
To:	Council Members
Subject:	Opposed to Agenda item 8.1 - Plymouth Plaza redevelopment
Date:	Thursday, November 20, 2025 8:54:56 PM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

External email

First time sender

Some people who received this message don't often get email from jfmersch@yahoo.com. Learn why this is important

Mayor Wosje and Council Members

I am writing on behalf of myself and my husband to express our opposition to Agenda item 8.1 of your upcoming November 25, 2025 meeting, **Comprehensive plan reguiding, rezoning, PUD general plan, and preliminary plat for Plymouth Plaza located at 1455 County Road 101 (Marco McLane - 2025042).**

I have owned property in Plymouth since 1991, and my husband and I have owned and resided in our current home in Imperial Hills since 1998. I attended the October 15th Planning Commission meeting and spoke in opposition to this development during the public hearing. I plan to attend the upcoming Council meeting, and in preparation I spent this evening reading through the agenda packet that was posted online. I trust that you will be studying that packet and will give grave consideration to the numerous messages from residents opposing this development.

In particular, I point you to the emails listed below:

Christine Eid Schwantes and Scott Schwantes - pp 256-257
Phyllis McDonald - pp 267-268

I was impressed by their specific and knowledgeable analysis of the proposed actions of the Council given the city's Comprehensive Plan. Assuming the information they provided in their emails is correct, it appears that it is your **duty** to vote **NO** to the proposed resolutions and ordinance related to this matter that are on the Council's agenda.

Respectfully,

Jean and Rick Mersch
Ward 2

From: Michael Boo
Sent: Thursday, November 20, 2025 6:18 PM
To: Lori Sommers
Subject: Fwd: 6/101 Proposal and the 10/15 Planning Commission Meeting

FYI
Sent from my iPhone

Begin forwarded message:

> **From:** Jon Ochetti <jochetti@gmail.com>
> **Date:** November 20, 2025 at 5:29:55 PM CST
> **To:** Jeffry Wosje <jwosje@plymouthmn.gov>, Julie Peterson <jpeterson@plymouthmn.gov>
> **Cc:** Michael Boo <mboo@plymouthmn.gov>
> **Subject: 6/101 Proposal and the 10/15 Planning Commission Meeting**





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

Mr Mayor, Council Member Peterson and Chairman Boo,

I'm writing to express my frustration with the way the 10/15/2025 Planning Commission Meeting was handled. I'd like to suggest feedback in order to facilitate better rapport with Plymouth Residents and hopefully a more thoughtful outcome to questions.

I attended this meeting and spoke against the development on Co Rd 6/101. The process that was laid out for the meeting was to allow residents to make statements and ask questions. Questions would be summarized and answered after all residents were done speaking. I incorrectly assumed that once questions were answered that residents would be allowed to speak again, since answers to questions sometimes lead to other questions.

I found this order of operation difficult and counter productive towards allowing planning commission members and residents to understand proposals and/or express concerns about the proposed project. It was clear that the commission was moving along in the agenda and residents were not allowed to ask follow up questions or have any direct dialog with the developer or city employees to understand the proposal.

Please take this feedback as it was intended... in the spirit of helping to provide the best outcome possible at future planning meetings.

I plan to speak at the upcoming Tuesday City Council Meeting on a couple issues I still have with the 6/101 development proposal. Parking is just one of those issues which I raised on 10/15. I don't believe it's been adequately addressed and was glossed over at the planning commission. There is a good chance there is not enough parking based on flawed assumptions. In addition, 71 parking spots on the commercial side (near OPH) are going to be "compact" spots that are just 8' wide. That fact does not seem to be anywhere in the 10/15 meeting minutes. It was only raised in the meeting because I asked about it. Those are miserable, small 8' wide spots.

Kind regards,
Jon Ochetti
Ward 2

From: Kip Berglund
Sent: Tuesday, November 25, 2025 8:22 AM
To: Lori Sommers; Chris McKenzie
Cc: Webmail - Planning
Subject: FW: Letter in Opposition of Plymouth Plaza Redevelopment

Forwarding this email that relates to item 8.1 on the City Council meeting agenda tonight.

Kip Berglund | Senior Planner
Phone: 763.509.5453

From: Christine Eid and Scott Schwantes <scottchristinefamily@gmail.com>
Sent: Tuesday, November 25, 2025 6:25 AM
To: Webmail - Planning <planning@plymouthmn.gov>; Council Members <council@plymouthmn.gov>
Subject: Re: Letter in Opposition of Plymouth Plaza Redevelopment

External email

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

Good Morning,

We are following up on our earlier email and would like the council to address one item in particular at tonight's meeting. The report for the meeting states that PUD approval requires 15 points and the developer has 18 points. In the PUD analysis, the developer was awarded 4 points for stormwater facilities. Based on the code, these are "discretionary" points toward PUD approval. My question is whether the stormwater facilities would have been required regardless of the PUD—i.e., required under existing stormwater, grading, or site plan regulations for a project of this type and scale. Alternatively, if it is not expressly required, it is typically required as part of a large-scale redevelopment of this nature (my assumption is, yes)? If so, awarding points for something the developer is already obligated to provide seems problematic. Similar to the analysis that rezoning and an amendment to the CP should be approved because housing is "good" and the property is blighted (essentially ignoring all other factors, like safety), it would make the analysis largely illusory: the developer proposes a development that necessitates stormwater facilities, and then earns 4 points for addressing a condition it created and was required to mitigate in the first place? In essence, the developer would benefiting from its own self-created need and in such case the 4 points should be removed from the total PUD points and the PUD should not be approved.

Thank you for your time and attention to this matter and for the efforts you put forth in making Plymouth a great city.

Scott and Christine

On Sun, Nov 16, 2025 at 3:35 PM Christine Eid and Scott Schwantes <scottchristinefamily@gmail.com> wrote:

> Dear Mr. Wosje and Council Members:

We are Plymouth residents residing near the intersection of County Road 6 and Ferndale Road North in Plymouth, Minnesota, and respectfully submit this letter in opposition to Mithun Companies/Marco McLane Development's (the "Developer") application for the redevelopment of Plymouth Plaza (the "Project"). The Project is not appropriate for the area, is inconsistent with the deliberate planning for this location as reflected in the existing Comprehensive Plan and zoning code, and will worsen already-significant safety concerns for nearby residents and the students of the adjacent elementary school. We urge the Council to use common sense, to exercise its lawful discretion to protect the safety and welfare of its residents, and to deny approval of the Project.

By way of background, in 2021 we moved to Plymouth from an urban neighborhood because we sought a calmer and safer environment for our family than we previously experienced in an overbuilt urban setting. We have greatly enjoyed the nearly five years we have lived in Plymouth; however, the existing excessive speeds, high traffic volumes, and overall safety issues at the 101 & 6 intersection remain an exception. We regularly travel through this area and consistently encounter careless drivers, excessive speeds, and congestion—issues that are compounded by many children riding bikes or walking to school in the vicinity. This intersection and the surrounding area simply cannot absorb an additional 195 units in a large residential complex that is entirely out of scale with its surroundings.

The City Council must deny the Developer's application because the Project is inconsistent with both the Comprehensive Plan and the existing zoning. Under Minnesota law, amending the Comprehensive Plan and changing a zoning classification are quasi-legislative decisions within the City Council's discretion. The Council must reject an application for a Comprehensive Plan amendment or rezoning if approval would be detrimental to the public health, safety, morals, or general welfare. Minnesota law also provides that the original zoning classification of a property is presumed to be well-planned and intended to remain relatively permanent. The burden rests on the property owner to show either a mistake in the original zoning or that the character of the neighborhood has changed so significantly that the property can no longer be reasonably used under its current classification. Sun Oil Co. v. Village of New Hope, 220 N.W.2d 256 (Minn. 1974).

The Comprehensive Plan does not guide the subject property for multifamily development; it is guided for neighborhood commercial use. Amending the Comprehensive Plan would be an extreme, unnecessary, and ill-advised measure, especially given the considerable time, deliberation, and community input that went into developing the binding Comprehensive Plan. Likewise, the existing zoning does not permit residential uses. While we agree that this corner is due for improvement, it must remain commercial—ideally retail. There is a shortage of retail in this area, and the Twin Cities currently has one of the lowest retail vacancy rates in the nation. Yet the Developer proposes reducing the existing commercial space from 74,742 square feet to only 14,238 square feet. This drastic reduction contravenes the City's thoughtful planning for this corner and does not serve the community's needs. The current property owner has not invested the diligence or planning necessary to maintain a successful commercial center. As a matter of policy, the City Council should not reward this neglect by modifying the underlying land-use controls to accommodate a redevelopment that is unlawful under the existing code.

Further, the Developer appears to rely on the Planned Unit Development (PUD) process as a means of avoiding compliance with the existing zoning code. This is not the purpose of a PUD. The plain language of the City's PUD ordinance is that it is intended to allow flexibility only in appropriate settings and only when the resulting development maintains or enhances compliance with the Comprehensive Plan. The PUD provisions make clear that flexibility is permitted to improve site design, preserve natural features, provide meaningful transitions between land uses, and allow for mixed uses that otherwise could not be accomplished under conventional zoning—not to authorize incompatible land uses or to override the City's long-range land-use planning. The PUD process requires developments to incorporate design elements that exceed City standards to offset any variations, to protect health and safety, to maintain or improve public streets and utilities, and to ensure appropriate transitions between uses. Here, the Developer's proposal does none of these things. The PUD process cannot and should not be used as a vehicle to circumvent the City's deliberately adopted land-use scheme or to force a large, out-of-scale residential complex into an area that the City has never planned—nor zoned—for multifamily housing.

We further object to the Project because it will exacerbate existing traffic congestion and safety issues. We have reviewed the traffic analysis and believe it is flawed. The report asserts that at peak occupancy the existing commercial development would generate nearly double the daily trips of the proposed Project. However, the report fails to appropriately distinguish between the timing of trips associated with each use. Commercial trips occur throughout the day, whereas the majority of trips for a large

residential complex inevitably occur during the morning and evening peak commuting hours—the very times when this intersection already faces its greatest challenges.

For all of these reasons, we respectfully ask the City Council to deny the Developer's requested Comprehensive Plan amendment, rezoning, and PUD application. The Project is inconsistent with the City's long-standing planning, incompatible with the surrounding neighborhood, and detrimental to public safety and welfare. We urge the Council to uphold the integrity of the Comprehensive Plan, require adherence to the zoning code, and protect this community from an ill-conceived and out-of-scale development.

Thank you for your consideration.

Scott and Christine E. Schwantes

From: Katie Kostecki
To: Council Members
Subject: Plymouth Plaza Redevelopment Plan
Date: Monday, November 24, 2025 5:17:37 PM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

> Some people who received this message don't often get email from kkostecki@gmail.com. Learn why this is important

Hello,

I have reviewed the Plymouth Plaza redevelopment. I have serious concerns regarding the increased inflow of traffic that will happen at the intersection of 6/101 (just witnessed an accident there a week ago). I also have concerns as to what a 195 unit complex will do to Oakwood Elementary that is already being subjected to overcrowding in classrooms. I would hate to lose the restaurants and business we already have in the complex as I know many in the neighborhood patronize those places and Northwest Physicians.

Best,
Katie Johnson
17300 19th Ave N

From: Webmail - Planning
Sent: Monday, November 24, 2025 8:09 AM
To: Lori Sommers
Subject: FW: Proposed County Rd 101 and 6 building project

Emily Vandergon | 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: Mark Melin <melinmark7@gmail.com>
Sent: Saturday, November 22, 2025 7:09 AM
To: Webmail - Planning <planning@plymouthmn.gov>
Subject: Proposed County Rd 101 and 6 building project

External email
First time sender

[You don't often get email from melinmark7@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Planning committee,
We are respectfully writing to oppose the planned apartment complex at County Rd 101 and 6. As we understand, vacancy rates in near by complexes have housing opportunities though continue to have degradation. Is anything being done to entice, support or encourage complex owners to update these complexes to maximize occupancy in apartments that are already community supported? The acknowledged increased traffic next to an elementary school and near a second elementary school would appear to have potential cautionary elements. And is there room at these 2 elementary schools to accommodate additional families that naturally would seek to have their children attend there? We would advocate for the building updates proposed by the Mayor (who pays for this?), however do not understand the need for further housing in this location when complexes are already immediately adjacent.
Respectfully,
M and C Melin
Zip code 55447
Sent from my iPhone

From: Paulette Lindblom
To: Council Members
Subject: 6 and 101
Date: Tuesday, November 25, 2025 9:24:53 AM
Attachments: shield-advisory.png
chevron-light.png
shield-advisory.png
chevron-light.png

External email

First time sender

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Sent from my iPhone
Dear City Council
Please reconsider this project. It is just too massive for that corner of 6 and 101 Its already too busy. The amount of people living here would just be unbearable for traffic and safety. There's already been more accidents in this area lately than ever we've been living here for 30 years and it's getting almost impossible to get out onto 101 from our neighborhood. Also concerned about the schools they're already overcrowded and understaffed. We are not against improving the corner, but nothing like that.
Concern resident of eighth Avenue

From:	The Porters
To:	Julie Peterson
Cc:	Council Members
Subject:	Re: Request to Pause Approval of Proposed 6 & 101 Development Until Traffic Mitigation Is Addressed
Date:	Monday, November 24, 2025 8:27:11 PM
Attachments:	shield-advisory.png chevron-light.png

External email

> Some people who received this message don't often get email from theporters1210@gmail.com. Learn why this is important

Council Member Peterson,

Thank you for your thoughtful response and for the time and consideration you provide to residents. I appreciate your willingness to listen and to weigh the many perspectives surrounding this proposal.

Before sharing a few clarifications, I want to mention that I genuinely wish I could attend the council meeting in person. With two jobs and the responsibilities of caring for our two young children immediately after work, attending evening meetings simply is not feasible for our family. Email is the only practical way for me to participate in the process, and I appreciate that you take the time to read and consider input from those of us who cannot be there physically.

1. Traffic impacts remain a significant concern for Queensland and the surrounding neighborhoods.

I understand the traffic study suggests that a fully functioning commercial development may produce more distributed traffic throughout the day. However, the concern for many of us is not the cumulative number of cars but how even modest increases in peak flow strain an area that already experiences bottlenecking at 101 and 6. Any high turnover commercial use will concentrate traffic at key times and make neighborhood access more challenging and less safe. Residents' daily lived experience on these roads is an important part of the picture.

2. Redevelopment urgency should not overshadow the importance of compatibility with the neighborhood.

We certainly agree the site has been underutilized and would benefit from improvement. At the same time, concerns about deterioration or less desirable tenants should not place residents in a position where the choice seems to be accepting a project that does not fit or risking something worse. The city has meaningful tools, standards, and procedures that can guide redevelopment outcomes, and we have confidence that the right long-term solution should not require compromising neighborhood safety or character.

3. The community is not opposed to redevelopment but is seeking a project aligned with local needs.

Your comment about preferring a grocery store, hardware store, or smaller-scale housing matches what we hear frequently from neighbors. People here support revitalization at this site, but the type and scale of the proposed development feel misaligned with both infrastructure limitations and the residential nature of Queensland and nearby neighborhoods. The desire is for

redevelopment that enhances the community rather than creating new challenges for it.

4. Community input remains valuable even while the proposal is still evolving.

Although the developer may continue to revise the plan, the recurring themes raised by residents have been consistent. Concerns about traffic, neighborhood compatibility, and safety have surfaced with every version so far. Sharing feedback now helps ensure that any future proposal is shaped with these long-standing issues in mind.

5. The long-term impact on neighborhood livability is at the core of our concerns.

Many of us chose Queensland and the surrounding neighborhoods for their residential character and relative calm. A high turnover commercial operation placed directly at our primary access point would meaningfully change that dynamic. We hope the council will consider how redevelopment can occur in a way that preserves the qualities that make this area such a strong community.

Thank you again for your time and for your commitment to an open and transparent process. We appreciate your service and the thoughtful attention you bring to decisions that affect families like ours. We hope the final outcome for this site will reflect both the needs of the broader city and the unique considerations of the neighborhoods most directly impacted.

Warm regards,

Andrew and Jaclyn

On Mon, Nov 24, 2025 at 19:52 Julie Peterson <jpeterson@plymouthmn.gov> wrote:

> Andrew and Jaclyn -
>
> Thank you for your email. Notably, the traffic study revealed that a fully functioning commercial site would yield **more** overall traffic than this proposal by about double, though that traffic would likely be more spread out throughout the day. I also live in the Pinecrest neighborhood so I am very familiar with the challenges of getting in and out of neighborhoods from 101 & 6. I do believe the Frick's Garden work would be complete before this project would begin (if it begins).
>
> I would also prefer to see a different commercial use at this site. Unfortunately, the majority of the square footage in the property has been vacant for some time and, while I would welcome seeing a grocery store, hardware store, or smaller scale housing, no such project has been proposed. There have been recent break-ins at the site, and the property has deteriorated. As the property deteriorates and no successful commercial option comes forward, the property may begin to attract more crime or a less welcome commercial operation, which the city council will be unable to decline. For example, the Dollar Tree entering the site was not an item that the city council had any say in because it was an already commercial (conforming) use.

Please don't take these statements to mean that I am defending or in favor of the project. It is a complicated decision with no clear answer. And, of course, I am obligated to keep an open mind until the council meeting tomorrow night. I will continue to review the input of my constituents and study the materials in preparation for the meeting. Please reach out again if you have further questions or comments.

Thank you for your input. It is really appreciated.

Julie Peterson | City Council Member Ward 2
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447
Phone: 763.509.5002
www.plymouthmn.gov

Plymouth, Minnesota | Adding Quality to Life

From: The Porters <theporters1210@gmail.com>
Sent: Wednesday, November 5, 2025 5:21 AM
To: Council Members <council@plymouthmn.gov>
Subject: Request to Pause Approval of Proposed 6 & 101 Development Until Traffic Mitigation Is Addressed

Some people who received this message don't often get email from theporters1210@gmail.com. Learn why this is important

Dear City Council Members,

I am writing as a Plymouth resident with concerns about the proposed 4-story apartment development at County Road 6 and Highway 101.

Since moving to Plymouth in May, I've already experienced significant congestion in this area due to the Frick's Garden reconstruction project. While I understand that project is intended to improve the community long-term, the ongoing construction has already created noticeable delays, detours, and safety concerns when entering or crossing the intersection. Adding a new development projected to increase traffic by nearly 170%—before current disruptions are even resolved—would compound an already challenging situation.

According to the city's traffic study, this project would reduce the intersection's performance to a Level of Service D, which is essentially a failing condition. This affects not only daily commutes, but also emergency response times, pedestrian safety, and access for local businesses and residents.

I want to be clear that I am not opposed to development or improving the community. However, approving this project without first implementing a strong, realistic traffic mitigation plan would negatively impact current residents and strain an intersection that is already under temporary stress.

I respectfully request that the Council pause approval of this project until a comprehensive traffic solution is finalized and communicated publicly. Additionally, scheduling key meetings during MEA break and Thanksgiving week has made it difficult for many residents to engage —community input should be accessible, not incidental.

Plymouth is known for thoughtful growth and planning. Ensuring traffic concerns are addressed before moving forward will uphold that standard.

Thank you for your time and service to our Community.

Sincerely,

Andrew & Jaclyn Porter

Queensland neighborhood

From:	Russel Carlson
To:	Council Members
Cc:	Carlson Diane
Subject:	4 Story Apartment Complex at 6 & 101
Date:	Monday, November 24, 2025 10:12:50 AM
Attachments:	shield-advisory.png chevron-light.png shield-advisory.png chevron-light.png

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Good morning,

Dear Mayor and City Council,

I live less than a mile from this intersection. Ever since I heard of this plan and its large number of apartments I have been concerned about the additional traffic it will create. I have been looking for the traffic study that should be part of the process but have not seen it mentioned or provided.

This intersection is busy, especially during morning and evening rush hours.

We already have a number of apartment buildings close to this intersection and if the development of that corner is a priority, scale the size of the apartment building back significantly.

Where can I find the traffic study? Pls point me to it.

Russ Carlson
Mobile: 763-772-7671
Email: rcarlson20@msn.com

CITY OF PLYMOUTH

RESOLUTION NO. 2025-294

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 25th day of November, 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 November 25, 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. 2025-13

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 25th day of November, 2025.

_____
Jeffry Wosje, Mayor

ATTEST:

_____
Jodi Gallup, City Clerk

CITY OF PLYMOUTH

RESOLUTION NO. 2025-295

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 25th day of November, 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 November 25, 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. 2025-296

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.
i. Update site plans to include onsite dog care issues.

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 25th day of November, 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 November 25, 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. 2025-297

RESOLUTION APPROVING SUMMARY PUBLICATION OF ORDINANCE NO. 2025-13

ORDINANCE AMENDING CHAPTER 21 (ZONING ORDINANCE) OF THE CITY CODE TO RECLASSIFY CERTAIN LAND AND TO ESTABLISH A PUD ZONING DISTRICT FOR PROPERTIES LOCATED AT 1455 COUNTY ROAD 101 (2025042)

Ordinance No. 2025-13 amends Chapter 21 of the City Code to reclassify certain land and to establish a PUD zoning district for properties located at 1455 County Road 101 (2025042).

A printed copy of the entire ordinance is available for inspection at the City Clerk's Office during regular office hours.

APPROVED for summary publication by the City Council this 25th of November, 2025.

Regular City Council
November 25, 2025
Agenda Number: 8.2

To:	Dave Callister, City Manager
Prepared by:	Jennifer Erickson, Economic Development Coordinator
Reviewed by:	Grant Fernelius, CED Director
Item:	**Approve TIF Assistance Term Sheet and authorize development of a TIF Plan for Marco McLane for Plymouth Plaza**

1. Action Requested:

Adopt the resolution approving a TIF assistance term sheet and authorizing the development of a TIF Plan for Marco McLane for the Plymouth Plaza Redevelopment Project at 1455 County Road 101.

2. Background:

Marco McLane Development (Marco McLane) has applied for tax increment financing (TIF) assistance in conjunction with the redevelopment of the Plymouth Plaza site at the southwest corner of County Roads 101 & 6. Marco McLane is co-developing with Mithun Companies.

The proposed project includes the construction of a 195-unit apartment building. Marco McLane has agreed to meet the city's Inclusionary Housing Policy, which is a prerequisite for receiving TIF assistance. If TIF assistance is approved, 39 units in the building (20%) will be reserved for residents making 60% AMI or less, distributed proportionately among the different unit sizes.

The property was inspected by LHB earlier this year, and determined to be blighted, which would allow the city to establish a Redevelopment TIF District to capture the increment for TIF eligible costs. If approved, the increment will be captured on the multifamily building only (not the existing or new retail buildings). The increment would be available to the developer to offset extraordinary costs associated with the project, including demolition/abatement, storm/grading, site reconstruction, etc., and to support affordability.

Ehlers has prepared a separate memo outlining Marco McLane's request and the financial analysis conducted. Based on their review, Ehlers has determined that the development would not reasonably be expected to proceed without public assistance. They are recommending $4,768,000 in TIF assistance. This could be structured as a 20-year pay-as-you-go TIF Note. Alternatively, Local Affordable Housing Aid (LAHA) funds could be pledged to this project to reduce the term of the TIF Note. If $1,296,403 in LAHA funds were pledged, the term of the TIF Note could be reduced to 13 years. Staff is seeking direction from council on a preference for using LAHA funds. It should be noted, that there are deadlines to utilize these dollars. For example, the 2024 LAHA allocation must be committed by the end of 2027 and spent by the end of 2028. In the absence of other affordable housing projects, this project represents a good opportunity to utilize the 2024 and 2025 allocations. Staff anticipates additional LAHA funds in 2026 which would be available for other initiatives.

Ehlers has also worked with Marco McLane to draft a Term Sheet that outlines the amount of assistance and other terms that would form the basis of a TIF Plan. If approved, Ehlers would draft a TIF Plan which would be presented at a future Public Hearing, and if approved, a TIF District would be established. Staff would work with Ehlers, the city's redevelopment counsel, and the applicant to draft a development agreement, assessment agreement, and restrictive covenants that align with the city's Inclusionary Housing Policy. These would also be presented at a future meeting for approval.

3. Budget Impact:

The assistance provided to Marco McLane would be generated from the new incremental taxes created by the development. The base taxes will continue to be distributed to the various tax jurisdictions, including the city.

4. Attachments:

1. Presentation
2. Presentation - Ehlers
3. Ehlers Analysis Memo
4. Term Sheet
5. City Council Resolution 2025-298



TIF Terms Approval
Plymouth Plaza

November 25, 2025

City of Plymouth

Plymouth Plaza Redevelopment

- Developer has requested financial assistance
- Existing building deemed to be blighted
- Redevelopment TIF District could be established
- Increment captured to offset extraordinary costs
  - Redevelopment costs
  - Affordability

TIF Assistance

- Any City assistance requires adherence to Inclusionary Housing Policy
  - 20% affordable units at 60%AMI
  - 39 units

Type	60% AMI	Market Rate	Total	Percent Affordable
Studio	4	14	18	22%
1BR	21	84	105	20%
2BR	12	50	62	19%
3BR	2	8	10	20%
Totals	**39**	**156**	**195**	
Percent	**20%**	**80%**		

Process

- Ehlers conducted financial analysis
- Determined the need for financial assistance
- Drafted terms for an agreement
- Option for 20-year TIF note or use of LAHA funding to buy down note
  - 2024 & 2025 LAHA funds available
  - 2024 funds must be committed by end of 2027 & spent by end of 2028

Request

- Decide whether to use LAHA funds
- Approve term sheet (requires a 4/7 vote)
- Authorize development of a TIF plan based on those terms

Next Steps

- TIF plan would be drafted
- Public hearing would be scheduled to approve the plan
- Documents would be drafted and brought forward for approval
  - Development Agreement
  - Assessment Agreement
  - Declaration of Restrictive Covenants



City of Plymouth

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Plymouth Plaza Apartments

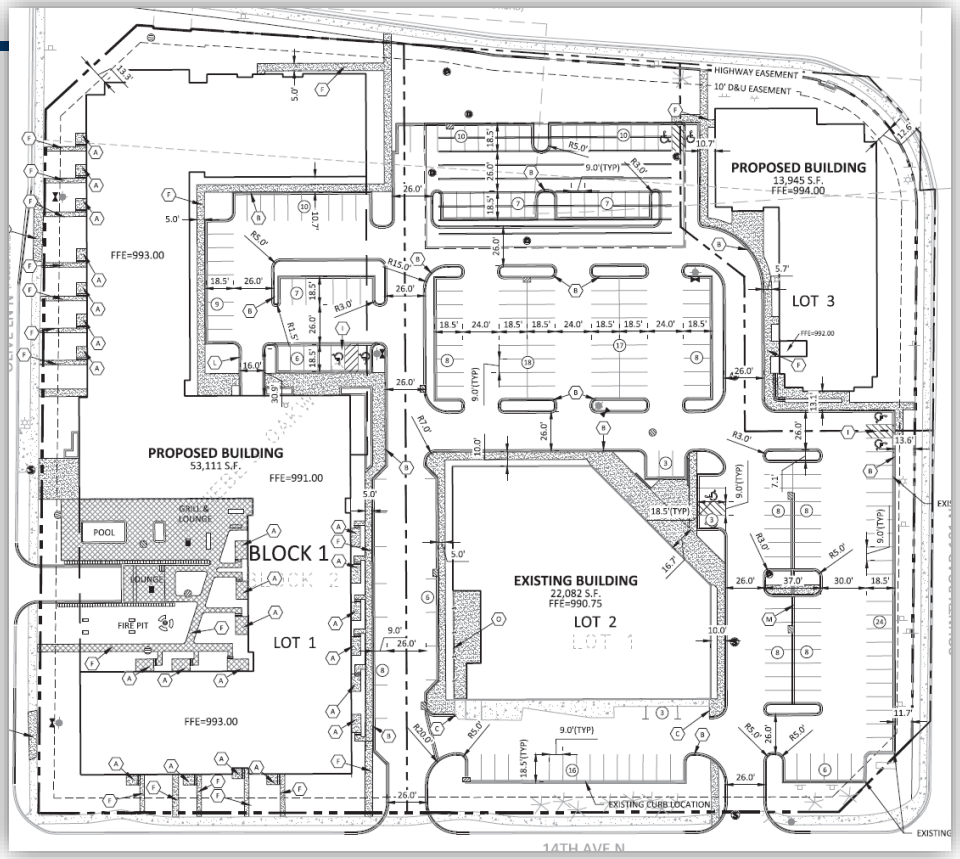
City of Plymouth

November 25, 2025

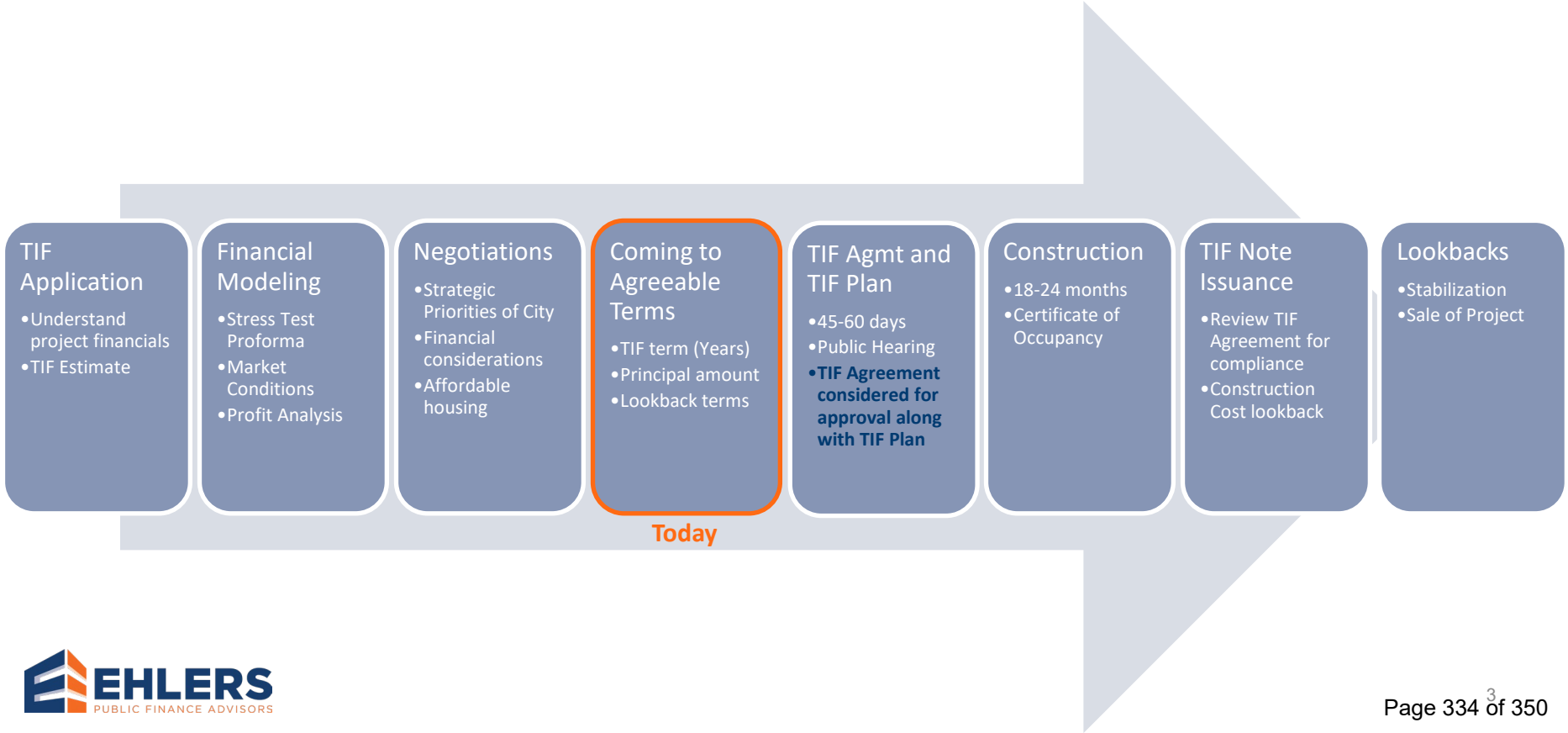
Project Background

- Part of larger development
- Mixed income
- Affordable housing policy
- **$6,300,000** TIF Request

Type	60% AMI	Market Rate	Total	Percent Affordable
Studio	4	14	18	22%
1BR	21	84	105	20%
2BR	12	50	62	19%
3BR	2	8	10	20%
Totals	**39**	**156**	**195**	
Percent	**20%**	**80%**		



Process


TIF Application
•Understand project financials
•TIF Estimate
Financial Modeling
•Stress Test Proforma
•Market Conditions
•Profit Analysis
Negotiations
•Strategic Priorities of City
•Financial considerations
•Affordable housing
Coming to Agreeable Terms
•TIF term (Years)
•Principal amount
•Lookback terms
Today
TIF Agmt and TIF Plan
•45-60 days
•Public Hearing
•TIF Agreement considered for approval along with TIF Plan
Construction
•18-24 months
•Certificate of Occupancy
TIF Note Issuance
•Review TIF Agreement for compliance
•Construction Cost lookback
Lookbacks
•Stabilization
•Sale of Project

Public Assistance - TIF

Fill gap, to do what the market won't do on its own



Image: Adobe Stock

Sources and Uses

SOURCES	Amount	Pct.	Per Unit
Permanent Loan	32,790,000	53%	168,154
TIF	4,768,000	8%	24,451
Equity	24,560,583	40%	125,952
TOTAL SOURCES	**62,118,583**	**100%**	**318,557**

USES	Amount	Pct.	Per Unit
Acquisition Costs	4,500,000	7%	23,077
Construction Costs	50,322,233	81%	258,063
Contractor Fee	1,217,307	2%	6,243
Environmental Abatement/Soil Correction	100,000	0%	513
Professional Services	2,098,124	3%	10,760
Financing Costs	1,083,871	2%	5,558
Developer Fee	1,101,124	2%	5,647
Cash Accounts/Escrows/Reserves	1,695,924	3%	8,697
TOTAL USES	**62,118,583**	**100%**	**318,557**

Developer Proforma Review

1. Development Costs: $318,557 per unit – **OK**
2. Development Fee: 2% - **OK**
3. Operating Expenses: $4,637 per unit per year – **OK**
4. Management Fee: 3% of EGI – **OK**
5. Mortgage and Equity Amounts - **Reasonable**
   - Financing markets requiring more equity (cash, aka “down payment”) from owners
   - Equity on this project is 40% which impacts financial returns

Developer Proforma Review

6. Rent - **Reasonable**
   - Market: $2.38 per square foot
   - Affordable: $1.81 per square foot
     - Cost of Affordable Rents: $3.1M
7. Mortgage rate of 5.5% - **OK**
8. Extraordinary Costs (Not incl $7.9M for land and parking costs)

Extraordinary Costs	
Demolition/Abatement	1,755,431
Stormwater/Grading	1,000,000
Site Reconfiguration	750,000
	3,505,431

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Developer Request and Recommendation

9. Financial Performance (Profit) - **OK**

Recommendation

- ✓ $4,768,000 Principal
- ✓ 90% of Gross Annual TIF
- ✓ Up to 20 years
- ✓ Two Options

Local Affordable Housing Aid

Year	LAHA Amount
2024	363,111
2025	933,292
	1,296,403

Revised Source	Amount
LAHA	1,296,403
TIF Note	3,471,597
	4,768,000

Recommendation – Two Options

Option 1	
TIF Note (20 yrs)	**4,768,000**

Option 2	
TIF Note (13 years)	3,471,597
LAHA	1,296,403
	4,768,000

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Important Disclosures

Ehlers is the joint marketing name of the following affiliated businesses (collectively, the "Affiliates"): Ehlers & Associates, Inc. ("EA"), a municipal advisor registered with the Municipal Securities Rulemaking Board ("MSRB") and the Securities and Exchange Commission ("SEC"); Ehlers Investment Partners, LLC ("EIP"), an SEC registered investment adviser; and Bond Trust Services Corporation ("BTS"), a holder of a limited banking charter issued by the State of Minnesota.

Where an activity requires registration as a municipal advisor pursuant to Section 15B of the Exchange Act of 1934 (Financial Management Planning and Debt Issuance & Management), such activity is or will be performed by EA; where an activity requires registration as an investment adviser pursuant to the Investment Advisers Act of 1940 (Investments and Treasury Management), such activity is or will be performed by EIP; and where an activity requires licensing as a bank pursuant to applicable state law (paying agent services shown under Debt Issuance & Management), such activity is or will be performed by BTS. Activities not requiring registration may be performed by any Affiliate.

This communication does not constitute an offer or solicitation for the purchase or sale of any investment (including without limitation, any municipal financial product, municipal security, or other security) or agreement with respect to any investment strategy or program. This communication is offered without charge to clients, friends, and prospective clients of the Affiliates as a source of general information about the services Ehlers provides. This communication is neither advice nor a recommendation by any Affiliate to any person with respect to any municipal financial product, municipal security, or other security, as such terms are defined pursuant to Section 15B of the Exchange Act of 1934 and rules of the MSRB. This communication does not constitute investment advice by any Affiliate that purports to meet the objectives or needs of any person pursuant to the Investment Advisers Act of 1940 or applicable state law.

MEMORANDUM

TO: Grant Fernelius - Community and Economic Development Director
Jennifer Erickson - Economic Development Coordinator

FROM: Schane Rudlang and Stacie Kvilvang - Ehlers

DATE: November 18, 2025

SUBJECT: Financial Review - Plymouth Plaza Apartment Development

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The City of Plymouth ("City") received a request for $6,300,000 in Tax Increment Financing ("TIF") from Marco McLane Development ("Developer") for the construction of a 195-unit, mixed-income multifamily development ("Project") as part of the Plymouth Plaza redevelopment. This memo summarizes the financial review and provides recommendations regarding public assistance.

Project Background

The proposed Project includes 195 residential units, 20 percent of which will be affordable at 60 percent of Area Median Income ("AMI"), consistent with the City's affordable housing policy. The Project is part of a larger redevelopment effort that combines new and repurposed retail spaces on adjacent parcels. Draft site and architectural plans were provided for review.

Type	60% AMI	Market Rate	Total	Percent Affordable
Studio	4	14	18	22%
1BR	21	84	105	20%
2BR	12	50	62	19%
3BR	2	8	10	20%
Totals	**39**	**156**	**195**	
Percent	**20%**	**80%**		

Financial Analysis

The Developer submitted financial information ("Proforma") for the Project to the City. Ehlers entered that information into an Ehlers Proforma model and reviewed the financials in the context of similar projects and relevant market information. Ehlers then adjusts the Proforma to *stress test* whether the requested assistance is warranted, or if a lower amount of assistance is acceptable. Projects should perform well enough to receive bank financing and make a normal market profit on the equity invested, but the public assistance should not result in above-market profits.

Ehlers also calculates the amount of TIF that would be generated by the Project using information from the assessor for the jurisdiction.

Total Development Cost - The cost per unit is $318,557. For rental projects like this one, total development costs range between $300,000 and $350,000 per unit. The projected total development cost for this Project is within an acceptable range. The sources and uses for the project are shown in the following table.

SOURCES	Amount	Pct.	Per Unit
Permanent Loan	32,790,000	53%	168,154
TIF	4,768,000	8%	24,451
Equity	24,560,583	40%	125,952
TOTAL SOURCES	**62,118,583**	**100%**	**318,557**

USES	Amount	Pct.	Per Unit
Acquisition Costs	4,500,000	7%	23,077
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Cash Accounts/Escrows/Reserves	1,695,924	3%	8,697
TOTAL USES	**62,118,583**	**100%**	**318,557**

Debt and Equity – Equity is the consideration (usually cash) that a Developer or investor provides as a *down payment* on the total development cost. For this Project, the Developer is providing 40% equity and financing the remainder with a traditional permanent loan and TIF. Equity contributions for similar projects range from 20-45%.

Rent, Revenue, and Operating Expenses – The Developer estimates market rents at an average $2.38 per square foot, which is within the market for this area and supported by an analysis of Costar rents in the area, and similar developments such as the Prudential Site in Plymouth. Affordable rents at 60% of AMI average $1.81 per square foot. The operating cost per unit before taxes, management and reserves were adjusted to $4,637 per year for sizing the TIF assistance, and the operating cost ratio is 34.5%, which is normal.

Developer Fee - The development fee is 1.8%, which is below the typical rate of 3% for a project of this type.

Cost of Affordability – Developments receive less income when providing affordable housing. The present value of the difference between the Project's affordable rents and market rate rents is estimated to be $3.14 million over the 25 years of affordability required by the City's policy.

Count	Type	Rent Type	Monthly Rent	Monthly Difference Per Unit	Monthly Income Difference
4	Studio	Market	$1,494	(154)	(614)
		60% AMI	$1,340		
21	1BR	Market	$1,803	(363)	(7,613)
		60% AMI	$1,440		
12	2BR	Market	$2,524	(786)	(9,426)
		60% AMI	$1,738		
2	3BR	Market	$2,936	(921)	(1,841)
		60% AMI	$2,015		
39			**Monthly Income Difference**		**(19,494)**
			Annual Income Difference		**(233,922)**
			Present Value (over 25 years)		**(3,137,814)**

Extraordinary Costs – The Developer anticipates that they will have up to $3.5 million in additional costs if the Project were located on a less complicated site. These are in addition to land costs and $7,900,000 of parking costs, some of which are attributable to the site constraints.

Extraordinary Costs	
Demolition/Abatement	1,755,431
Stormwater/Grading	1,000,000
Site Reconfiguration	750,000
	3,505,431

Financial Performance

Three financial performance metrics are reviewed, which are typical in the industry. For the Project to be feasible, TIF in the amount of $4,768,000 is warranted. The Project's financial performance, with the recommended assistance, is summarized below.

Metric	Calculation	Project Performance	Notes
Yield on Cost	Net Operating Income ("NOI") divided by the total development costs (less any grants)	6.5% at stabilization	6.5 - 7.0% is typical
Cash on Cash	NOI less debt service divided by equity	10.1% average annual Cash on Cash when TIF ends (20 yrs)	Ehlers prefers to see this metric at 10% when TIF ends
Internal Rate of Return ("IRR")	Annualized return on equity from annual cashflow and sale value, calculated in year 10	11.1% at year 10	12-15% is typical

Local Affordable Housing Aid

The Minnesota Legislature created the Local Affordable Housing Aid (LAHA) program in 2023, funded by a metro sales tax of 0.25 percent. Plymouth has LAHA funds that could be pledged to this Project as shown below. If the City pledges LAHA, less TIF will be needed. For example, if the City pledged the 2024 and 2025 LAHA amounts, the TIF Note would be reduced as shown below.

Year	LAHA Amount
2024	363,111
2025	933,292
	1,296,403

Revised Source	Amount
LAHA	1,296,403
TIF Note	3,471,597
	4,768,000

This would reduce the term of the TIF pledge from 20 years to 13 years. The Developer is open to accepting less TIF in exchange for LAHA.

Lookbacks

Three lookbacks are standard in the industry and have been incorporated into other City projects. These provisions allow public assistance to be reduced under the following circumstances:

1. **Completion of Construction**: If actual development costs are lower than estimated.
2. **Stabilization**: Upon initial lease-up, if net operating income exceeds projections.
3. **Sale**: If the project is sold and annual income and sale price surpass estimates.

Summary, Recommendation

Based on the review, the Development would not reasonably be expected to proceed without $4,768,000 of public assistance. The assistance could be structured in two ways.

Option 1	
TIF Note (20 yrs)	**4,768,000**

Option 2	
TIF Note (13 years)	3,471,597
LAHA	1,296,403
	4,768,000

In either option, the TIF would be provided on a pay-as-you-go basis (no city borrowing) from 90% of the increment generated from the Project. Lookback provisions are also recommended.

Term Sheet for Plymouth Plaza Redevelopment

The following non-binding term sheet (the "Term Sheet") outlines the proposed terms and conditions upon which Marco McLane Development LLC, ("Developer") or their assigns, would enter into negotiations with the City of Plymouth, Minnesota ("City") for the development of a real estate project as outlined below ("Project"), subject to the negotiation, documentation and approval of final Tax Increment Financing agreement (the "TIF Agreement").

1. Project
    a. 195 Unit Mixed Income Multifamily Housing Project
2. Affordability Requirements
    a. 20% of units affordable at 60% AMI
    b. Declaration of Restrictive Covenants to be recorded against the property
    c. Required to report to the City annually for 25 years that Project is meeting affordability requirements
3. Schedule
    a. Begin Construction: July 1, 2027
    b. Complete Construction: June 30, 2029
4. TIF Assistance
    a. Pay-as-you go TIF Note
    b. Amount: $4,768,000
    c. Maximum Term: 20 years
    d. Annual share of TIF to Project: 90%
    e. ** Amount and term to be reduced by any amounts dedicated via Local Affordable Housing Aid **
5. Lookback
    a. Construction Completion: At certificate of occupancy, if the total development costs ("TDC") are less than the estimated total development cost in the attached exhibit, then the TIF Note will be reduced by 50% of the amount of the difference
    b. Stabilization: If at the time of stabilization (95% occupied), if the projected 10-year IRR exceeds 15%, the TIF note will be adjusted down by half of the amount over the threshold
    c. Sale: If the Developer sells the property within 7 years, the same IRR analysis will be completed as noted in b above, except the IRR threshold is 16%
6. Fees
    a. Developer acknowledges they have deposited $20,000 to cover the City's costs and will deposit additional dollars as needed to pay all costs of the City in creating the TIF district and reviewing, negotiating, and drafting of all the required documents for assistance.
7. Minimum Assessment Agreement ("MAA")
    a. Required to file an MAA with the County ensuring a valuation upon completion of $47,775,000
    b. MAA is in effect through the earlier of pay off of the applicable TIF Note or termination of the District
8. Taxes
    a. Project must pay property taxes

   b. Developer must inform the City if they petition the current tax value of the property (cannot go below the MAA amount) during the term of the TIF Note
   c. City may suspend payments due under the TIF Note or pay out at the MAA value until the tax petition is resolved
9. Non-Binding Provision
   a. Notwithstanding (a) anything contained in this Term Sheet to the contrary, (b) subsequent negotiations, (c) any action taken hereafter by either party, or (d) any actual or claimed reliance, this Term Sheet is meant as an expression of intent only, shall not be deemed an offer, an agreement, a contract or any other similar instrument, and does not constitute or create, and shall not be deemed to constitute or create, any legally binding or enforceable obligation on the part of either party to this Term Sheet. A binding commitment will only result from the execution and delivery of an agreement containing such terms and conditions of the proposed transaction as shall be agreed upon by the parties, and then only in accordance with the terms and conditions of such agreement.

CITY OF PLYMOUTH

RESOLUTION NO. 2025-298

RESOLUTION APPROVING A TAX INCREMENT FINANCING ASSISTANCE TERM SHEET FOR MARCO MCLANE DEVELOPMENT FOR THE PLYMOUTH PLAZA REDEVELOPMENT PROJECT AND AUTHORIZING THE DEVELOPMENT OF A TAX INCREMENT FINANCE (TIF) PLAN

WHEREAS, Marco McLane Development, a Minnesota Limited Liability Company (the "Developer") has requested that the City of Plymouth, Minnesota (the "City") assist with the financing of certain costs in connection with the construction of a multifamily rental housing facility containing 195 units (the "Project") at 1455 County Road 101 (the "Development Property"); and

WHEREAS, the Developer has agreed to abide by the City's Inclusionary Housing Policy for the Project, including reserving 20% of the rental units for renters who earn no more than 60% AMI; and

WHEREAS, the Developer and the City have agreed upon a list of non-binding terms that will form the basis of a tax increment financing (TIF) assistance package (the "Term Sheet").

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLYMOUTH, MINNESOTA, as follows:

(1) The City Council hereby approves the non-binding terms of the Term Sheet, that would allow for TIF assistance in the amount of $4,768,000 structured as [a 20-year TIF Note] and/or a pledge of Local Affordable Housing Aid (LAHA) funds combined with a TIF Note.
(2) The City Council authorizes Ehlers, the City's Municipal Advisory firm, to prepare a TIF plan based on the Term Sheet to be brought forward for a Public Hearing and the establishment of a TIF District.
(3) The City Council authorizes staff to work with the City's redevelopment counsel, with Ehlers, and with Marco McLane Development or their assigns, to draft a Development Agreement, Assessment Agreement, and Declarations of Covenants based on the Term Sheet, to be brought forward for approval at a future City Council meeting.

APPROVED by the City Council on this 25th day of November, 2025.