

City Center

Design Guidelines
Improvement Schedules
Funding Sources

August 2008

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Chapter I

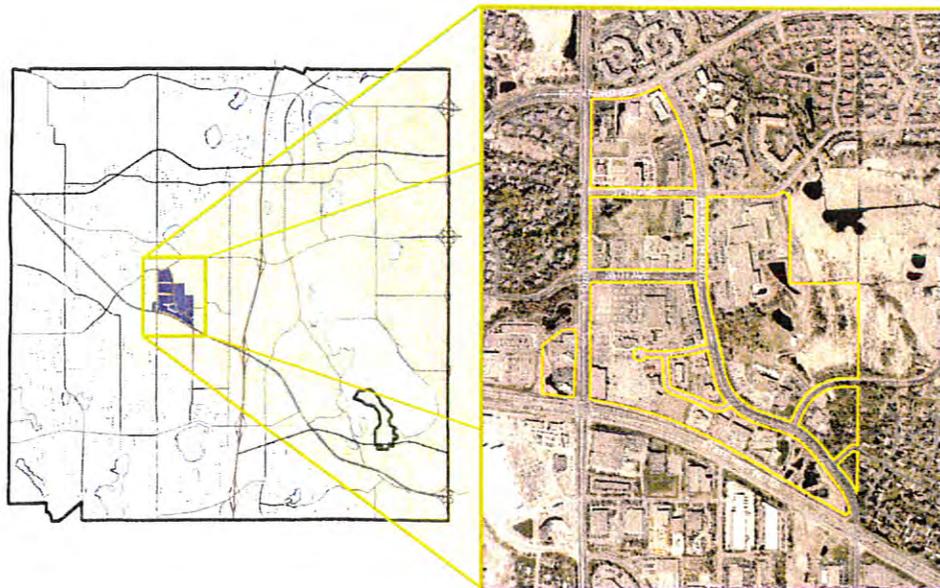
Introduction/Overview

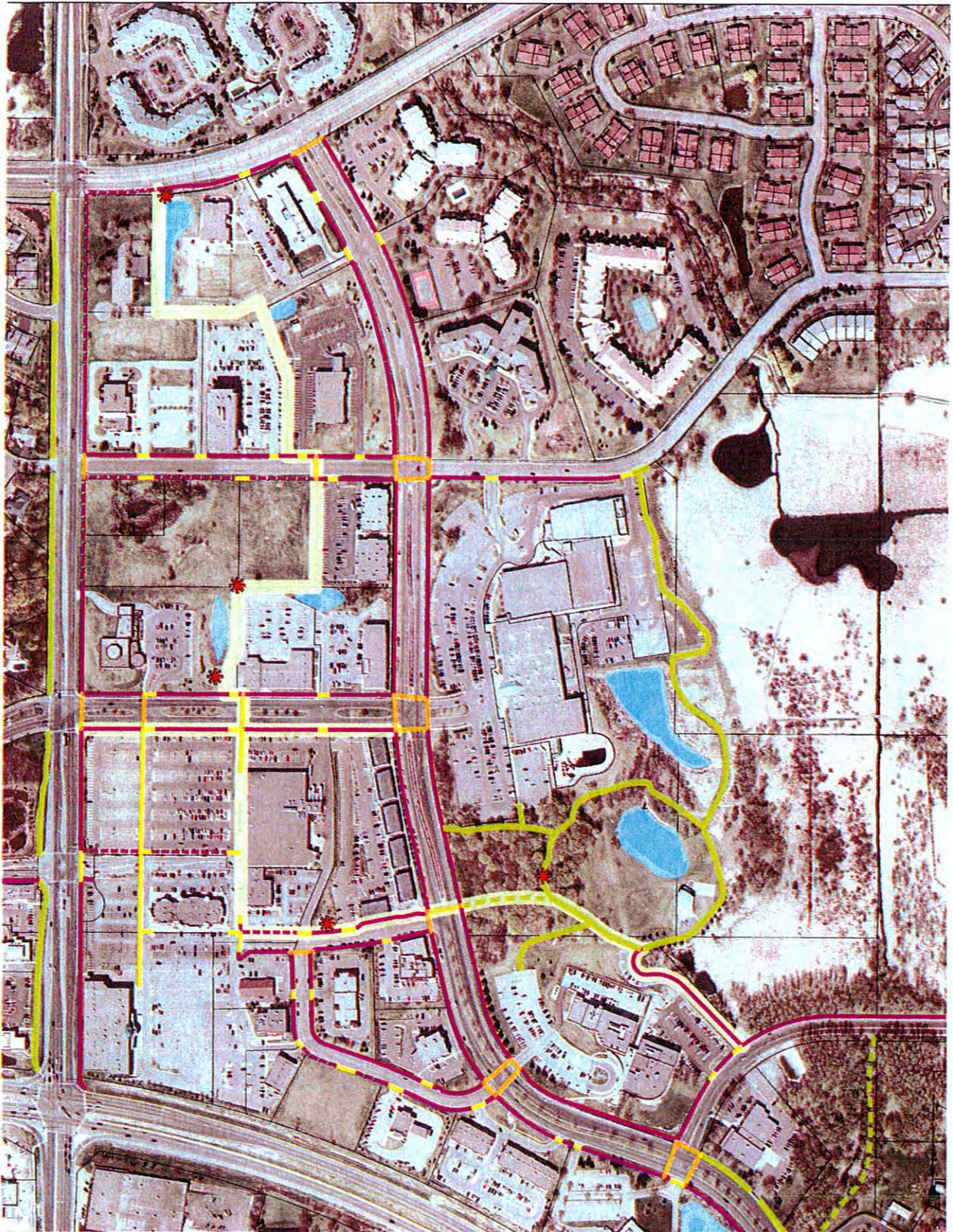
Introduction/Overview

In 1996, the City adopted the *City Center Concept Plan and Design Guidelines*. Three years later, the City adopted a Streetscape Element to complement the 1996 plan. The vision as stated in these plans was to establish an identity in City Center that would symbolize the area as the heart of the community. The plan called for a mix of uses, pedestrian-oriented design and connection of the natural features in City Center to natural features in the rest of the city.

Today City Center is approximately 80 percent developed, including a mix of entertainment, retail, office retail (real estate offices, banks, insurance agents, etc.), medical office, traditional office and a small amount of traditional retail. There are only a handful of lots remaining to be developed. However, several lots are being redeveloped or have the potential for redevelopment.

Given the current status of development in City Center and the age of the City Center plan, the City undertook a re-evaluation of the original City Center vision to determine how well it has been carried out and whether it needs to be updated. The re-evaluation culminated in a confirmation of the original vision and design guidelines (refer to Appendix 3E). The City will require all proposed development and redevelopment to strictly adhere to these design guidelines.

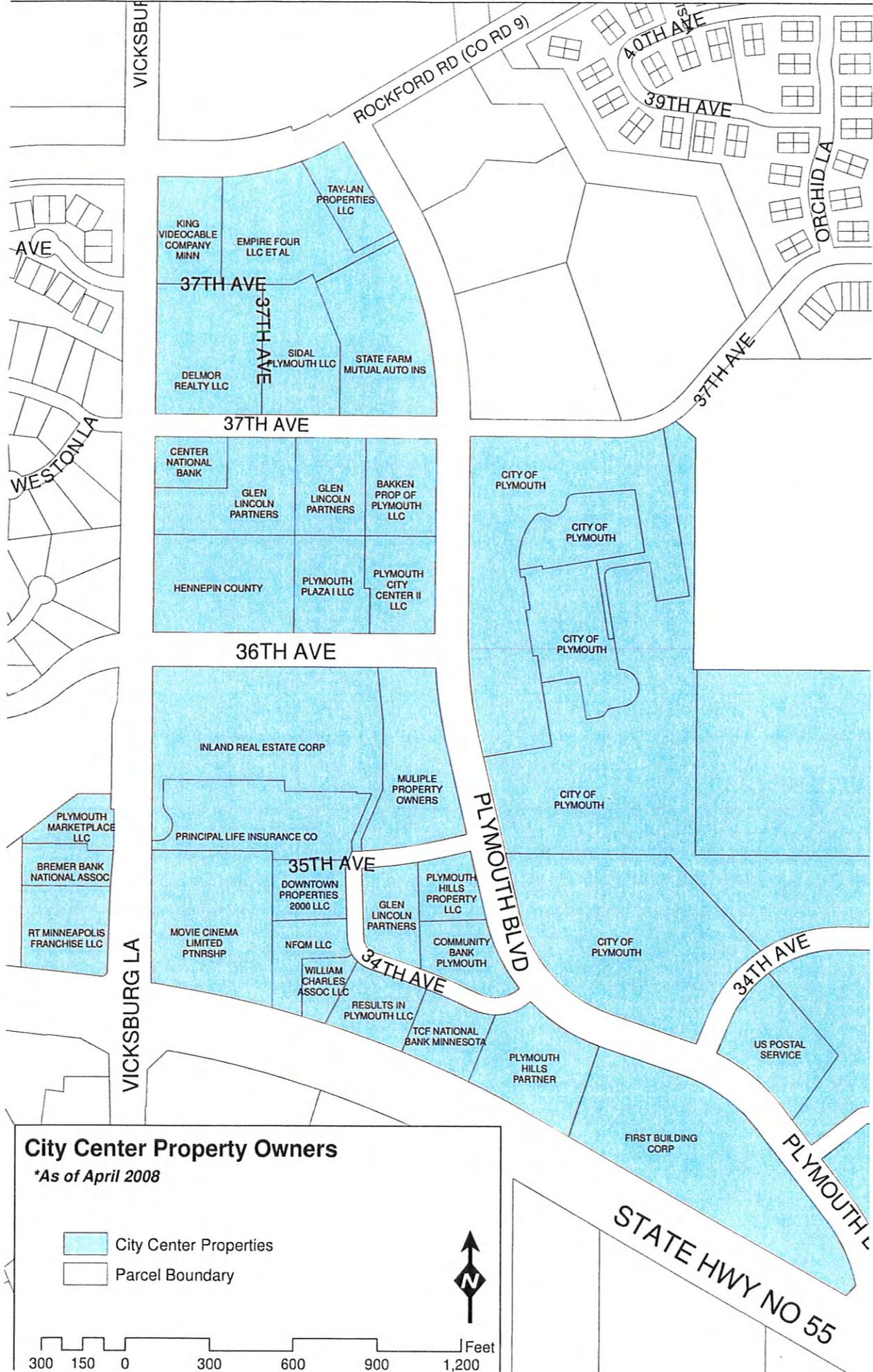




City Center Improvements

- | | | |
|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Sidewalks/Trails | Material |  Pond |
| Existing |  Concrete |  Possible Pedestrian Plaza/Node |
|  City Sidewalk |  Paver | |
|  City Trail | | |
| Proposed | | |
|  City Sidewalk | | |
|  City Trail | | |
|  Pedestrian Spine | | |





City Center Property Owners

**As of April 2008*

- City Center Properties
- Parcel Boundary



Chapter II

City Center Land Use

Appendix Chapter 3E

City Center

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

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

A CITY CENTER VISION AND GUIDING PRINCIPLES

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

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

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

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

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

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

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

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

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



Buildings in City Center will be set close to the street.



Buildings, not parking, should occupy corners.



Streetscape elements such as lighting and banners help provide a consistent design and identifiable image for City Center.

A Mix of Uses – City Center will contain a blend of activities, including commercial, office and public uses, with no single use dominating. The public elements include: City Hall; Hilde Performance Center; Plymouth Ice Center; and the Hennepin County Library. Additional public elements include parks, plazas and community-oriented open space. Mixing may occur vertically within a building. Mixing may also occur horizontally. This will provide a range of uses along the length of a street. However, as mixing occurs, it needs to respect the specific character of the land and resources and to take into account the character of areas bordering City Center.

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

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

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

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

Design of Buildings – Development of City Center needs to generate intensity and permanence and set a hierarchy of building types. Consistently high standards will be set for building materials and construction to achieve an architecture that is meant to last (**refer to photo example on next page**).



All buildings in City Center have front entrances on the street (or in the case of Vicksburg Lane, entrances that are easily accessible from the Vicksburg sidewalk).



On-street parking is encouraged.



High standards will be set for building materials.

Connection to, from and within City Center – City Center must be walkable. Strong connections in the form of continuous and convenient trails are needed between City Center and the neighborhoods that surround it. To facilitate north-south pedestrian movement through City Center, developers need to establish the mid-block spine through City Center. Transit is also a method of connecting. Transit needs will be considered as development proposals are reviewed.

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

B CITY CENTER DESIGN GUIDELINES

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

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

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

- Complete a pedestrian network of sidewalks and trails.
- Connect the sidewalks and trails of City Center to trails reaching to the rest of Plymouth.

- Facilitate parking and pedestrian connections that allow people to park once and shop twice.
- Develop the shortest possible street crossing distance by using “bump-outs,” medians, or other devices.
- Plan for traffic signals at intersections along Vicksburg Lane and stop signs at other City Center intersections to allow for safe pedestrian crossings.
- Provide access to sites from 35th Avenue, 36th Avenue and 37th Avenue to the greatest degree possible.
- Provide for interesting, comfortable and safe routes for pedestrians in parking areas. **(Refer to photo examples on next page.)**
- Require sidewalks connecting the public sidewalk and the front door of every building in City Center.
- Encourage other pedestrian features, such as benches, small plazas and landscape amenities. Especially focus these features at building entries and areas near the pedestrian spine. **(Refer to photo examples.)**

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

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

SAFE ROUTES FOR PEDESTRIANS



Landscaping provides visual relief from an expanse of parking.



Sidewalks and drive aisle crosswalks with the same design and constructed of the same materials send a strong signal to vehicles to watch for pedestrians.



Landscaped, curvilinear walks provide a comfortable setting for pedestrians.

ENCOURAGE PEDESTRIAN FEATURES



Features such as outdoor dining add to the pedestrian feel of an area. Both El Azteca and Kobe restaurants have recently added outdoor seating to enhance their appeal. These additions illustrate that existing uses can successfully expand to accommodate outdoor use.

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

- Allow for a range of uses that occur on the various blocks of City Center, within individual parcels, and within a single building.
- Permit uses that promote an active and vital City Center, but do not compromise compatibility.

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

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

Streets of City Center – To encourage people to explore City Center, streets should encourage pedestrian activity and provide for visually interesting views from

SCREENING SERVICE AND PARKING AREAS



Service doors can be de-emphasized by setting them back from the active areas of a building and providing adjacent landscaping to draw attention away from them.



Shrubs can effectively screen mechanical equipment from street views.



Coniferous trees are equally effective in screening parking lots.



Fences and landscaping are another good option for screening parking lots.

vehicles. The streets set an order to City Center, and there should be a hierarchy of streets relating to their importance in the structure of City Center. By controlling traffic speed, City Center can be made more pedestrian friendly and safer for vehicles as well as walkers.

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

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

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

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

- Create a pedestrian-oriented spine to connect the north and south ends of the City Center area.
- Add functions of private development to the spine (e.g., NURP ponds and rain gardens).
- Include amenities such as benches and arbors, as a part of the spine for comfort, convenience and interest (**refer to photo example on next page**).
- Develop waiting spaces at transit stops.
- Create useable, inviting outdoor spaces (plazas) at front doors of buildings over 30,000 square feet or developments with an aggregate building size of over 30,000 square feet, especially where the front door lies at a connection to the pedestrian spine (**refer to photo example on next page**).
- Incorporate special pavement, seating, more detailed landscaping, and other special features at each plaza space.

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

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

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

- Make people and their activity the focus of the community gathering space, allowing the activity of the community gathering space to be seen (**refer to photo example on next page**).
- Develop strong pedestrian connections between the community gathering space and other uses in City Center.



Include amenities such as benches and arbors along the pedestrian spine.



Create inviting outdoor plazas in conjunction with larger buildings.



Make people and their activity the focus of the community gathering space.

- Provide spaces for large and small gatherings, formal and informal events, and paid and free activities.
- Develop the community gathering space and its site in ways that do not dominate the natural resources of the site.
- Make the community gathering space structure the transition between the more urban development to the west and the natural area to the east.

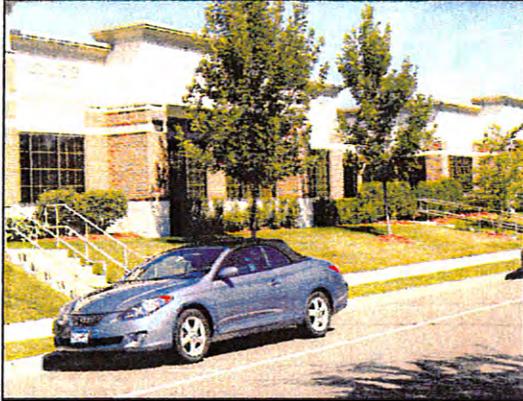
Buildings – For City Center to gain an identity as a distinct district and a commercial area with a different look than a shopping center, it must be made to feel like you have entered something. City Center should be different than other commercial areas in the city. City Center should be one of the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

- Form an edge to the street with buildings, leading to a sense that the street is like a “room” within City Center.
- Establish a “build to” line at 20 feet from the right-of-way. Require that 50 percent of the largest building on the site occupy the street frontage at the “build-to” line. **(Refer to photo examples on next page.)**
- Minimize the side yard area of buildings.
- Coordinate development of buildings to create active spaces in side yards rather than only parking or service functions.
- Allow parking between buildings to the extent that parking in the side yard accounts for a maximum of 50 percent of parking on the site.
- Encourage the creation of spaces for people in areas between buildings.

ESTABLISH A BUILD-TO LINE



The build-to line helps establish a pedestrian character in City Center.



Even where there is a difference in topography between the building and the sidewalk, setting the building close to the street contributes to a pedestrian-friendly environment.



On-street parking further enhances the pedestrian orientation created through the build-to line.



Where a portion of a parking lot occurs along the build-to line, continuing the line with landscaping or fencing helps maintain the edge.

- Place buildings near the streets to provide a sense of development beyond parking – define an edge and create something to pass by.
- Share land resources wherever possible to increase the intensity of development (shared ponding, joint use parking).
- Prohibit uses that rely on drive-through sales and those that are solely automobile-oriented.
- Encourage multiple story buildings where appropriate.
- Articulate large buildings to reduce their apparent size; modulate their facades to provide for additional interest to long buildings.
- Encourage individual expression, but develop continuity with elements that result in a unified, compatible City Center.
- Require that buildings and entryways be oriented to the street. **(Refer to photo examples on next page.)**
- Avoid designs that rely on fashion. Instead, encourage designs that are timeless and will not become obsolete and outdated with age.
- Discourage large blank exterior surfaces; articulate facades, especially with windows, to create visual interest from the street.
- Establish a strong base and top for multi-story buildings, with middle layers that are simpler.
- Articulate the tops of buildings to avoid box-like images. Encourage building tops that reinforce the building's commercial nature (prohibit sloped roofs).
- Integrate mechanical systems and service areas into the architecture of the building.
- Base building design on unique characteristics, not on a franchise formula (roof patterns, corporate colors or similar elements).
- Create detail that is an integral part of the architecture, not a series of applied elements.
- Require signs to be incorporated into the facades of buildings, not extending past the roof line and not projecting more than 12 inches beyond the plane of the façade on which it is located; allow pylon signs only along the Highway 55 frontage. Signs should be located on buildings in a manner that allows them to be read by pedestrians on the sidewalks in front of the buildings.

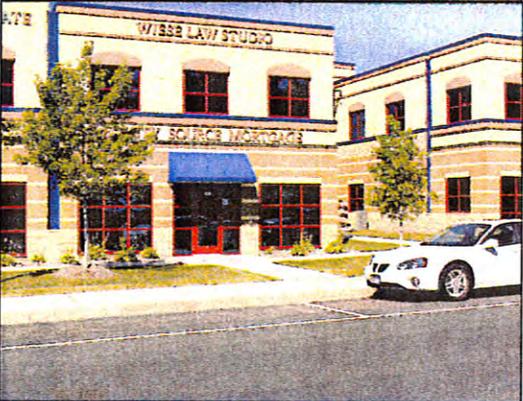
BUILDINGS/ENTRYWAYS ORIENTED TO THE STREET



On-street parking enables main entries to be located on the street side of the building.



Building entries on the street reinforce the pedestrian orientation of City Center.



Parking adjacent to a street entrance enhances convenience for customers.



It is possible to locate an entrance on the street even when parking is prohibited, in this case, along Vicksburg Lane.

- Buildings with facades along Vicksburg Lane must address Vicksburg Lane through architecture and setbacks and have easily accessible entrances to the Vicksburg Lane sidewalk. However, the front entrance does not have to face Vicksburg Lane.

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

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

DESIRED MATERIALS



Brick with light stucco accents lend a sense of permanence to this building.



The stone base of this building adds interest without becoming too busy.



The stone accent on the brick building is an integral part of the architecture and adds to the aesthetics of the building.



The lighter third story de-emphasizes the height of the building.

- Wood, except as accent materials or in elements that are integrated with other desired materials
- Mirrored glass, especially mirrored glass that faces an active pedestrian street
- Materials that represent corporate colors, patterns or trademarks
- Brightly colored metal roofing or canopies
- Concrete that is not enhanced as indicated under “Desired Materials,” especially pre-cast, tilt-up walls
- Synthetic awnings, especially awnings meant to be illuminated from within

C Streetscape Elements

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

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

Landscaping – Landscaping consists predominantly of oak and maple variety street trees planted on regular 40-foot intervals. Maple trees should be planted along 35th and 37th Avenues and oak trees should be planted along 36th Avenue. Smaller flowering trees should be used in medians and pedestrian areas for added interest and human scale. Hedge and informal shrub groupings should alternate with low fencing

to provide dense screening of parking lots. Flowering boulevards and planters are suggested along east/streets, in front of buildings and along the pedestrian spine to soften the appearance of the buildings and enhance the pedestrian environment.

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

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

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

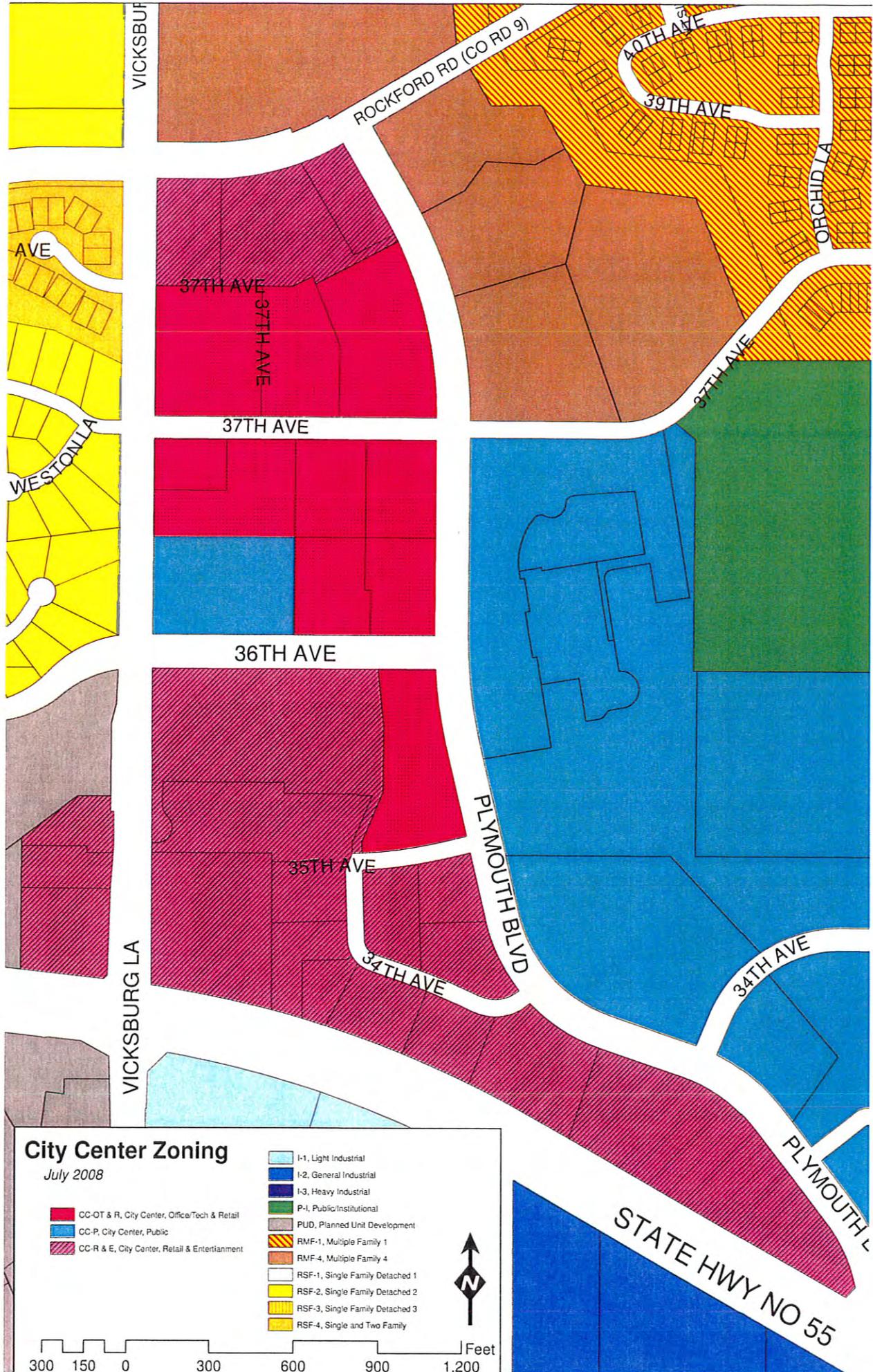
Furnishings – Furnishings are important to the streetscape image because they provide life, identity and pedestrian amenity. Public seating areas, which include benches, trash receptacles and flower planters, should be provided where high pedestrian traffic is expected. This includes points along Plymouth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

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

Gateways – Another important group of streetscape elements that add life and identity to the streetscape are gateway monuments and intersection landscaping treatments. They are used to mark important locations within City Center. Primary gateways are larger structures which will identify City Center to drivers on Highway 55 and other major routes. Secondary gateways are smaller structures which will be located at key pedestrian crossings to alert both walkers and drivers to the crossing. Intersection landscaping should be incorporated with gateways as well as at intersections where no gateways are constructed.

Chapter III

Zoning



City Center Zoning

July 2008

- CC-OT & R, City Center, Office/Tech & Retail
- CC-P, City Center, Public
- CC-R & E, City Center, Retail & Entertainment
- I-1, Light Industrial
- I-2, General Industrial
- I-3, Heavy Industrial
- P-1, Public/Institutional
- PUD, Planned Unit Development
- RMF-1, Multiple Family 1
- RMF-4, Multiple Family 4
- RSF-1, Single Family Detached 1
- RSF-2, Single Family Detached 2
- RSF-3, Single Family Detached 3
- RSF-4, Single and Two Family



SECTION 21475 - CC, CITY CENTER DISTRICT

21475.01. PURPOSE: The purpose of the City Center (CC) District is to provide for the establishment of a community focal point which is a blend of cultural, recreational, civic, entertainment, commercial retail, and office uses as defined and guided by the Comprehensive Plan. *(Amended by Ord. No. 2007-28, 11/13/07)*

21475.03. ESTABLISHMENT OF DISTRICTS: The area within the CC District shall be further divided into three (3) sub-districts.

- Subd. 1.** City Center - Public (CC-P).
- Subd. 2.** City Center - Retail and Entertainment (CC-R & E).
- Subd. 3.** City Center - Office/Technical and Retail (CC-OT & R).

(Amended by Ord. No. 2007-28, 11/13/07)

21475.05. PERMITTED USES: The following are permitted uses within the CC District:

- Subd. 1.** CC-P.
 - (a) Amphitheaters.
 - (b) Bus/transit stations or terminals without vehicle storage.
 - (c) Commercial recreation indoor, e.g. bowling alley, roller rinks, etc.
 - (d) Community centers.
 - (e) Essential services not including structures, except those requiring administrative permits or conditional use permits pursuant to Section 21160 of this Chapter.
 - (f) Governmental and public utility (essential service) buildings and structures, including public works type facilities, excluding outdoor storage.
 - (g) Parks and recreational facilities, structures and buildings.
 - (h) Publicly owned civic or cultural buildings such as libraries, city offices, auditoriums, public administration buildings and historical developments.
 - (i) Sports and fitness clubs.

(Amended by Ord. No. 2002-32, 11/26/02) (Amended by Ord. No. 2005-01, 01/11/05)
(Amended by Ord. No. 2006-04, 02/07/06) (Amended by Ord. No. 2007-28, 11/13/07)

Subd. 2. CC-R & E.

- (a) Amusement Centers
- (b) Antique shops.
- (c) Appliance and electronic stores including incidental repair and assembly but not fabricating or manufacturing.
- (d) Art and school supply sales.
- (e) Art galleries.
- (f) Bakery goods and baking of goods for retail sales on the premises.

- (g) Banks, credit unions and other financial institutions (excluding currency exchanges) with or without drive up tellers.
- (h) Beauty salons and day spas.
- (i) Bicycle sales and repair.
- (j) Books, office supplies and equipment, or stationary stores and sales.
- (k) Bus/transit station or terminal without vehicle storage.
- (l) Camera and photographic supplies, sales, and film processing.
- (m) Candy, ice cream, popcorn, nuts, frozen desserts, and soft drink sales.
- (n) Cellular telephone towers and antennas located on a public structure, as regulated by Section 21175 of this Chapter.
- (o) Clothes, sales and/or rental.
- (p) Copy service but not including printing press or newspaper.
- (q) Delicatessen/coffee house (not of the drive-in or drive-through type).
- (r) Dry cleaning pick up and laundry pick up stations including incidental repair and assembly but not including processing.
- (s) Essential services not including structures, except those requiring administrative permits or conditional use permits pursuant to Section 21160 of this Chapter.
- (t) Fabric and notions sales and store.
- (u) Florist shops.
- (v) Frozen food retail, but not including a locker plant.
- (w) Gift or novelty stores.
- (x) Governmental and public utility (essential service) buildings and structures, including public works type facilities, excluding outdoor storage.
- (y) Grocery, supermarket and superstores.
- (z) Hardware stores.
- (aa) Hobby and craft stores.
- (bb) Jewelry stores.
- (cc) Leather goods and luggage stores.
- (dd) Liquor, off sale.
- (ee) Locksmiths.
- (ff) Music (instruments, equipment, tapes, compact discs, etc.) shops and sales.
- (gg) Offices, administrative/commercial.
- (hh) Offices/clinics for medical, dental, or chiropractic services.
- (ii) Paint and wallpaper sales.
- (jj) Pharmacies (not of the drive-in or drive-through type).
- (kk) Plumbing, television, radio, electrical sales and such repair as an accessory use to the retail establishment permitted within this district.
- (ll) Restaurants and cafes (not of the drive-in or drive-through type).
- (mm) Sewing machine sales and service.
- (nn) Sexually oriented businesses – accessory (as regulated by Section 21195 of this Chapter).
- (oo) Shoe repair.
- (pp) Sporting goods and recreational equipment sales, excluding motorized vehicles.
- (qq) Studios - artist, dance, decorating, music, portrait photography, etc.
- (rr) Tailoring services.
- (ss) Tanning salon.
- (tt) Theaters (indoor only).
- (uu) Toy stores.

- (vv) Veterinary clinics and related indoor kennel; and pet sales, supplies and grooming.
- (ww) Video rental and sales.

*(Amended by Ord. No. 2004-02, 01/13/04 (Amended by Ord. No. 2005-01, 01/11/05)
(Amended by Ord. No. 2006-04, 02/07/06) (Amended by Ord. No. 2007-28, 11/13/07)
(Amended by Ord. No. 2008-09, 03/25/08)*

Subd. 3. CC-OT & R.

- (a) All uses permitted in CC-R & E.
- (b) Commercial recreation, indoor.
- (c) Funeral homes and mortuaries.
- (d) Laboratories.
- (e) Printing establishments, commercial.
- (f) Radio and television stations.
- (g) Sports and fitness clubs.

*(Amended by Ord. No. 2002-32, 11/26/02) (Amended by Ord. No. 2005-01, 01/11/05)
(Amended by Ord. No. 2006-04, 02/07/06) (Amended by Ord. No. 2007-28, 11/13/07)*

21475.07. ACCESSORY USES. The following are permitted accessory uses within the CC District:

Subd. 1. All sub-districts.

- (a) Accessory uses incidental and customary to the uses listed as permitted, conditional, interim, and uses by administrative permit in this Section.
- (b) Day care facilities, accessory.
- (c) Fences, as regulated by Section 21130 of this Chapter.
- (d) Off-street parking and off-street loading as regulated by Section 21135 of this Chapter, but not including parking of semi-trailers or semi-trailer trucks.
- (e) Radio and television receiving antennas including single satellite dish TVROs two (2) meters or less in diameter, short-wave radio dispatching antennas, or those necessary for the operation of electronic equipment including radio receivers, federally licensed amateur radio stations and television receivers, as regulated by Section 21175 of this Chapter.
- (f) Signs, as regulated by Section 21155 of this Chapter.

(Amended by Ord. No. 2007-28, 11/13/07) (Amended by Ord. No. 2008-09, 03/25/08)

Subd. 2 CC-P District. Liquor on-sale when accessory and customary to uses allowed as permitted, conditional or interim in this Section. *(Amended by Ord. No. 98-41, 12/16/98) (Amended by Ord. No. 2007-28, 11/13/07)*

21475.09. CONDITIONAL USES: The following are conditional uses in a CC District and require a conditional use permit based upon procedures set forth in and regulated by Section 21015 of this Chapter. Additionally, besides the specific standards and criteria which may be cited below for respective conditional uses, each request for a conditional use permit shall be evaluated based upon the standards and criteria set forth in Sections 21015.02, Subd. 5 and 21015.04 of this Chapter.

Subd. 1. All sub-districts.

- (a) Antennas not located on an existing structure or tower, as regulated by Section 21175 of this Chapter.
- (b) Essential services requiring a conditional use permit pursuant to Section 21160 of this Chapter.
- (c) Essential service structures (as defined by Section 21005 of this Chapter) that exceed five (5) feet in height or twenty (20) square feet in area, necessary for the health, safety and general welfare of the City, excluding public work type facilities, provided that: *(Amended by Ord. No. 2004-02, 01/13/04)*
 - (1) Equipment is completely enclosed in a permanent structure with no outside storage.
- (d) Parking ramps as an accessory use; and public ramps/garages as a principal use. *(Amended by Ord. No. 2008-09, 03/25/08)*
- (e) Religious institutions and related social events provided that:
 - (1) The space utilized for such activities is shared with a use allowed within this district or occupies no more than twenty (20) percent of a multi-tenant shopping center.
 - (2) Activities shall be limited to worship services and directly related social events.

(Amended by Ord. No. 2007-28, 11/13/07)

Subd. 2. CC-P District.

- (a) Parking lots/ramps, as a principal use.
- (b) Retail commercial activities and personal services, provided that:
 - (1) Merchandise is sold at retail.
 - (2) Personal services are limited to those uses and activities which are allowed as a permitted or permitted accessory use within a C-1 Zoning District.

(3) The retail activity and personal services shall not occupy more than fifteen (15) percent of the gross floor area of the building.

(4) No directly or indirectly illuminated sign or sign in excess of ten (10) square feet identifying the name of the business shall be visible from the outside of the building.

(5) No signs or posters of any type advertising products for sale or services shall be visible from the outside of the building.

(Amended by Ord. No. 2007-28, 11/13/07)

Subd. 3. CC-R & E District.

(a) Auto repair-minor, and tire and battery store and services, in existence on or before November 13, 2007, provided that:

(1) There shall be no outdoor service operation of lubrication equipment, hydraulic lifts or service pits, tire changing, drive systems repair or tuning, or similar operations.

(2) No outside storage of parts, equipment, or inoperable vehicles shall be allowed.

(3) Sale of products other than those specifically mentioned in this sub-section shall be limited to those allowed in this district and shall be subject to approval as part of the conditional use permit.

(b) Commercial car washes in existence on or before November 13, 2007, as an accessory use as regulated by Section 21135 of this Chapter.

(c) Convenience Grocery Markets with Prepared Food and/or Motor Fuel Sales (no vehicle service or repair) in existence on or before November 13, 2007, provided that:

(1) Convenience/deli food is of the take-out type only and that no provision for seating or consumption on the premises is provided. Furthermore, that the enclosed area devoted to such activity, use and merchandise shall not exceed fifteen (15) percent of the gross floor area.

(2) The storage, preparation and serving of food items are subject to the approval of the Zoning Administrator who shall provide specific written sanitary requirements based upon the applicable State and County regulations.

(3) That the proximate area and location of space devoted to non-automotive merchandise sales shall be specified in the application and in the conditional use permit. Outside display of merchandise shall be allowed by administrative permit, pursuant to Section 21475.13, Subd. 5 of this Chapter. *(Amended by Ord. No. 2006-04, 02/07/06)*

(4) The off-street loading space(s) and building access for delivery of goods shall be separate from customer parking and entrances and shall not cause conflicts with customer vehicles and pedestrian movements.

(5) The hours of operation shall be limited to 6:00 AM to 11:00 PM, unless extended by the Council as part of the conditional use permit.

(6) Motor fuel facilities shall be installed in accordance with State and City standards. Additionally, adequate space shall be provided to access gas pumps and to allow maneuverability around the pumps. Underground fuel storage tanks are to be positioned to allow adequate access by motor fuel transports and unloading operations which do not conflict with circulation, access and other activities on the site. Fuel pumps shall be installed on pump islands.

(7) A protective canopy located over pump islands may be an accessory structure on the property and may be located twenty (20) feet or more from the front lot line, provided adequate visibility both on and off site is maintained. All canopy lighting for motor fuel station pump islands shall be recessed or fully shielded. Illumination levels for pump islands shall comply with Section 21105.06 of this Chapter. *(Amended by Ord. No. 2001-06, 02/13/01) (Amended by Ord. No. 2006-04, 02/07/06)*

(8) Litter Control. The operation shall be responsible for litter control within three hundred (300) feet of the premises and litter control is to occur on a daily basis. Trash receptacles must be provided at a convenient location on site to facilitate litter control.

(d) Day care nursery facilities as a principal use provided that:

(1) The use complies with the provisions of Section 21150 of this Chapter.

(e) Entertainment, live, in association with a restaurant.

(f) Tutoring/learning centers. *(Amended by Ord. No. 2006-28, 11/14/06)*

(Amended by Ord. No. 2007-28, 11/13/07) (Amended by Ord. No. 2008-09, 03/25/08)

Subd. 4. CC-OT & R District.

(a) Day care facilities as a principal use provided that:

(1) The use complies with the provisions of Section 21150 of this Chapter.

(b) Multiple family dwellings (apartments, condominiums, townhouses, and similar attached housing) as part of a mixed land use development, provided that residential density does not exceed twenty (20) dwelling units per acre.

(Amended by Ord. No. 2007-05, 01/23/07) (Amended by Ord. No. 2007-28, 11/13/07)

21475.11. INTERIM USES: Subject to applicable provisions of this Chapter, the following are interim uses in the CC District and are governed by Section 21020 of this Chapter:

Subd. 1. Landfilling and land excavation/grading operations, except mining, as regulated by Section 21185 of this Chapter.

21475.13. USES BY ADMINISTRATIVE PERMIT: Subject to applicable provisions of this Section, performance standards established by this Chapter, and processing requirements of Section 21025, the following are uses allowed in the CC District by administrative permit as may be issued by the Zoning Administrator:

Subd. 1. Antennas located upon an existing structure or tower, as regulated by Section 21175 of this Chapter.

Subd. 2. Essential services requiring a permit from the City Engineer as provided by Section 21160 of this Chapter.

Subd. 3. Essential service structures (as defined by Section 21005 of this Chapter) that do not exceed five (5) feet in height or twenty (20) feet in area, necessary for the health, safety and general welfare of the City, excluding public works type facilities and uses, provided that:

- (a) Equipment is completely enclosed in a permanent structure with no outside storage.
- (b) Landscaping is provided to screen any such structure.

Subd. 4. Landfilling and land excavation/grading operations, except mining, as regulated by Section 21185 of this Chapter.

Subd. 5. Other uses of the same general character as those listed as a permitted use in this district and the respective sub-district.

Subd. 6. Outdoor display (permanent) of seasonal or convenience items (e.g., windshield washer fluid, softener salt, etc.) as an accessory use in association with an allowed principal use provided that:

- (a) The area so occupied shall not exceed ten (10) percent of the gross floor area of the principal building or one hundred (100) square feet, whichever is less.
- (b) No display of merchandise shall occur within the required front, rear, or side yards.
- (c) Such outdoor display of merchandise shall be limited to the area of customer entrances or within pump islands.

- (d) Such outdoor display of merchandise shall not exceed five (5) feet in height.
- (e) Such outdoor display area shall be included in the calculations for parking spaces required for the use and shall not occupy space required for parking as regulated by Section 21135 of this Chapter, except as may be exempted for cause by the Zoning Administrator.

Subd. 7. Outside, above ground storage facilities for fuels used for standby heating purposes; outdoor generators located two hundred (200) feet or more away from residentially guided or zoned property; and outdoor equipment used for dispensing fuels to vehicles or containers used in conjunction with the approved principal use, but not for sale. Such features shall be limited to gasoline, diesel, natural gas, or propane. The location and design of such features for new developments shall be included with the site plan submitted for review and approval as required by this Chapter. The location and design of such features for existing developments shall be subject to the approval of the Zoning Administrator and the following criteria:

- (a) The design, construction, and location of any such features must comply with State and City codes including appropriate National Fire Protection Association specifications, Minnesota State Fire Code requirements, and manufacturer's specifications.
- (b) An accurate site plan for the development based upon a certified survey, shall be submitted showing to scale the location of such features, including any fencing and landscaping related to safety or screening.
- (c) Solid wall enclosures should not be used to assure that fire hose streams can be directed onto such features with minimal obstruction.
- (d) Such features must be located so as not to obstruct approved parking spaces, driving aisles, fire lanes, utility easements, or required building ingress or egress points.
- (e) No signage shall be permitted, other than required safety information, product identification, product hazards, and operation instructions. For the purpose of this section, "signage" includes words, graphics, logos, and symbols.
- (f) Outdoor generators located less than two hundred (200) feet from residentially guided or zoned property shall require the approval of a site plan (or site plan amendment) for a major project, pursuant to Section 21045.05 of this Chapter.

Subd. 8. Temporary mobile towers for personal wireless service antennas, as regulated by Section 21175 of this Chapter.

Subd. 9. Temporary outdoor events and sales subject to the following criteria:

- (a) Special Events (except Carnivals).

(1) Such activity is directed towards the general public and includes grand openings, craft shows, flea markets, mechanical and animal rides and displays of materials that are typically not sold or serviced on the site.

(2) The event shall not exceed the period specified in the administrative permit and in no case shall exceed three (3) consecutive calendar days per event.

(3) There shall be no more than two (2) special events per calendar year per property. However, each tenant in a multi-tenant building shall be permitted one (1) special event per year. Multi-tenant buildings with less than five (5) lease-spaces shall be considered as a single property for purposes of this provision.

(b) Carnivals.

(1) The applicant must submit a carnival license application as required by Section 1100 of the City Code.

(2) The event shall not exceed the period specified in the administrative permit and in no case shall exceed seven (7) consecutive calendar days per event.

(3) There shall be no more than one (1) carnival per calendar year per property.

(c) Outdoor Sales, including but not limited to transient merchants and transient produce merchants (excluding Christmas Tree Sales):

(1) Such activity is directed towards the general public and includes warehouse sales, sidewalk sales, inventory reduction or liquidation sales, distressed merchandise sales, seasonal merchandise sales (except Christmas trees), and transient merchant and transient produce merchant sales.

(2) The following specific standards shall apply to all proposed temporary outdoor sales activities allowed by this paragraph and by City Code business licensing provisions in addition to other applicable building and safety code requirements as determined by the Zoning Administrator.

a. The maximum total time for temporary outdoor sales activities shall be the period specified in the administrative permit and, in no case, shall exceed ninety (90) days per calendar year per property.

b. There shall be no more sales activities than those specified in the administrative permit and, in no case, shall there be more than ten (10) sales activities per year per property.

c. Sales activities may be conducted within a required yard provided the area is paved and the activity does not interfere with parking, traffic circulation or emergency vehicle access. Temporary sales on unpaved landscaped areas is prohibited.

d. Sales of fireworks, as regulated by Section 1110 of the City Code.

(d) Outdoor Christmas Tree Sales.

(1) Such activity is directed towards the general public and consists of the outdoor sales of cut evergreen trees, boughs, wreaths and other natural holiday decorations and related products.

(2) The following specific standards shall apply to all proposed outdoor Christmas tree sales allowed by this paragraph and by City Code business licensing provisions in addition to other applicable building and safety code requirements as determined by the Zoning Administrator.

a. The maximum total time for sales activities shall be the period specified in the administrative permit and, in no case, shall exceed forty-five (45) days per calendar year per property.

b. There shall be no more than one (1) sales activity per year per property, which shall be in addition to any special events or other outdoor sales permitted on the property.

c. Sales activities may be conducted within a required yard provided the area is paved and the activity does not interfere with parking, traffic circulation or emergency vehicle access. Sales on unpaved landscaped areas is prohibited.

(e) General Standards.

(1) The event shall be clearly accessory to or promoting the permitted or conditional use approved for the site.

(2) Tents, stands, and other similar temporary structures may be utilized, provided they are clearly identified on the submitted plan and provided that it is determined by the Zoning Administrator that they will not impair the parking capacity, emergency access, or the safe and efficient movement of pedestrian and vehicular traffic on or off the site.

(3) The submitted plan shall clearly demonstrate that adequate off-street parking for the proposed event can and will be provided for the duration of the event. Determination of compliance with this requirement shall be made by the Zoning Administrator who shall consider the nature of the event and the applicable parking requirements of Section 21155. Consideration shall be given to the parking needs and requirements of other occupants in the case of multi-tenant buildings. Parking on public right-of-way and streets is prohibited; except that parking on local streets may be allowed on Saturday and Sunday only, provided that the petitioner arranges for traffic control by authorized enforcement officers, as approved in writing by the Police Chief, at the petitioner's expense.

(4) Signage related to the event shall be in compliance with the temporary sign standards of Section 21155 and shall be allowed for the duration of the event. The Zoning Administrator may authorize special signage for purposes of traffic direction and control; the erection and removal of such signage shall be the responsibility of the applicant.

(5) The approved permit shall be displayed on the premises for the duration of the event.

(6) All activity related to the temporary outdoor event or sale must take place within the time permitted in the administrative permit. No buildings, equipment or materials may be erected or displayed prior to the start date identified in the permit application and all structures, equipment and displays must be removed by the end date identified in the administrative permit.

Subd. 10. Temporary structures, as regulated by Section 21167 of this Chapter.

*(Amended by Ord. No. 2000-06, 02/29/00) (Amended by Ord. No. 2004-02, 01/13/04)
(Amended by Ord. No. 2005-01, 01/11/05) (Amended by Ord. No. 2008-09, 03/25/08)*

21475.15. AREA REQUIREMENTS AND CONSTRUCTION LIMITATIONS: The following minimum requirements shall be observed in the CC District, subject to additional requirements, exceptions and modifications set forth in this Chapter.

District Area Minimum	Lot Area Minimum	Minimum Lot Width (feet)	Minimum Lot Depth (feet)	Structural Coverage(a)(b)		Setbacks (feet) (a)		Maximum Building Height	
				Maximum	40 %	Front yard (maximum)	20 (b)	Prin. Bldg.	45 ft
None	None	None	None	Maximum	40 %	Front yard (maximum)	20 (b)	Prin. Bldg.	45 ft
								Acc. Bldg.	20 ft
						Side yard	None		
						Rear - Principal Bldg. (minimum)	50		
						Rear - Acc. Bldg. (minimum)	25% of lot depth		
(a) Special requirements for environmental overlay districts - See appropriate text (b) Maximum may be exceeded when abutting principal arterials or when site topography requires that a building be set back further to achieve acceptable grades between the street, the site entrance and the building.									

(Amended by Ord. No. 2001-06, 02/13/01) (Amended by Ord. No. 2007-28, 11/13/07)

21475.17. SPECIAL DESIGN AND PERFORMANCE STANDARDS. The following special design and performance standards shall be observed in the CC District subject to the additional standard requirements, exceptions and modifications set forth in this Chapter:

Subd. 1. Parking:

- (a) No parking spaces shall be located between the front of the principal structure and the abutting front lot line. *(Amended by Ord. No. 2007-28, 11/13/07)*
- (b) No more than fifty (50) percent of the parking provided on the lot shall be located in front of the rear building line to the front yard lot line.
- (c) No parking spaces shall be located on corner lots at the point of street intersections.
- (d) A reduction of up to ten (10) percent in the number of required off-street parking spaces may be approved by the Zoning Administrator in the case of shared parking areas between abutting uses.
- (e) A reduction of one (1) parking space from the number of required off-street parking spaces may be approved by the Zoning Administrator for each on-street parking space provided at the lot frontage on a public street.

Subd. 2. Loading:

- (a) Loading areas and docks, as required by Section 21135 of this Chapter, shall be limited to the rear of the principal building.
- (b) Special landscape screening or building design measures shall be required to minimize and limit the visual impact of loading docks and areas.

Subd. 3. Pedestrian Circulation:

- (a) Each property shall be responsible for the installation and maintenance of a sidewalk pursuant to City standards at all lot lines abutting streets except Highway 55.
- (b) Each property shall provide a sidewalk pursuant to City standards from the front lot line to the main entrance of the principal structure.
- (c) Each property shall provide a designated pedestrian circulation system through and from off-street parking areas into the principal structure. This circulation system shall also connect to circulation systems of adjacent properties.
- (d) Properties which are adjacent to the pedestrian spine shall be required to dedicate land or provide easements as may be applicable for the spine and shall make appropriate landscape improvements and pedestrian connections.
- (e) All crosswalks across public or private drives shall be a minimum of five feet (5') wide and shall be constructed with a distinctive paving material, as approved by the City.

(Amended by Ord. No. 2007-28, 11/13/07)

Subd. 4. Landscaping:

- (a) The dominant tree species and planting patterns utilized on site shall be the same as the species of street tree and planting patterns to the front of the property except as provided below.
- (b) The periphery of all parking lots shall be landscaped and screened in compliance with Section 21130 of this Chapter and the City Center provisions of the Comprehensive Plan.
- (c) Berms shall not be allowed.
- (d) Water quality ponding areas shall be designed and landscaped in a park-like character, as specified by the City Center portion of the Comprehensive Plan. Water quality ponds shall also be designed to City engineering standards. If an alternative design is required, City approved plantings shall be installed as opposed to fencing.
- (e) Existing trees shall be maintained and preserved to the extent possible and in compliance with Section 21130 of this Chapter.
- (f) The landscaping of areas along pedestrian corridors shall have a consistent character throughout the City Center Zoning Districts and shall be comprised of design and landscape features as specified by the City Center portion of the Comprehensive Plan.
- (g) Sites adjacent to the pedestrian spine shall provide landscaping adjacent to the spine.
- (h) Shade trees shall be planted in all parking lot islands. A minimum of one (1) tree shall be planted in each island and one (1) tree shall be planted for each 100 square feet of island.
- (i) A consistent landscaped edge, utilizing plant materials and/or decorative hardscape, shall be constructed between parking areas and streets.
- (j) The edges of the sidewalks and trails shall be reinforced with street trees, plantings, pedestrian-scale street lights and other similar amenities.

(Amended by Ord. No. 2007-28, 11/13/07)

Subd. 5. Plazas.

- (a) All properties with principal buildings in excess of thirty thousand (30,000) square feet shall be required to have a public plaza area(s).

(b) The design of plazas shall include special paving, benches, trash receptacles, lighting fixtures and other similar type features which comply with the Comprehensive Plan and City specifications. *(Amended by Ord. No. 2007-28, 11/13/07)*

Subd. 6. Signs are regulated by Section 21155 of this Chapter. *(Amended by Ord. No. 2007-05, 01/23/07)*

Subd. 7. Buildings.

(a) All sides of buildings shall have an equal appearance in terms of materials and general design.

(b) The architectural appearance, including building character, permanence, massing, density and composition, scale, construction materials, and functional plan of all principal buildings shall comply with the Comprehensive Plan. *(Amended by Ord. No. 2001-06, 02/13/01)*

(c) All principal buildings shall have an entry on the street.

(d) The major building massing of the principal structure shall parallel the street frontage of the lot.

(e) Trash and recycling storage areas shall be designed internal to the principal building and shall not be allowed in an external fenced structure.

(f) Building elevations shall be articulated to reduce the apparent size and undulate their facades.

(g) Buildings shall provide a base and top to their architecture.

(h) The tops of buildings shall be articulated to minimize "box"-like images.

(i) Buildings shall be architecturally unique and shall not be of corporate architecture (including roof patterns, corporate colors, architectural elements, and similar treatments).

(j) Large blank exterior wall surfaces shall be prohibited; walls shall be articulated, especially with windows.

(k) Buildings shall comply with the following list of allowable and prohibited materials:

(1) Allowable Materials.

a. Easily maintained materials that are durable and attractive at close distances (e.g., from the view of a pedestrian).

b. Materials that have an attractive pattern, texture, and quality detailing.

c. Brick, stone, or high-quality pre-cast concrete (colored and textured).

- d. Metals with matt finish and with neutral or earth tone colors; metals that are used for exterior walls should have visible corner moldings and trim.
- e. Transparent glass.
- f. Canvas awnings.

(2) Prohibited materials.

- a. Non-durable siding materials such as plywood, corrugated metal or fiberglass, or other materials that decay rapidly when exposed to the elements.
- b. Materials that have no pattern or relief, especially when those materials are applied to large wall surfaces.
- c. Simulated brick or stone.
- d. Wood, except as accent materials or in elements that are integrated with other “desired” materials.
- e. Mirrored glass, especially mirrored glass that faces an active pedestrian street.
- f. Materials that represent corporate colors, patterns, or trademarks.
- g. Brightly colored metal roofing or canopies.
- h. Concrete that is not enhanced as indicated under “Desired Materials” above, especially pre-cast, tilt-up walls.
- i. Synthetic awnings and awnings designed to be illuminated from within.

(Amended by Ord. No. 2007-28, 11/13/07)

Subd. 8. Lighting.

(a) Lighting as regulated by Section 21105.06 may be allowed subject to the limitation noted below.

(b) The height of a freestanding luminaire shall not exceed twenty-five (25) feet. *(Amended by Ord. No. 2001-06, 02/13/01) (Amended by Ord. No. 2004-30, 11/23/04)*

Subd. 9. Other. Other special design features and requirements as specified in the Comprehensive Plan Appendix shall be required as applicable to respective properties within the district. *(Amended by Ord. No. 2007-28, 11/13/07)*

(Amended by Ord. No. 2000-27, 07/11/00)

Section 21155.06, Subd. 5 of the Plymouth Zoning Ordinance

Subd. 5. CC (City Center) Districts. Signs are accessory to permitted, interim, and conditional uses in the CC-P, CC-R & E, and CC-OT & R Districts. Only the following signs are permitted in these districts unless otherwise specifically provided in this Section:

(a) All signs permitted in Section 21155.06, Subd. 1.

(b) Wall signage:

(1) Allowable uses and business establishments, including individual business and tenants in multi-tenant commercial buildings, may have wall signage provided such signage not extend more than eighteen (18) inches from the building, except that such signage may extend from the face of the roof over a covered walk, or from a marquee, provided the signage does not extend above the roof or parapet of said building. Wall signage shall be permitted on one wall; however, lots with frontage on two or more streets may have signage on one wall per street frontage. Such signage shall not exceed ten (10) percent of the area of the wall to which the signage is attached. All such signs shall be reviewed by the building ownership or management who shall provide a written endorsement at the time application is made for the sign permit.

(2) Canopies shall be considered to be an integral part of the structure to which they are accessory. Signs may be attached to a canopy, but such structures shall not be considered as part of the wall area, and thus shall not warrant additional sign area. Canopy signage shall be deducted from the permitted wall signage area. Canopies for motor vehicle fuel sales that do not include a convenience market on the lot shall be permitted separate signage. Such signage may occur on all faces of the canopy and shall not exceed twenty-four (24) square feet in surface area or twenty (20) percent of the face of the canopy to which the signs are attached, whichever is greater.

(c) Freestanding Signs:

(1) CC-R & E and CC-OT & R: One (1) monument sign shall be permitted per lot, provided the height shall not exceed ten (10) feet, and the surface area of the sign shall not exceed thirty-two (32) square feet. Such signage shall be set back at least ten (10) feet from all lot lines. The monument sign may include a changeable copy sign or an electronic changeable copy sign, provided the color of electronic text on electronic changeable copy signs shall be white or amber with a contrasting dark background. For properties that abut more than one (1) roadway, a sign

with electronic elements shall be located on the highest classification roadway.

(2) CC-P: One (1) monument sign shall be permitted per lot, provided the height shall not exceed ten (10) feet, and the surface area of the sign shall not exceed sixty-four (64) square feet. Such signage shall be set back at least ten (10) feet from all lot lines. The monument sign may include a changeable copy sign, an electronic changeable copy sign, or an electronic graphic display sign, provided it is set back at least fifteen (15) feet from all lot lines and the color of electronic text on electronic changeable copy signs shall be white or amber with a contrasting dark background.

(3) For properties directly abutting Highway 55, one freestanding sign not exceeding thirty-six (36) feet in height shall be permitted per lot in lieu of the monument sign identified in (1) above, provided the surface area of the sign shall not exceed one hundred (100) square feet. Any such freestanding sign shall be located between Highway 55 and the building, and shall be setback at least ten (10) feet from all lot lines. The sign may include a changeable copy sign or an electronic changeable copy sign, subject to the following restrictions:

a. The color of electronic text on electronic changeable copy signs shall be white or amber with a contrasting dark background.

b. The electronic portion of the sign shall not exceed sixty-four (64) square feet.

c. Only one (1) sign with electronic elements shall be permitted per property. For developments with two (2) or more structures and/or properties, only one (1) sign with electronic elements shall be permitted per development.

(d) Area Identification Signs:

(1) Area identification signage shall be permitted for commercial developments with two or more structures.

(2) The area identification signage shall be located near entrances to the development, except that one (1) area identification sign does not need to be located near an entrance to the project or subdivision provided it is located along an abutting arterial or major collector roadway.

(3) Two (2) area identification signs, not exceeding thirty-two (32) square feet in surface area per sign, or ten (10) feet in height, may be

permitted per development. An area identification sign shall be located at least ten (10) feet from lot lines.

(4) When such signs are proposed and constructed by an individual or firm other than the individual or association who will be responsible for the maintenance, there shall be a covenant prepared by the proponent establishing responsibility for the maintenance of the sign or signs over the entire project or subdivision, to be approved by the City Attorney, and to be recorded on the property title(s) prior to issuance of the sign permit. Further, appropriate easements shall be provided for the approved signs on the property or properties where the signs are to be located; the easements shall be recorded prior to the issuance of the sign permit.

(5) No area identification sign shall contain a changeable copy sign, an electronic changeable copy sign, or a time and temperature sign.

(e) Temporary Signs:

(1) Special Event Signs. One temporary sign may be mounted on a portable stand, with a maximum surface area not exceeding thirty-two (32) square feet, or may be a wall sign subject to the same size standards as the permanent wall signage allowed for the use. Such signs must be located on the subject property and may be used not more than four (4) times per calendar year, and for a period of not more than fourteen (14) days per time. Multi-tenant buildings with five (5) or more lease-spaces shall be permitted one such sign per tenant per calendar year. Multi-tenant buildings with less than five (5) lease-spaces shall be considered as a single property for purposes of this paragraph. The use of the single temporary sign by tenants on the property shall be the responsibility of the property owner or designated manager who shall endorse in writing, all applications for sign permits. The owner or manager of the sign and the owner of the property shall be equally responsible for the proper location, maintenance, and removal of the sign. The sign, sign supports, and portable stand shall be removed from public view at the end of the period. No such temporary signage shall be allowed on any property that has a changeable copy sign, an electronic changeable copy sign, or an electronic graphic display sign.

(2) Transient Merchant Signs. One (1) temporary sign for transient merchants and transient produce merchants. The sign shall not exceed sixteen (16) square feet in surface area, and shall not exceed six (6) feet in height. The sign shall be set back at least ten (10) feet from lot lines and shall be erected only during the period of transient sales as defined by the administrative permit.

(3) Real Estate Signs, On-Premise. One (1) temporary sign announcing the development, the availability of lots and/or buildings, the sale, rent, or lease of land, of primary buildings, and of areas within primary buildings shall have a surface area not exceeding ninety-six (96) square feet, shall be located on the subject property, and shall be removed when the intended purpose has been fulfilled. If the sign is freestanding, it shall be set back at least ten (10) feet from lot lines. The owner or manager of the sign and the owner of the land, shall be equally responsible for the proper location, maintenance, and ultimate removal of the sign.

(Amended by Ord. No. 2008-09, 03/25/08)

Chapter IV

Pedestrian Movements

Pedestrian Guidelines
Pedestrian Spine
Public Sidewalks and Trails
Private Sidewalks

A PEDESTRIAN GUIDELINES (EXCERPT FROM CITY CENTER GUIDELINES)

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

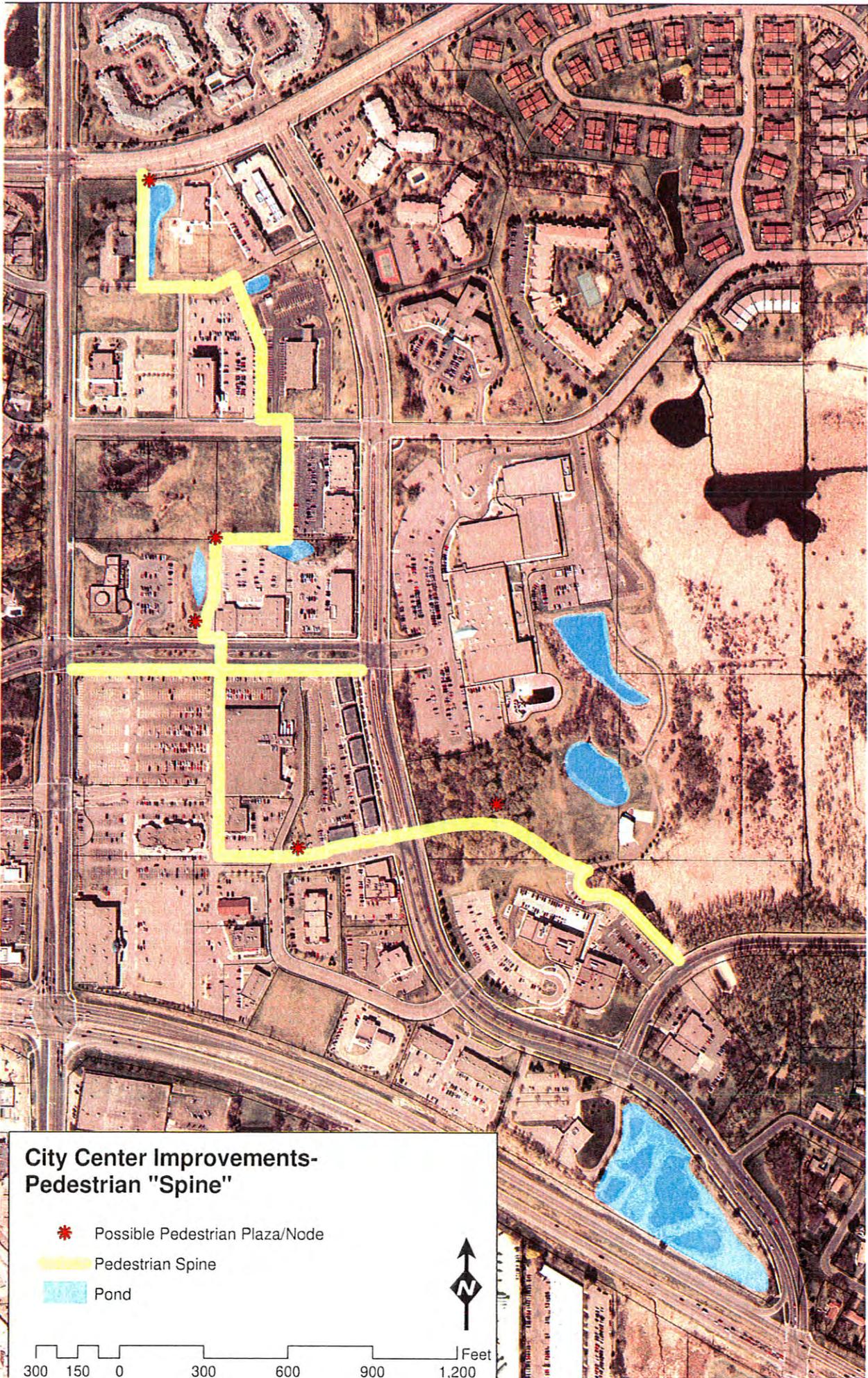
Recognize first that most people will arrive by car, but once they park they become pedestrians. The pedestrian and vehicle environments should be balanced, creating a City Center that is comfortable, safe, convenient and accessible for pedestrians. Access from the street to a building in City Center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

- Complete a pedestrian network of sidewalks and trails.
- Connect the sidewalks and trails of City Center to trails reaching to the rest of Plymouth.
- Facilitate parking and pedestrian connections that allow people to park once and shop twice.
- Develop the shortest possible street crossing distance by using “bump-outs,” medians, or other devices.
- Plan for traffic signals at intersections along Vicksburg Lane and stop signs at other City Center intersections to allow for safe pedestrian crossings.
- Provide access to sites from 35th Avenue, 36th Avenue and 37th Avenue to the greatest degree possible.
- Provide for interesting, comfortable and safe routes for pedestrians in parking areas.

- Require sidewalks connecting the public sidewalk and the front door of every building in City Center.
- Encourage other pedestrian features, such as benches, small plazas and landscape amenities. Especially focus these features at building entries and areas near the pedestrian spine.

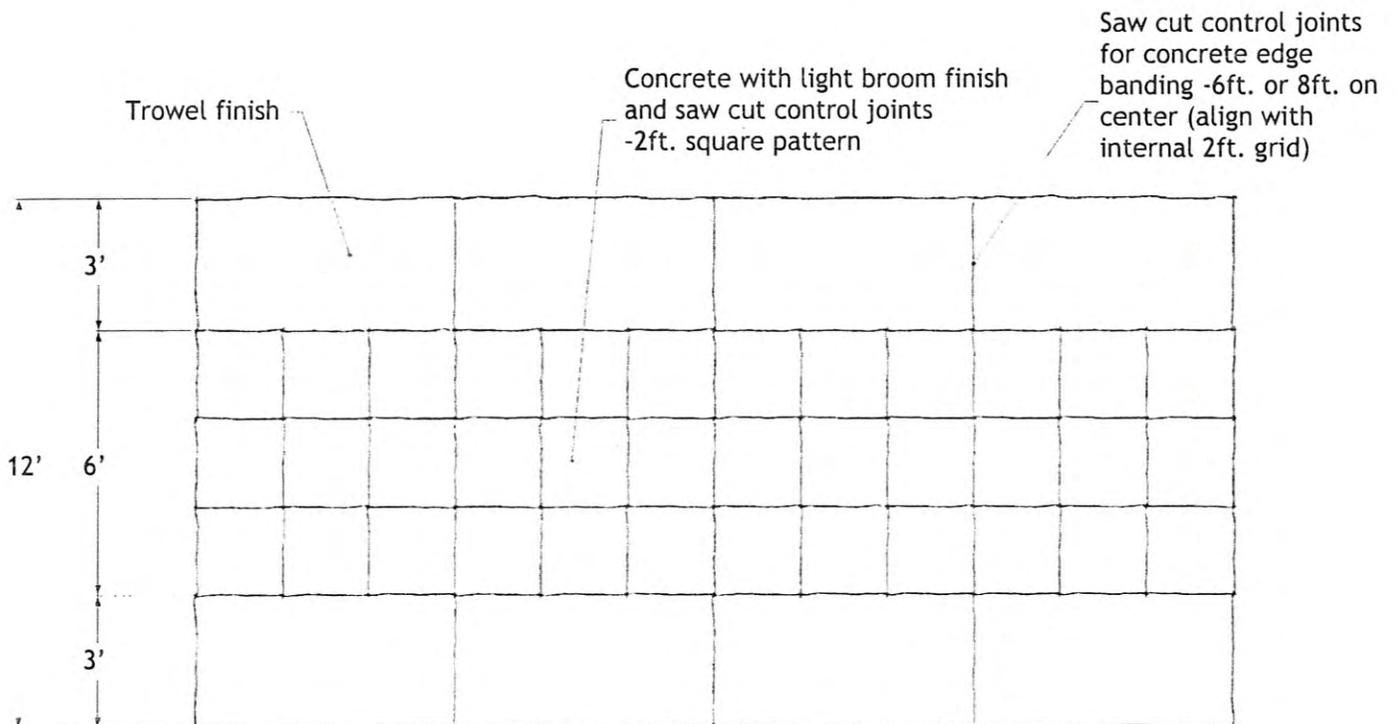
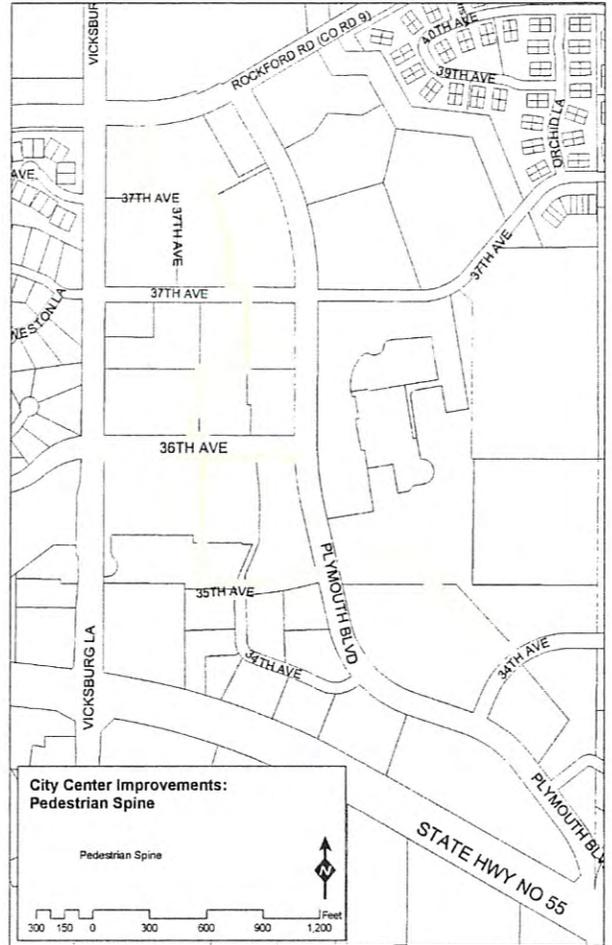
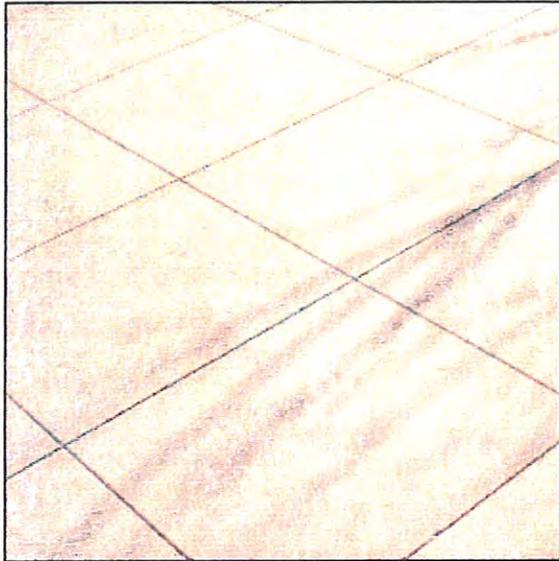
B PEDESTRIAN SPINE: THE AMBLE

- Main Spine – 12 feet wide (six-foot wide brushed concrete walk with three-foot wide concrete borders – concrete walk is saw cut into two-foot by two-foot sections)
- Public Crosswalks – 12 feet wide (nine-foot wide individual concrete pavers with 18-inch wide concrete borders)
- Private Crosswalks (drive isles, parking lots, private roadways) – 12 feet wide (nine-foot wide walk constructed of individual concrete pavers with 18-inch wide concrete borders)
- Pedestrian ramps required at all curbs



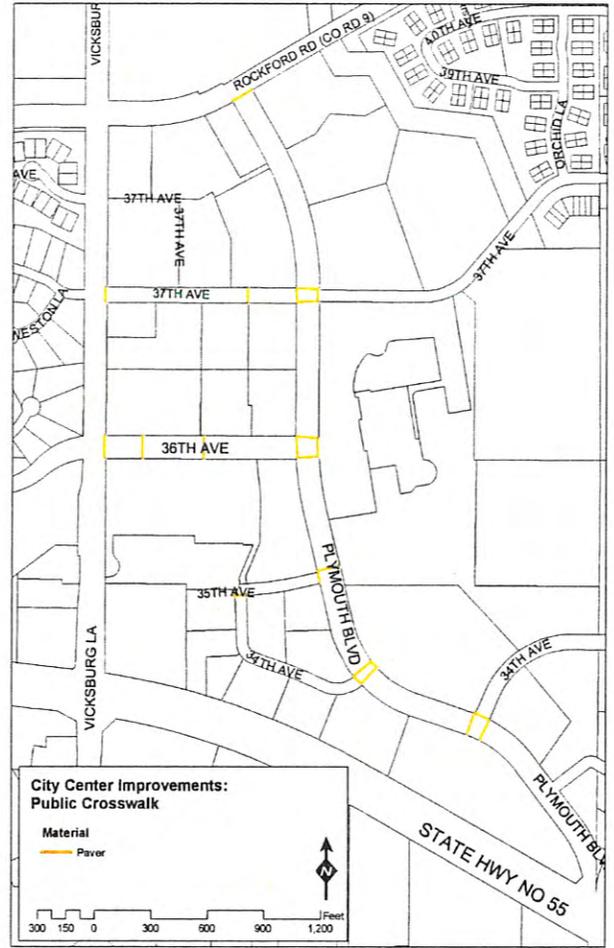
Pedestrian Spine Detail

- Spine to be constructed to specifications, except where it crosses public streets (see Public Street Crossing Detail)



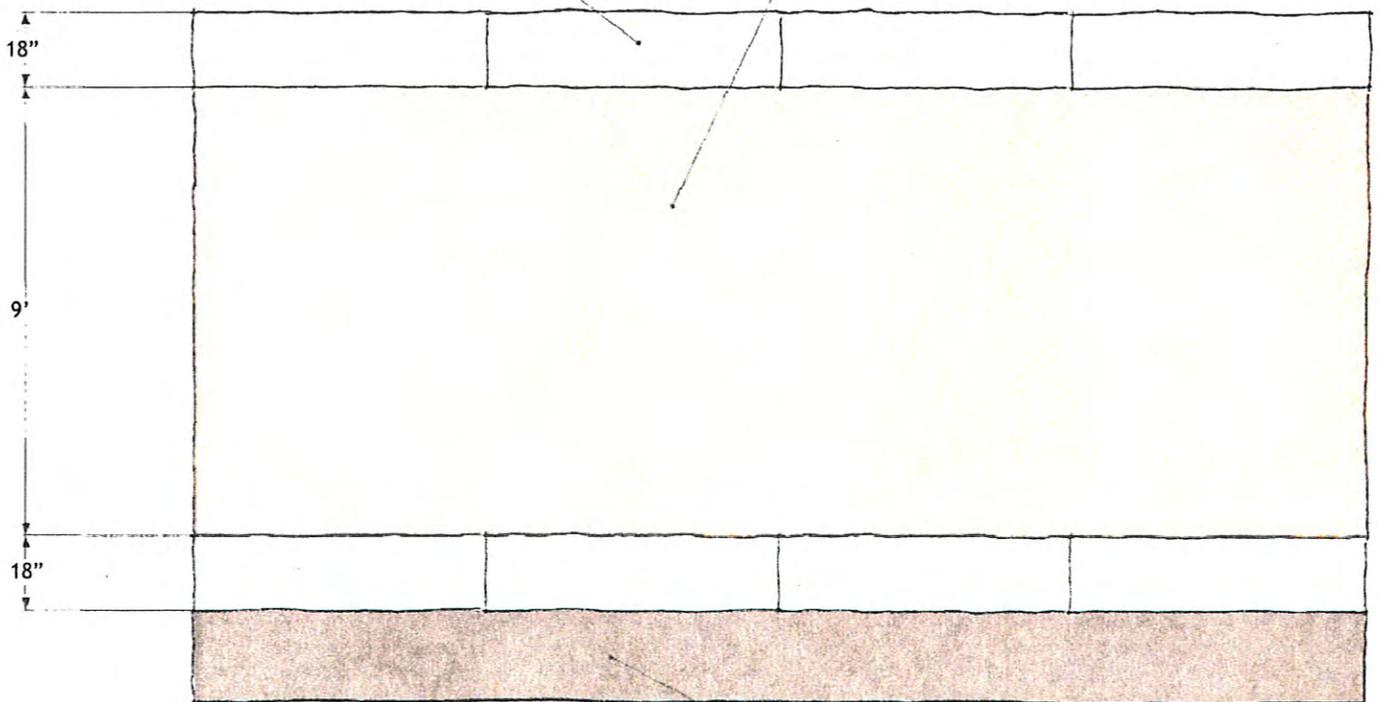
Public Street Crossing Detail

- Crosswalk design to be used where crossing public streets



Concrete border with troweled finish and saw cut control joints

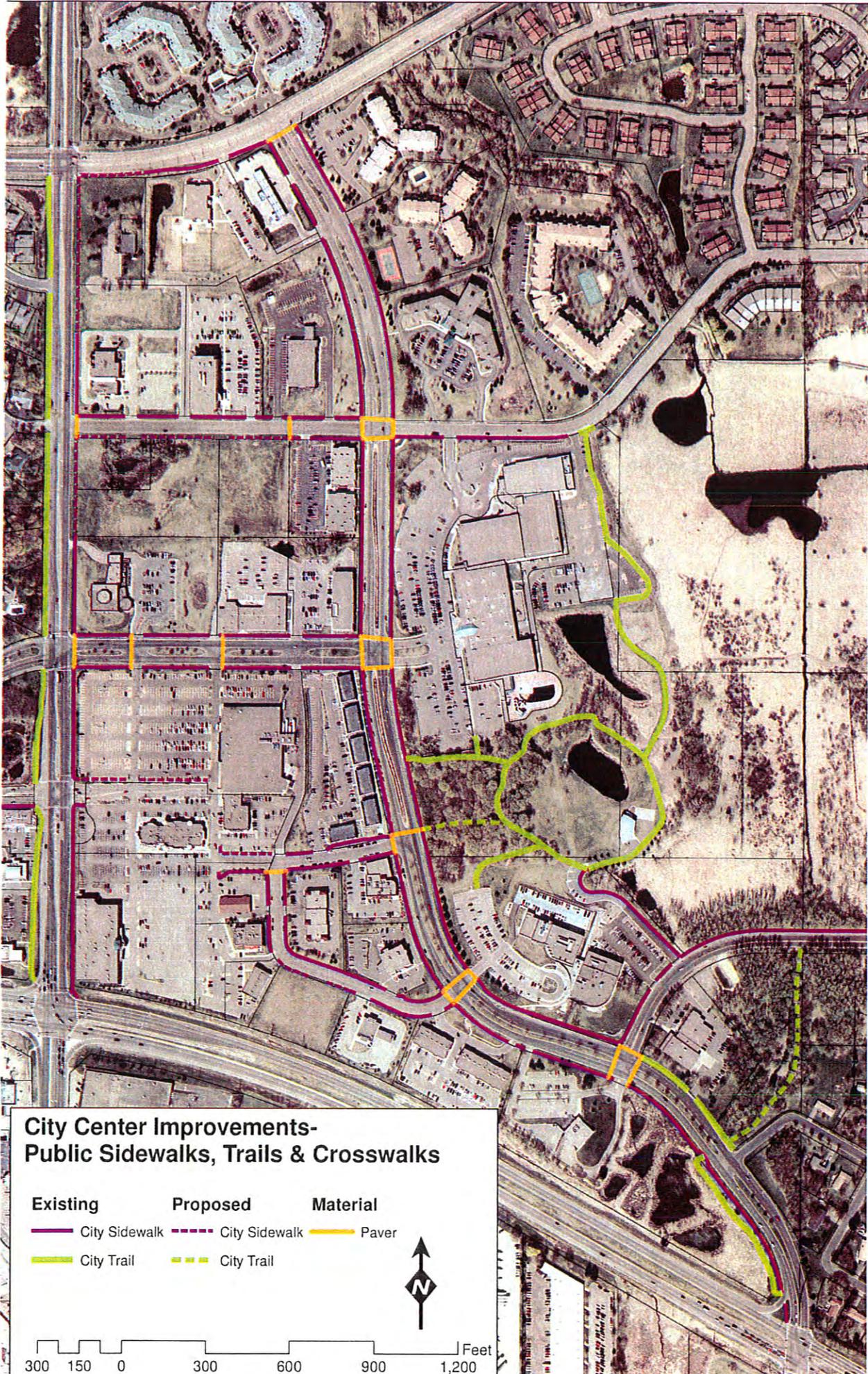
"Tumbled" pavers- color to contrast with street



Asphalt street

C PUBLIC SIDEWALKS AND TRAILS (NOT PART OF THE SPINE)

- Six-foot wide concrete sidewalk
- Crosswalks at public streets – eight feet wide (five-foot wide walk constructed of individual concrete pavers with 18-inch wide concrete borders)
- Crosswalks at private drives – six-foot wide concrete sidewalk
- Pedestrian ramps required at all curbs



D PRIVATE SIDEWALKS (INTERNAL TO SITES)

- Six-foot wide brushed concrete sidewalks (concrete walk is saw cut into two-foot by two-foot sections)
- Crosswalks (drive isles, parking lots, private roadways) – six-foot wide brushed concrete sidewalk (concrete walk is saw cut two-foot by two-foot sections)
- Pedestrian ramps required at all curbs



City Center Improvements- Private Sidewalks & Crosswalks

Material
— Concrete



300 150 0 300 600 900 1,200 Feet

Private Sidewalks and Crosswalks

- Sidewalk and crosswalk detail to be used for all walks and crossings on private property

