

FOUR SEASONS MALL REDEVELOPMENT SCENARIOS

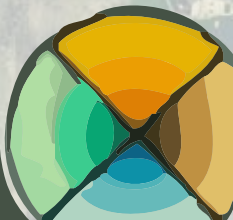


City of Plymouth
Four Seasons Mall Site
Redevelopment Scenarios

Hoisington Koegler Group Inc.
Planning • Landscape Architecture • Urban Design

Bolton & Menk
Engineers & Surveyors

RMF Group
Development Advisor





CITY OF
PLYMOUTH



Hoisington Koegler Group Inc.
Planning • Landscape Architecture • Urban Design

LAND USE AND URBAN DESIGN



CONSULTING GROUP, INC.
TRAFFIC



MARKET STUDY



STORMWATER AND UTILITIES



DEVELOPMENT ADVISOR

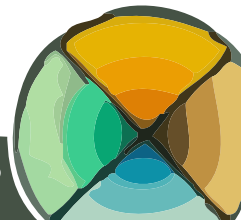


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INTRODUCTIONS

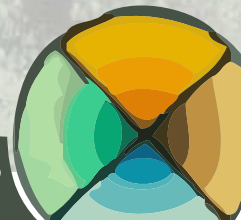


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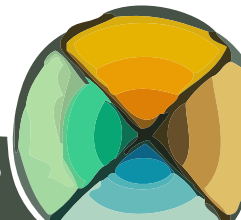
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FORMAT

- ▶ 15 To 20 Minute Presentation
 - ▶ Guiding Principles
 - ▶ Market Study Recap
 - ▶ Illustrative Plans
 - ▶ Next Steps
- ▶ Informal Question And Answer
 - ▶ Small Groups at 3 Stations



GUIDING PRINCIPLES

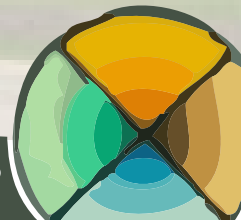


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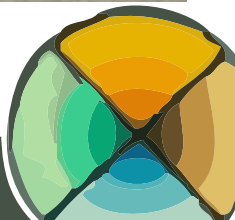
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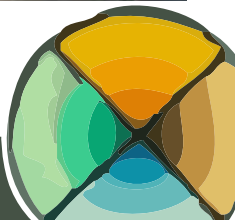
LAND USE / URBAN DESIGN

1. The use or mix of uses shall fill market needs.
2. The scale and intensity of use shall respect and complement the scale of adjacent residential and office commercial development, as reflected in e.g. building and parking setbacks, building height, building bulk.
3. Useable, inviting outdoor spaces shall be integrated into the development.
4. Parking shall be screened from Lancaster Lane with landscaping and where appropriate, with fencing and/or berming. Service areas shall be screened from all views.
5. Light fixtures at walkways, gathering spaces, building fronts and entries shall be pedestrian-scaled (no higher than 15 feet).
6. Individual signage for a mixed use development shall be consistent with a comprehensive sign plan that provides overall continuity of signage throughout the development.
7. Outside storage and display of goods and/or merchandise shall not be allowed.

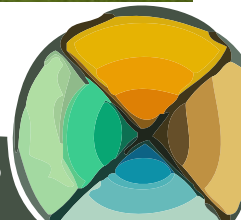


ARCHITECTURAL

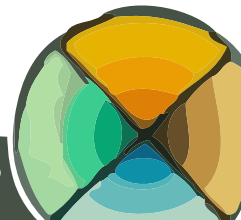
1. Building materials and colors shall be consistent and complementary throughout the site.
2. Building materials shall be timeless, rather than based on current fashion to limit design that becomes outdated with age.
3. All facades, including back and side elevations of a building generally visible from public view or adjacent to residential uses, shall be architecturally treated and relate to but not overwhelm the neighborhood. All elevations generally visible from public view shall reflect the overall design, colors and textures used on the front façade.
4. For all buildings, at least two of the following elements shall repeat horizontally. Buildings with facades greater than 100 feet in length shall include at least three of the following elements, repeated at appropriate intervals, either horizontally or vertically:
 - i. Color change. Recognizable, but not strongly contrasting.
 - ii. Texture change.
 - iii. Material change.
 - iv. Architectural variety and interest through a change in plane such as offsets, reveals, archways or projecting ribs.
 - v. Wall plane projections or recesses.



5. Building elevations shall incorporate architectural features and patterns that include a pedestrian scale.
6. Reduction of building mass may be achieved by using a combination of the following techniques:
 - i. Variations in roofline and form
 - ii. Use of ground level arcades and covered areas
 - iii. Use of protected and recessed entries
 - iv. Use of pronounced wall plane offsets and projections
 - v. Use of focal points and vertical accents
 - vi. Inclusion of windows on elevations facing streets and pedestrian areas
 - vii. Retaining a clear distinction between roof, body and base of building
7. Desired materials include:
 - i. Materials that are easily maintained, durable and attractive at close distances (e.g. from the view of a pedestrian on a sidewalk)
 - ii. Materials that have an attractive pattern, texture, and quality detailing
 - iii. Brick, stone or high quality pre-cast concrete (colored and textured)
 - iv. Metals that are matt finish and neutral or earth tone in color; metals that are used for exterior walls should have visible corner moldings and trim
 - v. Transparent glass
 - vi. Canvas awnings

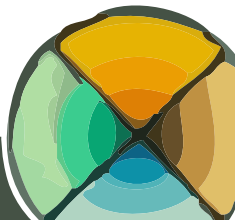


8. Undesired materials include:
 - i. Non-durable siding materials such as plywood, corrugated metal or fiberglass or other materials that decay rapidly when exposed to the elements
 - ii. Materials that have no pattern or relief, especially when those materials are applied to large wall surfaces
 - iii. Simulated brick or stone
 - iv. Wood, except as accent materials or in elements that are integrated with other desired materials
 - v. Mirrored glass, especially mirrored glass that faces an active pedestrian street
 - vi. Materials (excluding signs) that represent corporate colors, patterns or trademarks
 - vii. Brightly colored metal roofing or canopies
 - viii. Concrete that is not enhanced as indicated under “Desired Materials,” especially pre-cast, tilt-up walls
 - ix. Synthetic awnings, especially awnings meant to be illuminated from within
9. Variations in rooflines or parapets shall be used to reduce the scale of commercial buildings. Roof size, shape, material, color and slope shall be coordinated with the scale and theme of the building.
 - i. Parapets for concealing flat roofs shall include three dimensional cornice treatments at the ends or corners of buildings. Where not used in conjunction with other roof elements, parapets shall vary in height and have a finished depth at building corners.
 - ii. Buildings with sloping roofs shall include multiple planes.
10. Commercial buildings adjacent to existing residential uses shall incorporate lower scale elements and/or greater setbacks to the neighborhood.
11. Service and exit doors shall be integrated into the architecture of publicly visible elevations.
12. Trash and recycling storage shall be internal to buildings.



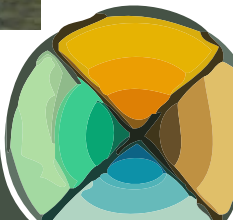
TRANSPORTATION / CONNECTIVITY

1. Pedestrian/bicycle routes/connections/facilities (e.g. benches, plazas, bicycle racks) will be a key on and off-site element. Trails and sidewalks will facilitate pedestrian movement within the site ("Park Once and Walk") and will connect the site to the adjoining neighborhood.
2. Site access points shall be limited to current locations.
3. Transit facilities shall be considered in conjunction with planning for site parking.
4. Development shall not exceed the capacity of the existing roadway network, unless improvements can be made to maintain the existing level of service.



STORMWATER TREATMENT

1. Site development shall result in less impervious surface coverage.
2. Solutions for the handling of storm water shall: 1) be amenity-driven; 2) recognize both natural drainage patterns and soil limitations on the site; and 3) result in an improvement in on-site water quality treatment.



MARKET STUDY RECAP

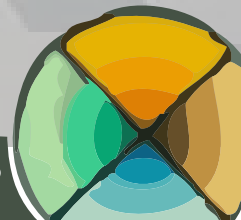


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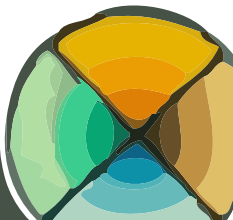
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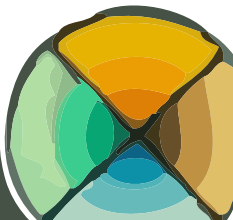
Retail

- ▶ Population is aging in both Trade Areas, older population spends less on typical retail goods and more on healthcare
- ▶ Calculated neighborhood retail demand is between 30,000 to 86,000 total square feet.



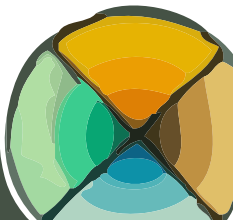
Office

- ▶ Significant amounts of new general office space will not be able to be absorbed within the next 3-5 years because of excess supply (i.e., vacant space).
- ▶ Once vacancy is absorbed, the Site could support 30,000 to 100,000 square feet of general office space (anticipated at least 5 years into the future).
- ▶ The site could support between 10,000 and 50,000 square feet of medical office space.



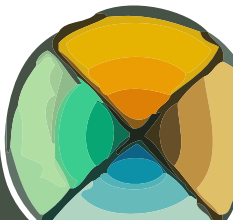
Senior Housing

- ▶ Site and market conditions are good for senior housing, especially assisted living and memory care.
- ▶ Short-term needs: 25-50 units of assisted living; 10-25 units of memory care.
- ▶ Post 2015 needs for independent living units: 60-80 units.



Mixed Use

- ▶ Term 'Mixed Use' is difficult to define, and therefore, difficult to study demand for. Successful Mixed Use project must create synergy between uses and users and have a “sense of place.”
- ▶ Market study indicates strength of senior housing, neighborhood-oriented retail, office and medical office, which could all be combined in one Mixed Use development.

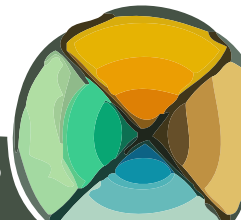


Scenario 1:

- ▶ Single Retail User
- ▶ One building facing Lancaster Lane with service and loading against Highway 169
- ▶ Transit (Park and Ride) located on northern portion of site
- ▶ Rainwater Garden amenity, buffer and trail run along Lancaster Lane









Development Yield:

Land Use Pattern	Area (Acres)	Percent Mix	Development Magnitude	Parking
Retail	11.4 AC	66 %	89,000 SF	474 spaces
Commercial Total			89,000 SF	
Transit	3.27 AC	19 %		135 spaces
Open Space	1.58 AC	9 %		
ROW	1.06 AC	6 %		
Grand Total	17.32 AC	100 %	89,000 SF	609 spaces



Scenario 1 Development Plan

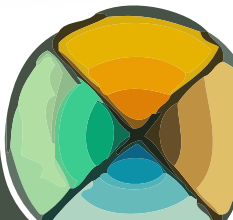
Legend:

	Parking
	Building
	Landscape/Turf Area
	Tree
	Stormwater Pond
	Rain Garden
	Plaza
	Sidewalk

Rockford Road (County Road 9)















ILLUSTRATIVE PLAN ONLY. This diagram is illustrative in nature and is not an actual redevelopment plan. The diagram has been created to show an example of how the Guiding Principles may be implemented.



Site Circulation Diagram:

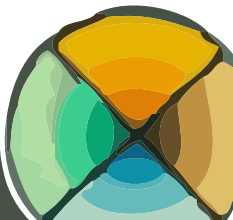
Rockford Road (County Road 9)

Legend:

-  Building
-  Surface Parking
-  Landscape Buffer/
Open Space
-  Rainwater Garden
-  Wetland
-  Stormwater Pond/
Water Feature
-  Permeable Paving Opportunity
-  Bus Circulation
-  Vehicular Circulation
-  Pedestrian Circulation
-  Transit Station
-  Access Points



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Scenario 2:

- ▶ Senior Housing predominant use on site
- ▶ Neighborhood Retail and Mixed Use and integrated at northern portion of site
- ▶ Transit (Park and Ride) relocated to the northern portion of the site with the transit stop adjacent to retail uses
- ▶ Rain Garden amenity, buffer and multi-use trail along Lancaster Lane

Development Yield:

Land Use Pattern	Corridor Area (Acres)	Percent Mix	Development Magnitude	Parking
Senior Residential: Memory Care			25 units	
Senior Residential: Assisted Living			50 units	
Senior Residential: Independent Living			80 units	
Residential Total	9.07 AC	52 %	155 units	209 spaces

Neighborhood Retail- Stand Alone			12,500 SF	70 spaces
Neighborhood Retail - Mixed Use			12,000 SF	45 spaces
Office - Mixed Use			12,000 SF	45 spaces
Commercial Total	2.91 AC	17 %	36,500 SF	160 spaces

Transit	2.7 AC	16 %		114 spaces
Open Space	1.58 AC	9 %		
Wetland	1.06 AC	6 %		

Grand Total	17.32 AC	100.0%		483 spaces
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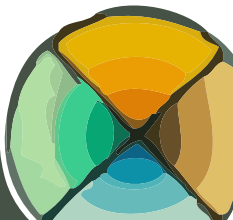
Scenario 2 Development Plan

Legend:

	Parking
	Building
	Landscape/Turf Area
	Tree
	Stormwater Pond
	Rain Garden
	Plaza
	Sidewalk















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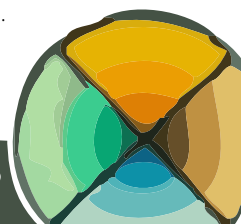
Site Circulation Diagram: Rockford Road (County Road 9)

Legend:

-  Building
-  Surface Parking
-  Landscape Buffer/
Open Space
-  Rainwater Garden
-  Wetland
-  Stormwater Pond/
Water Feature
-  Permeable Paving
-  Bus Circulation
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-  Pedestrian Circulation
-  Transit Station
-  Access Points



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Scenario 3:

- ▶ Mix of Senior Housing, Medical Office and Neighborhood Retail uses
- ▶ Adaptive re-use of portions of existing building
- ▶ Rainwater Garden amenity with outdoor seating and gathering areas runs through center of site
- ▶ Restaurant and Senior Housing focus on water amenity
- ▶ Utilizes existing transit stop on Lancaster Lane with surface Park and Ride immediately adjacent

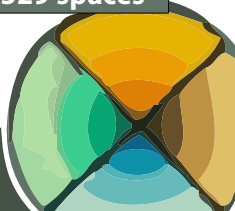
Development Yield:

Land Use Pattern	Area (Acres)	Percent Mix	Development Magnitude	Parking
Senior Residential: Memory Care			25 units	
Senior Residential: Assisted Living			50 units	
Residential Total	3.47 AC	20 %	75 units	94 spaces

Neighborhood Retail	7.3 AC	41 %	41,200 SF	199 spaces
Medical Office	3.0 AC	17 %	30,000 SF	122 spaces
Commercial Total	10.03 AC	58 %	71,200 SF	321 spaces

Transit	1.16 AC	7 %		114 spaces
Open Space	1.58 AC	9 %		
Wetland	1.06 AC	6 %		













Grand Total	17.3 AC	100%		529 spaces
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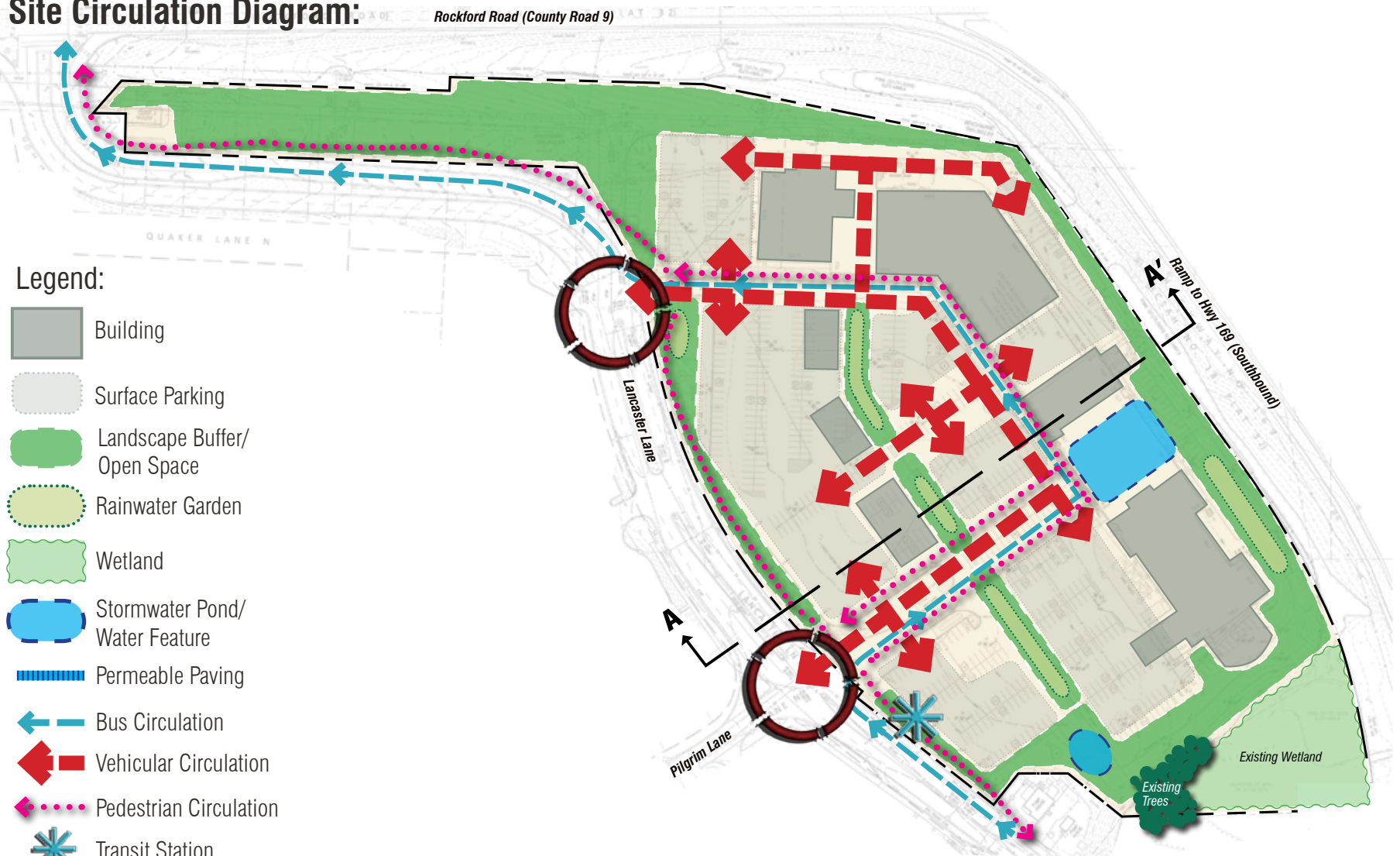


Site Circulation Diagram:

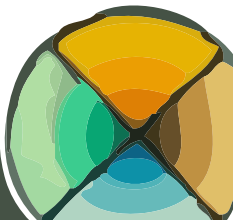
Rockford Road (County Road 9)

Legend:

-  Building
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-  Permeable Paving
-  Bus Circulation
-  Vehicular Circulation
-  Pedestrian Circulation
-  Transit Station
-  Access Points



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Scenario 4:

- ▶ Mix of Neighborhood Retail and Office uses
- ▶ Adaptive re-use of portions of existing building
- ▶ Structured Parking for office and retail uses at north end of site
- ▶ Utilizes existing transit stop on Lancaster Lane with surface Park and Ride immediately adjacent
- ▶ Central Green amenity adjacent to retail and office uses
- ▶ Plaza spaces overlooking pond adjacent to restaurant and medical office uses

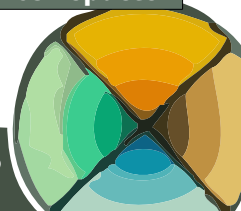
Development Yield:

Land Use Pattern	Corridor Area (Acres)	Percent Mix	Development Magnitude	Parking
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Neighborhood Retail	6.26 AC	36 %	36,000 SF	223 spaces
Medical Office	3.35 AC	19 %	25,000 SF	100 spaces
Mixed Use Retail	3.39 AC	20 %	15,500 SF	228 spaces
Mixed Use General Office			30,000 SF	
Commercial Total	12.92 AC		106,500 SF	551 spaces

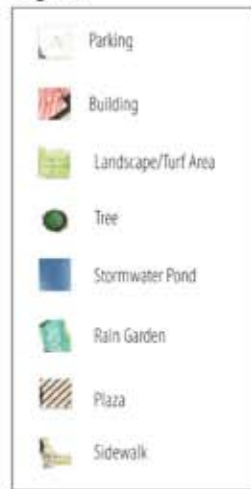
Transit	1.75 AC	10 %		100 spaces
Open Space	1.58 AC	9 %		
Wetland	1.06 AC	6 %		

Grand Total	17.32 AC	100.0%		651 spaces
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Scenario 4 Development Plan

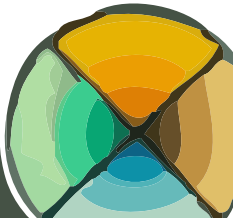
Legend:



Rockford Road (County Road 9)




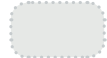










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Site Circulation Diagram:

Rockford Road (County Road 9)

Legend:

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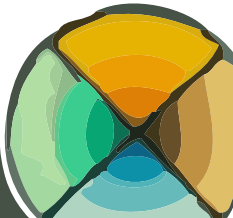


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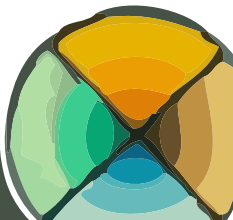
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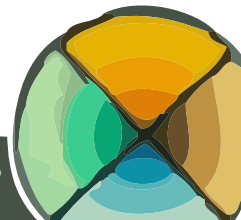
Presentation Wrap-Up

- ▶ Informal Question And Answer At Stations
- ▶ Take Away Handouts On The Guiding Principles
 - ▶ Please Spend Time Now And Provide Written Comments,
 - ▶ Return Written Comments Within The Next Week, Or
 - ▶ E-Mail Comments To bthomson@plymouthmn.gov
- ▶ Funding For The Study Comes From The Metropolitan Council And Hennepin County



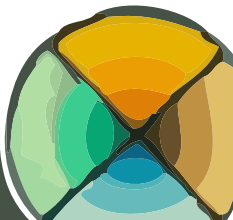
Upcoming Meetings

- ▶ Planning Commission Review On October 5 At 7:00pm
- ▶ City Council Discussion On October 11 At 7:00pm
- ▶ Website
 - ▶ www.plymouthmn.gov
 - ▶ On Home Page, Click On “Read More” In Spot Light (Towards Upper Right Corner Of The Home Page); Or
 - ▶ Go To Departments – Community Development – Planning – Four Seasons Study
 - ▶ Click On 



Next Steps

- ▶ Adoption Of Guiding Principles By The City Council
- ▶ City Council Determination On Whether The Comprehensive Plan And/ Or Zoning Ordinance Need To Be Amended
- ▶ Submittal Of Final Product To The City Council (November Or December)
- ▶ Expiration Of Interim Ordinance (Moratorium) No Later Than December 14, 2011



THANK YOU

- ▶ Informal Question And Answer At Stations
 - ▶ Three Identical Stations (With One Exception)
John Hagen (SRF - Traffic)

